

Agenda

Cabinet

Monday

11 March 2024

at 7.00 pm

The Guildhall
St Peter's Place
Canterbury
CT1 2DB

Membership of the Cabinet

Councillor Alan Baldock (Chair)
Councillor Michael Dixey (Vice Chair)
Councillor Charlotte Cornell
Councillor Chris Cornell
Councillor Mel Dawkins
Councillor Pip Hazelton
Councillor Connie Nolan
Councillor Alex Ricketts
Councillor Mike Sole

Quorum: 5 councillors

1. Members of the public may speak at meetings of the Cabinet Committee so long as the item has not already been heard at the Overview and Scrutiny Committee. They must contact Democratic Services by 12.30pm the working day before the meeting to register to speak.

2. The venue for the meeting is wheelchair accessible and has an induction loop to help people who are hearing impaired.

3. Everyone is welcome to record meetings of the Council and its Committees using whatever non-disruptive methods you think are suitable. If you are intending to do this please mention it to the Democratic Services Officer and do not use flash photograph unless you have previously asked whether you may do so. If you have any questions about this please contact Democratic Services (members of the press please contact the Press Office).

Please note that the Chair of the meeting has the discretion to withdraw permission and halt any recording if in the Chair's opinion continuing to do so would prejudice proceedings at the meeting. Reasons may include disruption caused by the filming or recording or the nature of the business being conducted.

Anyone filming a meeting is asked to only focus on those actively participating but please also be aware that you may be filmed or recorded whilst attending a council meeting and that attendance at the meeting signifies your agreement to this if it occurs. You are also reminded that the laws of defamation apply and all participants whether speaking, filming or recording are reminded that respect should be shown to all those included in the democratic process.

Persons making recordings are requested not to put undue restrictions on the material produced so that it can be reused and edited by all local people and organisations on a non-commercial basis.

If a meeting passes a motion to exclude the press and public then, in conjunction with this, all rights to record the meeting are removed.

4. The information contained within this agenda is available in other formats, including Braille, large print, audio cassettes and other languages.

Contact Officer: Vanessa Montgomery, 01227 862 009, democracy@canterbury.gov.uk

Agenda

Page (s)

1 Apologies for absence

2 Declaration of any interests

TO RECEIVE any declarations for the following in so far as they relate to the business for the meeting:-

- a. Disclosable Pecuniary Interests (DPI)
- b. Other Significant Interests (OSI)
- c. Voluntary announcements of other interests not required to be disclosed as DPIs or OSIs, i.e. announcements made for transparency reasons alone, such as:
 - Membership of outside bodies that have made representations on agenda items, or
 - Where a councillor knows a person involved, but does not have a close association with that person, or
 - Where an item would affect the well-being of a Member, relative, close associate, employer, etc. but not his/her financial position.

[Note: an effect on the financial position of a councillor, relative, close associate, employer, etc; OR an application made by a councillor, relative, close associate, employer, etc, would both probably constitute either an OSI or in some cases a DPI].

3 Announcements

To receive any announcement from the Leader or Cabinet Members.

4 Public participation

Members of the public may speak on an agenda item in Part A, for a maximum of three minutes, provided that notification has been given to Democratic Services by 12.30pm on the working day before the day of meeting.

To find out more [visit this webpage](#).

5 Minutes of the meeting held on 8 February 2024

6 - 17

TO CONFIRM as a true record.

Part A - Items to be considered with public participation

- 6 Permission to consult on the Draft Canterbury District Local Plan To 2040 and the Draft Sustainable Design Guide Supplementary Planning Document and approval of the Local Development Scheme (2024)** 18 - 374

TO CONSIDER the report from Director of Strategy and Improvement, Peter Davies and Head of Policy and Communication, Leo Whitlock.

- 7 Draft Transport Strategy** 375 - 513

TO CONSIDER the report of Bill Hicks, Service Director, Place and Richard Moore, Head of Transport & Environment.

- 8 Draft open space strategy** 514 - 560

TO CONSIDER the report from William Hicks, Deputy Director of Place and Richard Moore, Head of Transport and Environment.

- 9 Draft Air Quality Action Plan** 561 - 629

TO CONSIDER the report from the Director of Strategy and Improvement Peter Davies and Head of Policy and Communication Leo Whitlock.

Part B - Items for consideration with no public participation

These items have already been considered at the Overview and Scrutiny Committee with public participation. Therefore, there is no further public participation for the items listed in Part A of the agenda.

There are no items in this part of the agenda

- 10 Date of next meeting**

Monday, 25 March 2024

- 11 Any other urgent business to be dealt with in public**

- 12 Exclusion of the press and public**

TO RESOLVE – That under Section 100(A)(4) of the Local Government Act 1972, the press and public be excluded from the meeting during consideration of the following items of business on the grounds that there would be disclosure of exempt information as defined in Part 1 of Schedule 12A of the Act or the Freedom of Information Act or both.

Part C - Items likely to be considered in Private

- 13 Any other urgent business which falls under the exempt provisions of the Local Government Act 1972 or the Freedom of Information Act 2000 or both

Date published: 19 February 2024

Any decision in the minutes below will come into force, and may be implemented, on the expiry of three clear working days after the publication of the decision, unless a valid request has been received by the Head of Paid Service objecting to the decision and asking for it to be called in.

CANTERBURY CITY COUNCIL

CABINET

Minutes of the meeting held on Thursday 8 February 2024 at 7 pm in The Guildhall, St Peter's Place, Westgate, Canterbury

Present: Councillor Alan Bladock - Chair
Councillor Michael Dixey - Vice Chair
Councillor Charlotte Cornell
Councillor Chris Cornell
Councillor Mel Dawkins
Councillor Pip Hazelton
Councillor Connie Nolan
Councillor Alex Ricketts
Councillor Mike Sole

In attendance: Councillor David Thomas

Officers: Peter Davies - Director of Strategy and Improvement
Tricia Marshall - Director of Corporate Services
Suzi Wakeham - Director of People and Place
Rob May - Head of Finance
Bill Hicks - Service Director for Place
Nicci Mills - Service Director for Finance and Procurement
*Richard Moore - Head of Transportation and Environment
Gary Peskett - Housing Strategy Manager
Marie Royle - Service Director for People
Pippa Tritton - Democratic Services Officer

(* present for part of the meeting)

527. Apologies for absence

There were no apologies for absence.

528. Declarations of interest by Members or Officers

In relation to Item 11, Councillor Mel Dawkins and Councillor Mike Sole made a voluntary announcement that they were Kent County Council councillors.

529. Announcements

No announcements were made.

530. Public participation

The Chair advised that there were no public speakers for the meeting.

531. Minutes of the meeting held on 4 December 2023

The minutes of the meeting on 4 December 2023 were agreed as a true record by general assent.

532. References from Committees

The minutes of the Overview and Scrutiny Committee held on 25 January 2024 were noted.

533. EKS Transition Business Case

Councillor Alan Baldock, the Leader, introduced the report asking for the approval of the transition of outsourced services (Civica UK Limited) to a LATCo service delivery vehicle.

The Cabinet discussed the report and clarification was provided where needed by the Director of Corporate Services.

It was proposed, seconded and when put to a vote RESOLVED:

- a) to exit from the contract with Civica UK Limited for the delivery of Revenue, Benefits and Customer Services.
- b) to approve the LATCo service delivery vehicle as the preferred option for future service delivery.
- c) to approve the business case for the LATCo pursuant to Article 2(2)(b) of the Local Government (Best Value Authorities) (Power to Trade) (England) Order 2009.
- d) to the extent that it is not otherwise authorised to do so, to authorise the East Kent Services Committee to exercise the powers and functions of the Council to form the LATCo and to enter into the contract with it to include (but not limited to) making decisions on behalf of the Council in relation to point 9 of this report.

Record of the vote:

For (9): Councillors Alan Bladock, Charlotte Cornell, Chris Cornell, Mel Dawkins, Michael Dixey, Pip Hazelton, Connie Nolan, Alex Ricketts and Mike Sole.

Against (0)
Abstained (0)

Reason for the decision: With the added ability to generate new revenue income streams, flexibility to attract and retain high calibre staff, due to enhanced terms and conditions, the LATCo was the preferred choice of service delivery vehicle. With an uncertain and challenging financial environment the LATCo was more able to weather the uncertainty by generating additional income streams to support frontline services. The ability of a LATCo to minimise costs and maximise efficiencies and deliver innovative services to communities and residents were a significant factor to support the LATCo approach.

534. Non domestic rates (business rates) discretionary relief policy

The Cabinet Member for Finance introduced the report which explained that businesses were currently able to apply for discretionary relief to alleviate the burden of business rates in certain circumstances. There were currently two policies from different years covering the decision making process which meant it was not transparent to applicants. The proposal was to create two 'volumes' for the overall Discretionary Policy.

There were three options available to Cabinet members, which were:

Option 1 - do nothing and leave the policies as they were.

Option 2 - revise the policies as proposed.

Option 3 - revise the policy but use different methodology for assessing and awarding discretionary relief.

The report was discussed and the Service Director for Finance provided clarification where required.

- This was a timely piece of work which fundamentally would help businesses.
- The quickest way for businesses to get support was via the council's website.

It was proposed, seconded and when put to a vote RECOMMENDED to Full Council to:

- a) Approve a revised business rates discretionary relief policy, in two volumes
- b) Approve the automatic award of relief to certain business types
- c) Approve a revised process for making decisions on relief applications in non-automatic award cases, on a case-by-case basis, via a scoring matrix procedure

Record of the vote:

For (9): Councillors Alan Bladock, Charlotte Cornell, Chris Cornell, Mel Dawkins, Michael Dixey, Pip Hazelton, Connie Nolan, Alex Ricketts and Mike Sole.

Against (0)
Abstained (0)

535. Pay Policy Statement 2024/25

The Cabinet Member for Finance introduced the report which explained that Section 38(1) of the Localism Act 2011 required the council to adopt a Pay Policy each year. The report set out the draft policy and sought its endorsement.

There were two options available within the report, to

- a) Recommend the Pay Policy statement to Full Council for adoption or,
- b) To not accept the Pay Policy Statement.

Cabinet Members debated the report and clarification was provided by the Corporate Services Director:

- The lowest paid staff would probably be on variable hours which is why they would be paid by the hour, rather than an annual salary.
- The council was a responsible employer and had made a previous commitment to pay not less than the Living Wage Foundation living wage from April each year.

It was proposed, seconded and when put to a vote RECOMMENDED to Full Council:

That the Pay Policy Statement for 2024/25 be adopted

Record of the vote:

For (9): Councillors Alan Bladock, Charlotte Cornell, Chris Cornell, Mel Dawkins, Michael Dixey, Pip Hazelton, Connie Nolan, Alex Ricketts and Mike Sole.

Against (0)

Abstained (0)

536. Council Tax 2024/25 To approve the council tax for the District including KCC, KMFRA, Kent Police and parish council precepts

The Cabinet Member for Finance introduced the report explaining that Full Council was required to set the level of Council Tax for the next financial year. The report set out the various calculations needed to see the Council Tax for the district and each parish within the district.

It was proposed, seconded and RECOMMENDED to Council that:

The formal resolution set out in Appendix B to set the Council Tax for 2024/25 be approved and that, if any of the precepting authorities changed their precept figures before Council on 22 February, the Service Director Finance and Procurement be authorised to present to Council a revised resolution.

Record of the vote:

For (9): Councillors Alan Bladock, Charlotte Cornell, Chris Cornell, Mel Dawkins, Michael Dixey, Pip Hazelton, Connie Nolan, Alex Ricketts and Mike Sole.

Against (0)
Abstained (0)

537. Household Waste & Recycling Centre Lease

(Councillor Mel Dawkins and Councillor Mike Sole made a voluntary announcement that they were Kent County Council councillors.)

The Cabinet Member for Property, performance and oversight introduced the report which was seeking authority to agree the proposed terms of a new lease to Kent County Council for the Canterbury Household Waste Recycling Centre.

Councillors attention was drawn to the confidential annex and advised that they would need to go into closed session if they wished to discuss it.

There were two options available for councillors:

- 1) To grant the new lease on the basis of the agreed Head of Terms
- 2) Not to agree the new letting.

It was proposed, seconded and when put to a vote unanimously agreed:

RESOLVED:

- a) that the Head of Property & Regeneration be authorised to make any minor amendments necessary to the Heads of Terms and to agree the final terms of the lease.
- b) to authorise the Head of Legal Services to enter into any legal documentation necessary to complete the lease.

Record of the vote:

For (9): Councillors Alan Bladock, Charlotte Cornell, Chris Cornell, Mel Dawkins, Michael Dixey, Pip Hazelton, Connie Nolan, Alex Ricketts and Mike Sole.

Against (0)
Abstained (0)

Reason for the decision: The existing use of the site was well established, well used and considered by many to be an essential public facility. By granting a new lease, the council could ensure the site could continue to be used. The letting would provide the council with improved rental income in line with market evidence.

There was a short adjournment at this point of the meeting.

538. LUF Highway projects : decision to implement

The Cabinet Member for Tourism, Movement and Rural Development introduced the report which set out the main improvements to the public highway that were included in the Levelling Up Fund (LUF) bid, and provided a summary of the public consultation responses to the outline designs, and set out proposed changes. It was noted that the Overview and Scrutiny Committee agreed with the recommendations at their meeting on 25 January 2024 and their comments were included within the report.

There were two options available:

- a) To resolve that the detailed designs shown on the drawings in Appendices 2-5 relating to the following projects - Westgate Square, St George's Square, St George's Lane, Dane John to Castle (via Castle Row car park) are agreed.
- b) To make changes to the detailed designs shown on the drawings in Appendices 2-5 relating to the following projects, Westgate Square, St George's Square, St George's Lane, Dane John to Castle (via Castle Row car park).

Councillors debated the proposals and clarification was provided by the Head of Transport and Environment. The following points were amongst those raised:

- Discussions had been held at both Joint Transportation Board regarding the Pound Lane closure and Overview and Scrutiny Committee. People were broadly in favour during the consultation.
- Works would be very closely monitored.
- The level of engagement had been pleasing.
- The impact of the closure of Pound Lane couldn't be ignored, but works within the car park such as the repainting of directional arrows would help. Signage to warn of delays and suggesting using other car parks would be installed. ANPR could also help aid the flow in the car park.
- Pound Lane exit by the Westgate Towers had already been closed for some time, so people were already used to it.
- It was important that all LUF project teams talked to each other.
- The co-location of bins and planters was a good idea and should be investigated further.
- There was some concern about the proposals and It was important to remember that Canterbury was a heritage city and appropriate materials should be used.
- It was good to see that the concerns of the Overview and Scrutiny Committee were being addressed.
- Although not directly related to this item, It was important that comments related to accessible toilets were not lost.

It was proposed, seconded and unanimously agreed:

RESOLVED:

- a) That the detailed designs shown on the drawings in Appendices 2-5 relating to the following projects : Westgate Square, St Georges Square, St Georges Lane, Dane John to Castle (via Castle Row car

- park), are agreed.
- b) That a Section 278 agreement is entered into with Kent County Council for the implementation of these projects.
 - c) The Cabinet Member for Tourism, Movement and Rural Development, in consultation with the Head of Transport and Environment, is given delegated authority to make any changes required by Kent County Council and/or Canterbury City Council.

Record of the vote:

For (9): Councillors Alan Bladock, Charlotte Cornell, Chris Cornell, Mel Dawkins, Michael Dixey, Pip Hazelton, Connie Nolan, Alex Ricketts and Mike Sole.

Against (0)

Abstained (0)

Reason for the decision: The proposed design changes incorporated many of the views and suggestions from the consultation as possible, whilst still ensuring the key outputs of the LUF bid were delivered.

539. Proposed changes to charges and conditions in council car parks

The Cabinet Member for Tourism, Movement and Rural Development introduced the report which set out the proposed changes to charges and conditions in the Off Street Parking Places Order (OSPPO) for the financial year 2024/25 and provided a summary of the public consultation responses. It was noted that the Overview and Scrutiny Committee on 25 January 2024 recommended the resolutions and their comments were included within the report.

There were three options available:

- a) To resolve that the OSPPO proposals set out in Appendix 1 and Appendix 2 (items 1-55) were implemented and the financial impact of item numbers 56-61 included in the 2024/25 budget.
- b) To make changes to any of the OSPPO proposals set out in Appendix 1 or Appendix 2 and these are then implemented, or to make changes to any of the item numbers 56-61 and include these in the 2024/25 budget.
- c) Not to implement any of the OSPPO proposals or to include items 56-61 in the 2024/25 budget.

Councillors debated the proposals and clarification where provided where necessary by the Cabinet member:

- It was acknowledged that nobody liked increasing parking charges but there was no other choice.
- Reinstating the Sturry Road Park and Ride and the three hour blue badge parking were issues that had been supported in the consultation.

- The residents rate had been a long time coming and should be welcomed.
- A percentage of the car parks would be cheaper next year than they were this year.
- If usage dropped off in some of the car parks, things could be reviewed.
- Officers were thanked for their work on the proposals.
- The introduction of three 'bands' was welcomed to give users a choice - pay more to park centrally, or park somewhere cheaper and walk.
- The answer to women leaving venues later at night was to make the city a safe place to move around at all times.
- There were £300K of improvements planned for the Castle Street multi storey but there was a lot of work to be done and monitoring would be needed. However, the best remedy was to make them well used.
- Pound Lane was an issue due to congestion and that was why it had been identified as a Band 1 car park.
- There was a small pot of money available for incentives, such as Christmas parking and it was hoped that would be expanded in the future.
- All changes were part of the bigger transport strategy.
- Bands should encourage use of car parks in less congested areas and be better environmentally.
- Significant funds had been set aside for the marketing campaign which would include colour coded signage.
- People would be encouraged to park in Bands 2 and 3, with Band 1 coming in at a premium.

It was proposed, seconded and unanimously RESOLVED:

- (1) That changes are made to the advertised proposals in respect to item numbers 3, 6, 13, 14, 35 as set out in the report
- (2) That item numbers 1-54 (which include the changes above), as set out in Appendix 1, and the proposed permit charges, item number 55 as set out in Appendix 2 are implemented on 1 April 2024.
- (3) That the financial impact of items 56-61 are taken into account in the 24/25 budget

Record of the vote:

For (9): Councillors Alan Bladock, Charlotte Cornell, Chris Cornell, Mel Dawkins, Michael Dixey, Pip Hazelton, Connie Nolan, Alex Ricketts and Mike Sole.

Against (0)

Abstained (0)

Reason for the decision: The proposals would help to meet objectives of transport, parking and climate change policies that encouraged greater use of sustainable transport and Park and Ride. Rationalising tariffs into 'bands' would provide great consistency and enable informed parking choices. Having a residents rate was fairer

for those living in the district. Restoring the three hour free period for blue badge holders would bring charging back in line with onstreet parking arrangements. Additional income would help reduce the council's overall funding gap. The changes reflected some of the concerns expressed in the public consultation.

540. General Fund revenue and capital budgets 2024/25

The Cabinet Member for Finance introduced the report which set out the key financial issues facing the Council from 2023 to 2025 and advised councillors on key budget assumptions, and put forward budget proposals for 2024/25 for consultation.

Options available to councillors were:

- a) To agree the recommendations as set out within the report or
- b) To amend the recommendations

It was noted that the Overview and Scrutiny Committee had discussed the report at its meeting on 25 January 2024.

Thanks were given to officers who had been working with a new administration and very difficult budgets.

It was proposed, seconded and when put to a vote unanimously agreed to **RECOMMEND TO FULL COUNCIL:**

- a) that the Council approves the net revenue budget amount of £20,817,234 for 2024/25;
- b) that the Council approves a Council Tax for Band D of £239.91 for 2024/25, an increase of 2.99% when compared with 2023/24;
- c) that the Council approves the Financial Plan for 2024/25 to 2025/26 set out in Appendix 1 as the basis for the budget in each of those years with the projected Council Tax increase being limited to not more than 2.99% each year;
- d) that, in order to deliver a robust budget in future years, the Council continues to identify further opportunities to generate additional savings;
- e) that the fees and charges set out in Appendix 3 be approved;
- f) that the movements in reserves set out in Appendix 4 be approved; and
- g) that authority be given to incur expenditure on schemes brought into the capital programme since the Council meeting in February 2023 for 2024/25 set out in Appendix 2;
- h) that, subject to any alterations necessary, the draft capital programme set out in Appendix 2 be adopted as the basis for planning the approved capital budget; and
- i) that authority be given to the Head of Paid Services, Director of People and Place, Director of Strategy and Improvement and Service Directors to incur expenditure and otherwise exercise the powers delegated to them in the Constitution in order to implement the Capital Programme.

j) that for the cost recovery fees and charges (highlighted in amber in Appendix 3), officers are able to further increase or decrease charges during the year by up to 5% if costs vary, in consultation with the Chair of Cabinet.

k) that authority is given to the Director of Finance & Procurement, Section 151 Officer to make any necessary amendments to individual budget lines following the final Local Government Finance Settlement in line with existing virement rules that does not alter the net revenue budget requirement.

Record of the vote:

For (9): Councillors Alan Bladock, Charlotte Cornell, Chris Cornell, Mel Dawkins, Michael Dixey, Pip Hazelton, Connie Nolan, Alex Ricketts and Mike Sole.

Against (0)

Abstained (0)

541. Housing Revenue Account revenue and capital budgets 2024/25

The Cabinet member for Finance introduced the report which presented the responses to the public consultation on the Housing Revenue Account (HRA) budget 2024/25. The report noted that the HRA budget was for one year only (2024/25) and did not contain any projections for the following years because of uncertainty about Government rent policy and the need to keep many elements of the budget under constant review.

Cabinet members noted the comments that had been made by the Overview and Scrutiny Committee at the meeting on 25 January 2024 which were included within the report.

Three options were available:

- 1) Recommend that the draft housing revenue and capital budget should be approved.
- 2) Recommend that the draft housing revenue and capital budget should be amended.
- 3) Recommend that the draft housing revenue and capital budget to Council is not accepted.

Cabinet members discussed the report. Thanks were given to the Service Director for Finance and team and welcomed Rob May, the new Head of Finance. It was noted that mainly operational comments had been made at the Overview and Scrutiny Committee.

The Housing Strategy Manager explained that he had met with the Resident Engagement Panel where a robust and wide ranging discussion had taken place. Residents were in agreement with the changes, except for one who had abstained due to not paying service charges.

It was proposed, seconded and when put to a vote unanimously agreed to:

RECOMMEND to FULL COUNCIL:

That the draft housing revenue and capital budgets in Appendices A to C be approved.

Record of the vote:

For (9): Councillors Alan Bladock, Charlotte Cornell, Chris Cornell, Mel Dawkins, Michael Dixey, Pip Hazelton, Connie Nolan, Alex Ricketts and Mike Sole.

Against (0)

Abstained (0)

542. Opportunity to purchase affordable housing near Canterbury (pages 419 to 428)

The Cabinet Member for Housing introduced the item explaining that the council had an opportunity to purchase a number of new affordable homes for rent to help meet local housing needs.

Councillors were advised that the proposal had been discussed by the Overview and Scrutiny Committee on 25 January 2024 and comments were included in the confidential annex. However, if councillors wished to discuss anything within the annex, they need to go into closed session to do so.

Councillors welcomed the item and thanked officers for listening to their priorities and finding high quality new housing stock to add to the council housing portfolio.

The options available to councillors were:

- 1) Recommend the purchase of the new affordable homes for the price specified in the confidential annex to help meet housing needs in the district.
- 2) That the terms of the proposed purchase be renegotiated, which may be unacceptable to the developer.
- 3) That the council withdrew from the proposed purchase.

It was proposed, seconded and when put to a vote unanimously agreed to

RECOMMEND TO FULL COUNCIL

That Council resolves to approve the purchase of the new affordable homes for the price specified in the confidential annex.

Record of the vote:

For (9): Councillors Alan Bladock, Charlotte Cornell, Chris Cornell, Mel Dawkins, Michael Dixey, Pip Hazelton, Connie Nolan, Alex Ricketts and Mike Sole.

Against (0)
Abstained (0)

543. Date of next meeting

7pm, Monday, 11 March 2024 (Special Meeting)

544. Any other urgent business to be dealt with in public

None notified

545. Exclusion of the press and public

546. Household Waste & Recycling Centre Lease - annex exempt from Publication

The confidential annex was not discussed.

547. Opportunity to purchase affordable housing near Canterbury - Annex exempt from publication

The confidential annex was not discussed.

548. Any other urgent business which falls under the exempt provisions of the Local Government Act 1972 or the Freedom of Information Act 2000 or both

There was no business under this item.

Close the meeting.21:03

Cabinet

Monday 11 March 2024

Subject:

Permission to consult on the Draft Canterbury District Local Plan To 2040 and the Draft Sustainable Design Guide Supplementary Planning Document and approval of the Local Development Scheme (2024)

Director and Head of Service:

Director of Strategy and Improvement Peter Davies

Head of Policy and Communication Leo Whitlock

Officer:

Lead Corporate Policy and Strategy Manager Andrew Thompson

Cabinet Member:

Cllr Alan Baldock

Key or Non Key decision:

Key

Decision Issues:

These matters are within the authority of the Cabinet

Is any of the information exempt from publication?:

This report is open to the public.

CCC ward(s):

All

Summary and purpose of the report:

To seek Cabinet's permission to conduct a consultation under Regulation 18 of the Town and Country Planning (Local Planning) (England) Regulations 2012 on a revised draft Canterbury District Local Plan To 2040.

To seek Cabinet's approval to consult on the draft Sustainable Design Guide Supplementary Planning Document under Regulations 12 and 13 of the Town and Country Planning (Local Planning) (England) Regulations 2012.

To seek Cabinet's approval of the revised Local Development Scheme

To Resolve:

1. To conduct a consultation under Regulation 18 of the Town and Country Planning (Local Planning) (England) Regulations 2012 on the revised draft Canterbury District Local Plan to 2040 (Appendix A) as set out in this report
2. To conduct a consultation under Regulations 12 and 13 of the Town and Country Planning (Local Planning) (England) Regulations 2012 on the draft Sustainable Design Guide Supplementary Planning Document (Appendix B) as set out in this report
3. To approve the revised Local Development Scheme (Appendix C) as set out in this report
4. A compliance officer role is created in 2025/26 to monitor and manage the delivery of strategic sites, post-planning consent, to ensure adherence with delivery targets, infrastructure delivery and planning consent obligations, including environmental standards and open spaces. Funded through additional fee levies afforded to Local Planning Authorities (LPAs) through the Levelling Up and Regeneration Act 2023

Next stage in process:

1. If approved by Cabinet, to launch and promote the public consultation on the draft Canterbury District Local Plan To 2040
2. If permission to consult is given by Cabinet, the content of the draft Canterbury District Local Plan To 2040 and the Sustainable Design Guide Supplementary Planning Document will be discussed by the Overview and Scrutiny Committee as part of the consultation at a meeting in the spring 2024 cycle.
3. To report back the results of the consultation and revised draft Canterbury District Local Plan To 2040 and the Sustainable Design Guide Supplementary Planning Document to the Cabinet in January 2025 before seeking the approval of Cabinet and then approval of Full Council to publish and then submit the draft Canterbury District Local Plan To 2040 to the Secretary of State under Regulation 19 and Regulation 20 respectively of the Town and Country Planning (Local Planning) (England) Regulations 2012. Following an examination, a Planning Inspector appointed by the Secretary of State makes the final decision on the soundness of the plan and legal compliance of the plan.

If approved, to implement the Local Development Scheme as set out in the report.

1. Introduction

- 1.1 Once approved by a government-appointed Planning Inspector, and formally adopted

by the council, the Canterbury District Local Plan To 2040 will form Canterbury City Council's official planning blueprint for the following 15 years allocating land for new homes, jobs, new schools, primary care facilities and capacity and community infrastructure as well as imposing new rules designed to boost biodiversity, protect valued open spaces over the long term, minimise its contribution to climate change while mitigating against its effects and dictating the quality and density of development.

1.2 Local Planning Authorities (LPAs) like Canterbury City Council are required by the government to provide a long-term Local Plan that sets out how it will meet the district's needs in the future.

1.3 The government dictates Local Plans need to be reviewed every five years and has set a deadline of 30 June 2025 for the district's next plan to be submitted. Failure to meet this deadline would lead to government intervention and potential penalties.

1.4 It is important to note that not having a Local Plan does not mean development cannot take place. In fact, without a plan, our planners and/or Planning Committee may find they are unable to resist some developments they deem unacceptable - because, in their view, they will be in the wrong place or have insufficient community infrastructure.

If they refuse development that accords with the National Planning Policy Framework (NPPF), they may find their decision overturned on appeal by a Planning Inspector with further avoidable associated court costs incurred.

1.5 Failure to adopt a Local Plan could mean central government steps in to write one for the council including the policies that decide where growth or development will take place.

They will then dictate the quantity, quality and density of new development and the rules our planners and Planning Committee would follow in making future decisions.

1.6 The current Local Plan, the [Canterbury District Local Plan](#), was adopted in July 2017.

1.7 A number of complex factors have to be taken into account when formulating a Local Plan including the need to demonstrate it will deliver the number of homes the government decides the district needs using a calculation known as the standard methodology.

1.8 When pulling together a Local Plan, officers must ensure the process follows the appropriate legislation, there is robust expert evidence to justify a particular decision, the views of key statutory stakeholders have been taken into account such as Kent County Council, the lead authority on issues like transport and education.

1.9 The views of the public must also be taken into account. The new draft of the Local

Plan has been informed by the following extensive public consultations as well as continuous engagement with the public and stakeholders:

- a consultation on the issues the council ought to consider in reviewing its plan in the summer of 2020
- a further consultation exploring a number of possible options in the summer of 2021
- a 12-week consultation in October 2022 under Regulation 18 on the previous draft Canterbury District Local Plan To 2045 which resulted in more than 2,000 responses from individuals and organisations and more than 24,000 individual representations (see Appendix D)

1.10 The feedback from all of these previous consultations, including the proposed new Regulation 18 consultation, will be included in the final submission to the Planning Inspector for consideration.

Views expressed previously will therefore form a part of the overall decision-making process and show where the council has adjusted its thinking based on people's consultation responses.

1.11 In May 2023, following the local elections and a change in administration, an all-party working group was established to review the draft Local Plan, consider the Regulation 18 consultation feedback and propose amendments towards a new draft Local Plan.

This report and draft Local Plan is a reflection of the majority view of that working group within the legal and technical boundaries that a draft Local Plan must fulfil.

You will find more details on the working group below.

1.12 In December 2023, the government published its revisions to the NPPF.

Alongside this, the Secretary of State for the Department for Levelling Up, Housing and Communities (DLUHC) issued an accompanying written ministerial statement (WMS), the latest housing delivery test (HDT) results for 2022 and an amended definition of Gypsy and Travellers within the national Planning Policy for Traveller sites document.

Our draft plan takes all of this into account. You will find more detail on this below.

2. Detail

Key proposed changes since the last draft

2.1.1 The council consulted on the draft Canterbury District Local Plan To 2045 in October 2022 and received a huge amount of feedback which has since been considered by an all-party councillor working group chaired by Cllr Pat Edwards over a series of 16 meetings which lasted a total of more than 50 hours.

2.1.2 The councillor working group's members are:

- Cllr Alister Brady
- Cllr Keith Bothwell
- Cllr Elizabeth Carr-Ellis
- Cllr Rachel Carnac
- Cllr Michael Dixey
- Cllr James Flanagan
- Cllr Paul Prentice
- Cllr Ian Stockley

2.1.3 The key differences proposed between this draft and the last can be summarised as:

- the plan period being reduced from 2045 to 2040/41
- a fall in the number of new homes proposed by a total of 4,149 - from 13,495 to 9,346 over the life of this plan compared to the previous draft plan
- a reduction in our annual housing need from 1,252 homes per year to 1,149
- removal of the proposed new settlement at Cooting Farm near Adisham
- removal of the proposal for an Eastern Movement Corridor, better known as the Eastern Bypass, in Canterbury, and, as a consequence:
 - removal of the proposed Canterbury Circulation Plan which contained the suggestion that the city should be zoned to remove 'rat runs' and force active travel opportunities
 - removal of the proposed strategic sites to the east of Canterbury which provided land for a part of the Eastern Movement Corridor and funding

The following proposals have been added or strengthened to the draft:

- tackling climate change and boosting biodiversity put even more firmly at the heart of the plan
- supportive policies for Blean Woodland and Old Park
- a transport strategy that now focuses on better bus services as well as the promotion of walking and cycling to help to persuade people to leave their cars at home, rather than building additional road capacity
- brownfield development sites such as Wincheap now prioritised
- a new freestanding settlement on land to the north of the University of Kent in Canterbury
- a renewed emphasis on monitoring, compliance and enforcement

2.1.4 The council is keen to hear the views of the public and other interested parties on its proposals. As the above demonstrates, the council and councillors are in listening mode and continue to be so. No final decisions have been taken.

Summary of proposals

2.2.1 The draft Canterbury District Local Plan 2040 sets out a revised vision from the previous version and reflects a proposed change in emphasis and priorities.

2.2.2 The proposed vision says:

A sustainable and resilient economy

The district will be stronger and more resilient by 2040, offering a diverse range of jobs through the development of our universities and colleges, regeneration of our city and town centres and investment in the green economy, underpinned by thriving small and community businesses throughout the district.

Investment in the city, our coastal towns and the rural areas will ensure the district's historic and natural environment can thrive to improve the visitor experience and support sustainable tourism.

A thriving environment

Significant new areas of accessible, high-quality open space will be created across the district and both new and existing valued open spaces enjoyed by the district's residents will be protected for future generations, ensuring continued access beyond the period of the plan.

Our important habitats and landscapes will be restored and enhanced, supporting the recovery of nature, improving environmental resilience and providing significant increases in biodiversity.

Opportunities for nature-based responses to climate change and other environmental challenges will be maximised and our urban areas will be greener and healthier.

Significant investment in our water environment and infrastructure will improve river and coastal water quality, provide a resilient water supply and minimise flood risk.

Improved connectivity

High-quality public transport infrastructure, comprehensive walking and cycling networks and accessible community facilities will help to improve air quality, respond to the challenges of climate change and enhance the quality of life for our residents.

Healthy communities

Existing communities will be enhanced and new healthy communities will be of high-quality, low-carbon design with opportunities to exercise and socialise for all.

Regeneration of our city and town centres will support investment in cultural infrastructure while the delivery of new education facilities, including secondary school provision at the coast, will help to improve skills in our communities.

A range of new homes will meet the needs of the district, ensuring the right type of homes are delivered in the right places to improve affordability and support our communities.

2.2.3 The draft Local Plan's strategic objectives have also been revised. The proposed strategic objectives are:

- create a thriving economy with a wide range of jobs to support increased prosperity for all throughout the district
- support the growth and development of our universities and colleges as a centre of innovation and learning excellence, which stimulates business start-ups and generates skilled jobs
- capitalise on our rich and distinctive heritage and culture, enhancing character, sense of place and quality of life, supporting sustainable tourism and the local economy for our residents, visitors and businesses
- create accessible vibrant town centres, improving safety and access for all, and high quality open spaces, enabling residents, visitors and businesses to shop, stay and enjoy their leisure time
- reduce the causes of climate change and adapt to ensure all district developments enable the carbon emissions reduction and increased resilience as quickly as possible
- protect and enhance our rich environment and valued landscapes, creating a network of green spaces, protecting and enhancing green gaps between settlements, supporting nature's recovery and biodiversity and improving the health and wellbeing of our communities
- create a transport network with a focus on district-wide public transport and low-carbon travel to improve air quality and people's health while ensuring excellent access to city and town centres on foot, cycle and by public transport
- take advantage of and improve our links to and from London and the continent, while creating a transport network which enables most residents, particularly those in the urban areas, to access their day-to-day needs locally through healthy, environmentally-friendly journeys
- positively exploit the delivery of infrastructure needed to support growth to maximise the benefits for existing residents and businesses while ensuring critical infrastructure is delivered at the right time to support development
- provide affordable high-quality housing for people at every stage in their lives, as part of mixed, sustainable communities
- ensure housing is of high-quality design, is low-carbon and energy and water efficient as part of healthy communities with easy access to community facilities and open space
- support the sustainable growth of our rural communities through the provision of affordable housing, community facilities and public transport infrastructure while taking advantage of opportunities to protect and grow the rural economy

2.2.4 The draft Canterbury District Local Plan To 2040 also includes the following proposals:

District-wide

- four new primary schools
- a new Special Educational Needs and Disabilities school to serve the district
- land and transport links to support future improvements at the Kent and Canterbury hospital

- new and improved waste water treatment works with major developments building their own waste water treatment works to clean water plus innovative schemes such as wetlands in place to clean water emanating from smaller sites
- 153ha of new publicly-accessible open space including natural space, parks, allotments and play facilities
- developers required to incorporate measures to deliver a minimum 20% biodiversity net gain
- new developments of 300 homes or more required to incorporate a minimum of 20% tree cover across the site and all developments should incorporate new trees and hedgerows
- improved densities on allocated sites will ensure all large developments have open space requirements met in full providing spacious and well-designed new communities
- measures to ensure the district's heritage assets, which make a significant contribution to the economy, culture and quality of life in the district, are preserved and enhanced
- the delivery of the highest-quality digital infrastructure including Fibre to the Premises (FTTP) broadband and support the highest possible standards of mobile data networks
- that an average of 1,149 new homes per year are built including affordable housing, older persons' housing and a range of sizes and types of housing to meet local needs - this figure is a combination of the targets set out in the 2017 Canterbury District Local Plan and the draft Canterbury District Local Plan To 2040
- measures to comprehensively upgrade the district's bus, rail and walking and cycling measures, to reduce the reliance on cars and provide the infrastructure needed to enable more low carbon, healthy journeys
- measures, such as the provision of electric charging infrastructure, shared transport initiatives, improved active travel connectivity as well as green infrastructure such as green roofs and walls, hedges and street trees to help to reduce air pollution and exposure
- improved public transport connectivity across the city, with bus priority measures and enhanced park and ride infrastructure and upgrades at Canterbury West and Canterbury East railway stations new developments should ensure easy and safe pedestrian and cycle connectivity is available including segregated cycle lanes with high levels of connectivity to the wider network, including within and between neighbourhoods
- new developments should be designed to help improve the air quality of the district as a whole
- upgrades at the A2 junction at Harbledown and at Rough Common Road
- new A2 access to the Kent and Canterbury Hospital and links to the A28 at Thanington

Canterbury

- 16ha of new publicly-accessible sports pitches and new and improved facilities for Canterbury Rugby Club and Canterbury City Football Club - an international-sized football pitch is about 0.8ha
- enhanced public realm and pedestrian environment on key routes and within the city centre
- focus on brownfield urban development where viable

Coast

- two new six-form entry secondary schools with sixth forms on the coast
- the delivery of a comprehensive district-wide network of segregated cycle lanes and cycle parking infrastructure, with links to the coast and rural areas
- improvements to the coastal towns, including the provision of a park and bus facility and new A299 access at Whitstable, completion of the Crab and Winkle Way to the harbour and improvements to traffic management to reduce congestion and help to improve the town centres

Rural

- commitment to supporting Neighbourhood Plans as a method to engage local knowledge and opinion
- maintaining a rural settlements character through sensitive growth
- a new reservoir at Broad Oak to include a new country park
- additional supporting plans for the Blean and Old Park
- strengthened policies on the use of agricultural land change of use for energy and carbon sequestration purposes

An online map showing all of these proposals can be found at canterbury.gov.uk/localplanmap.

The work of the all-party councillor working group

2.3.1 As noted above, after the council elections in May 2023, the new administration decided the draft Canterbury District Local Plan To 2045 needed to be looked at again with fresh eyes and the best way to do so would be through an all-party councillor working group.

That working group was established in July 2023 and the group unanimously voted Cllr Pat Edwards as Chair.

2.3.2 The formulation of every Local Plan involves the need to make difficult decisions and to strike the right balance between competing demands with the help of extensive and robust expert evidence and analysis.

2.3.3 The working group took part in the following sessions and fed its views into the process:

- Setting the district vision - what needs to be achieved
- Setting the growth strategy for the district
- Transport Strategy for the district: accommodating growth and facilitating a shift to low carbon journeys
 - Infrastructure strategy for the district
 - Reviewing the outline Local Plan strategy: a framework for moving forward
 - Climate change and biodiversity: requirements for new developments (two sessions)
- Town centre strategies and brownfield developments
- Rural development and neighbourhood plans
- Spatial strategy policies: detailed review
- District-wide strategic policies
- Development management policies: proposed changes
- Transport Strategy and other evidence
- Local Plan evidence updates

- NPPF update and Local Plan Consultation

2.3.4 The working group met with various city council and county council officers throughout, as well as specialist consultants and Cabinet portfolio holders, in order to inform discussion and proposals for the draft Local Plan.

2.3.5 The proposals outlined in this report and appendices reflect the majority views and/or consensus views of the working group.

2.3.6 In particular the working group affected the proposed changes highlighted in 2.1.3 and 2.2.2 to 2.2.4, above.

Early on the group acknowledged a change in transport strategy would reduce the duration of the plan and the associated housing required to deliver the additional road infrastructure.

At the same time this allowed for greater emphasis on the climate and biodiversity credentials of the draft plan and greater focus on providing alternative options to car travel, especially in relation to the city.

2.3.7 The working group was also keen to explore how delivery of the final adopted Local Plan could be better monitored and scrutinised, especially with regard to the delivery of funded infrastructure paid for by developer contributions.

Councillors cited the resolved actions for the Planning Sub Committee to have a monitoring role of the south Canterbury strategic site and saw this as a good model to further develop for other strategic sites and infrastructure.

The working group also saw value in the annual Infrastructure Funding Statement to be considered by councillors prior to publication to offer more transparency and scrutiny of an important document.

Leveraging of additional monies through the new duties afforded to LPAs in the Levelling Up and Regeneration Act could fund this further provision and compliance officer capacity to support. This is recommended for Cabinet to consider and resolve.

2.3.8 The working group strongly supported the concept of Neighbourhood Plans and were keen to see these more widely considered by parish councils and, where adopted by a parish, included within current and future Local Plans.

2.3.9 It is important to note that, while overall the working group supports the draft Local Plan as appended, there was considerable discussion and debate over sites proposed that had significant response during the first Regulation 18 consultation.

All councillors acknowledged that in meeting the government's target for the district, there would need to be difficult proposals made.

At all stages, officers were asked to consider questions and points to ensure, wherever possible, the best outcomes were achieved for communities where development was taking place, especially in retaining a green gap between Whitstable and Herne Bay and in preserving the nature of villages and parishes bordering the larger district conurbations.

2.3.10 The working group provided comments to strengthen the renewable energy and carbon sequestration policy to put more emphasis on community-led projects and ensure that, in particular, farmland was protected unless there were demonstrable positive benefits to the district of releasing land for renewable energy opportunities.

2.3.11 The working group gave critical thought and challenge to the strengthening of policies related to town centre strategies and brownfield development, with particular regard to ensuring brownfield opportunities remain the preferred development option through ensuring they remain viable and deliverable.

Comment was also raised around ensuring brownfield developments are afforded the same access to green and open spaces as other developments. The proposed policies reflect these discussions.

Revised NPPF and written ministerial statement

2.4.1 On Tuesday 19 December 2023, the government published its revisions to the National Planning Policy Framework (NPPF).

It introduces a number of changes to plan making and planning decision making that are effective immediately after publication.

We are satisfied the draft Canterbury District Local Plan To 2040 complies with it.

2.4.2 Alongside the NPPF, the Secretary of State (SoS) for the Department Levelling Up, Housing and Communities (DLUHC) also issued an accompanying written ministerial statement (WMS), the housing delivery test (HDT) results for 2022 and an amended definition of Gypsy and Travellers within the national Planning Policy for Traveller sites document.

2.4.3 The wider plan making reforms, legislated for through the Levelling Up and Regeneration Act, are not due to be implemented until October 2025 and, the government has said, will be subject to a further detailed consultation sometime between the spring and summer of this year.

2.4.4 The following is an analysis by officers of what this means for the draft Canterbury District Local Plan To 2040:

Plan making

Preparing Local Plans – NPPF P.1 has been amended to say preparing and maintaining up-to-date Local Plans should be seen as a priority in meeting the framework's objective for providing sufficient housing and other development needs.

These amendments significantly strengthen the national policy objective of each council having an up-to-date Local Plan in place.

Out of date Local Plans – the WMS emphasises the purpose of planning is to plan for homes and to keep Local Plans up to date.

The WMS goes on to set out that a directive has been issued to seven of the worst performing plan-making local authorities, including Medway, requiring them to publish an updated Local Plan timetable within 12 weeks.

They were told if they did not do so, the SoS would consider further intervention.

The WMS also states the SoS may act against other authorities which do not publish updated timetables within the same timeframe.

This means local authorities with an out-of-date Local Plan - more than five years old - must, within 12 weeks of 19 December, publish and supply the SoS an up to date Local Development Scheme setting out the timetable for their Local Plan. See below.

Advisory housing targets – NPPF P.61 now sets out specifically that the housing needs figures derived through the standard methodology are “advisory”. However the NPPF still sets out a clear position that these figures can only be deviated from in exceptional circumstances.

The council has previously made representations strongly arguing the housing formula should be based on the latest available evidence - not the 2014 projections.

However, this is not exceptional or unique to our district and the government has committed to updating the housing formula as part of the new planning system.

Housing for older people – NPPF P.63 To help address the issues of an ageing population the definition of older persons housing has been expanded to include retirement housing, housing with care and care homes.

Community-led housing – The NPPF now makes several references to this type of development in plan making and decision making. There has been an increased awareness of this type of development in recent years and this is reflected in the draft Canterbury District Local Plan To 2040.

Agricultural land – The WMS makes clear that agricultural land that is the best for food production is now a material consideration in plan making and planning decisions.

This position is also set out at NPPF footnote 62 which states: “*Where significant development of agricultural land is demonstrated to be necessary, areas of poorer quality land should be preferred to those of a higher quality.*”

“*The availability of agricultural land used for food production should be considered, alongside the other policies in this framework, when deciding what sites are most appropriate for development.*”

However, these amendments do not meaningfully affect how plans are prepared as the classification of agricultural land is already included within the assessment of sites.

Gypsy and Traveller amended definition – the national document Planning Policy for Traveller Sites has amended the Gypsy and Traveller definition back to the 2012 version and now includes those of the community who permanently do not travel.

This revision is as a result of the judgement in the Court of Appeal case of Smith v SSLUHC and Ors, which concluded the previous definition was discriminatory to those of the community who permanently did not travel.

The council has updated its Gypsy and Traveller Accommodation Assessment as part of the development of the draft Canterbury District Local Plan To 2040.

Five-Year Housing Land Supply

Measurement – Local Plans less than five years old will no longer have to demonstrate a five-year supply.

This highlights the importance the government is placing on having an up-to-date Local Plan in place as this could not be challenged at appeal for a period of five years from adoption.

2.4.5 The relevant documents are:

NPPF - 19 December 2023

[National Planning Policy Framework \(publishing.service.gov.uk\)](https://assets.publishing.service.gov.uk/media/65829e99fc07f3000d8d4529/NPPF_December_2023.pdf)

https://assets.publishing.service.gov.uk/media/65829e99fc07f3000d8d4529/NPPF_December_2023.pdf

Written Ministerial Statement

[Written statements - Written questions, answers and statements - UK Parliament](https://questions-statements.parliament.uk/written-statements/detail/2023-12-19/hcws161)

<https://questions-statements.parliament.uk/written-statements/detail/2023-12-19/hcws161>

Housing Delivery Test 2022

[Housing Delivery Test: 2022 measurement - GOV.UK \(www.gov.uk\)](https://www.gov.uk/government/publications/housing-delivery-test-2022-measurement)

<https://www.gov.uk/government/publications/housing-delivery-test-2022-measurement>

Planning Policy for Traveller sites

[Planning policy for traveller sites - GOV.UK \(www.gov.uk\)](https://www.gov.uk/government/publications/planning-policy-for-traveller-sites)

<https://www.gov.uk/government/publications/planning-policy-for-traveller-sites>

The Local Development Scheme

2.5.1 The Local Development Scheme (LDS) sets out the timetable for the review of the Local Plan

2.5.2 The latest LDS was adopted in October 2022 and set out the timetable for the review of the Canterbury District Local Plan which in itself was adopted in 2017.

2.5.3 The current LDS was adopted in 2022 is now out of date and needs to be revised. A draft for consideration can be found at Appendix C.

2.5.4 The proposed LDS will meet the government's deadline of 30 June 2025 but only just.

Sustainable Design Guide Supplementary Planning Document (SPD)

2.6.1 In June 2019, Canterbury City Council declared a climate emergency. Alongside the declaration, a commitment was made to a Net Zero Carbon Emissions target of 2030 for council operations and responsibilities.

2.6.2 The council has also committed to a target of net zero emissions by 2045 across the full range of activities needed to support the council's work. The targets go slightly beyond the regional Kent and Medway Energy and Low Emissions Strategy which has a target of 2050.

2.6.3 Following the declaration, Canterbury City Council's Climate Change Action Plan (CCAP) was developed and then adopted in May 2021, to aid progress towards the 2030 target.

The plan lists actions to mobilise activity to reduce the causes of climate change and carbon emissions across council activities and responsibilities.

The plan also includes actions which influence the reduction of carbon emissions at a wider district level for which the role of planning and transportation are major contributors.

2.6.4 A key action featured within the CCAP is to ensure climate action is a priority in the new draft local plan and therefore, the draft Canterbury District Local Plan (2040) includes Policy DS6 on Sustainable Design.

The draft policy sets out standards for new development to maximise energy efficiency and requires new residential and commercial developments to achieve net zero operational carbon emissions.

2.6.5 To support the draft Local Plan policy, the SPD has been developed. The purpose of the document is to provide guidance to developers and housebuilders on how to comply with draft Policy DS6.

2.6.6 This SPD has been developed by the council in collaboration with industry experts and takes into account representations received on previous Local Plan consultations from stakeholders and our communities.

2.6.7 This report recommends that we undertake consultation on the draft SPD, in line with Regulations 12 and 13 of the Town and Country Planning (Local Planning) (England) Regulations 2012. It is expected that the final SPD will be adopted in 2025 alongside the draft Local Plan.

Consultation details

2.7.1 There is no obligation on the council to carry out a formal public consultation under Regulation 18 of The Town and Country Planning (Local Planning) (England) Regulations 2012 but it is considered to be best practice. This is especially the case as officers have now developed more detailed proposals.

2.7.2 Regulation 18 of The Town and Country Planning (Local Planning) (England) Regulations 2012 states:

Preparation of a local plan

18. (1) A local planning authority must
- (a) notify each of the bodies or persons specified in paragraph (2) of the subject of a local plan which the local planning authority propose to prepare, and
 - (b) invite each of them to make representations to the local planning authority about what a local plan with that subject ought to contain.
- (2) The bodies or persons referred to in paragraph (1) are
- (a) such of the specific consultation bodies as the local planning authority consider may have an interest in the subject of the proposed local plan;
 - (b) such of the general consultation bodies as the local planning authority consider appropriate; and
 - (c) such residents or other persons carrying on business in the local planning authority's area from which the local planning authority consider it appropriate to invite representations.
- (3) In preparing the local plan, the local planning authority must take into account any representation made to them in response to invitations under paragraph (1).

2.7.3 The regulations do not stipulate the duration of a Regulation 18 consultation nor does our adopted Statement of Community Involvement or the council's constitution. While most councils choose to consult over a six to eight-week period and some choose four weeks, it is recommended the council consults over 12 weeks. This is the same length of time the council's constitution determines that a consultation on the council's draft Corporate Plan should last.

2.7.4 Our consultation questionnaire will accord with the Gunning Principles.

The public and other interested parties will be encouraged to complete the consultation documentation online with the ability to save their response and come back to it before submission.

Respondents will also be able to upload supporting documentation as part of their response. Paper copies will be available on request and there will be the option to send in a written representation.

2.7.5 It is proposed to hold a number of drop-in sessions in a number of locations across the district so that members of the public can ask questions about the draft plan before forming their response.

2.7.6 It is also proposed to hold dedicated briefings with parish councils, amenity groups, the business community and groups with an interest in transport issues among others.

2.7.7 The consultation exercise will be publicised extensively on the council's newsroom website, social media channels and through press releases sent to the local media.

2.7.8 As part of the consultation process, the Overview and Scrutiny Committee will debate the draft plan at one of its meetings scheduled in the spring 2024 cycle.

2.7.9 When the consultation closes, it will take some time to analyse the results and adapt the draft Canterbury District Local Plan To 2040 where it is considered necessary.

It is expected this process will be completed ahead of Cabinet meeting in January 2025 to decide whether to recommend to Full Council that the plan be published and then submitted to the Secretary of State under Regulation 19 and Regulation 20 respectively of the Town and Country Planning (Local Planning) (England) Regulations 2012.

3. Relevant Council policy, strategies or budgetary documents

Canterbury District Local Plan (2017)

Local Development Scheme (October 2022)

Corporate Plan 2021-2024

Draft Corporate Plan 2024-2028

Draft Canterbury District Transport Strategy

Draft Air Quality Action Plan

Draft Open Space Strategy

Climate Change Action Plan

Tree and Woodland Strategy

4. Consultation planned or undertaken

See main report

5. Options available with reasons for suitability

Option 1 RECOMMENDED:

To conduct a consultation under Regulation 18 of the Town and Country Planning (Local Planning) (England) Regulations 2012 on the revised draft Canterbury District Local Plan to 2040 (Appendix A) as set out in this report

To conduct a consultation under Regulations 12 and 13 of the Town and Country Planning (Local Planning) (England) Regulations 2012 on the draft Sustainable Design Guide

Supplementary Planning Document (Appendix B) as set out in this report

To approve the revised Local Development Scheme (Appendix C) as set out in this report

A compliance officer role is created in 2025/26 to monitor and manage the delivery of strategic sites, post-planning consent, to ensure adherence with delivery targets, infrastructure delivery and planning consent obligations. Funded through additional fee levies afforded to LPAs through the Levelling Up and Regeneration Act 2023

Option 2:

Not to consult and therefore also not to resolve the other options presented.

This option is not recommended as it goes against the principles of an all-party working group set of recommendations and delays the consultation phase of the draft Local Plan, which could lead to further and future unplanned development being consented against the wishes of committee and the public.

Option 3:

To amend the draft Local Plan and associated documents.

This option is not recommended as it goes against the principles of an all party working group set of recommendations and would be open to legal challenge if any amendments made were not aligned to the legal and technical requirements of the development of a Local Plan.

If this option were resolved it would require another officer report on the variations and amendments before a resolution could be taken.

6. Reasons for supporting option recommended, with risk assessment

The development of a draft Local Plan and associated documents is complex and fraught with legal implications and challenge.

The establishment of a Cabinet-sponsored all-party working group has mitigated these issues by ensuring councillors and officers could work confidentially and openly on the issues and needs of a viable Local Plan for the district over the course of many months.

As such the final draft documents present a detailed and legally compliant draft Local Plan for which Cabinet can commit to further public consultation and scrutiny. As such this option is recommended.

7. Implications

(a) Financial

None identified

(b) Legal

A Regulation 18 consultation must follow the principles and guidance as set out in the Town and Country Planning (Local Planning) (England) Regulations 2012

(c) Equalities

See Appendix D for a completed Equalities Impact Assessment

(d) Environmental including carbon emissions and biodiversity

The Local Plan and associated documents set out the council's key opportunities to mitigate and manage climate change and biodiversity net gain over the long term.

Other implications

None

Contact Officer:

Lead Corporate Policy and Strategy Manager Andrew Thompson

Head of Policy and Communications Leo Whitlock

Principal Policy Officer (Engagement) Victoria Asimaki

Background documents and appendices

Appendix A: Draft Canterbury District Local Plan (2040) (Regulation 18)

Appendix B: Draft Sustainable Design Guide Supplementary Planning Document

Appendix C: Local Development Scheme (2024)

Appendix D: Equalities Impact Assessment of the draft Local Plan (2024)

Additional document(s) containing information exempt from publication:

No



Draft Canterbury District

LOCAL PLAN

2040

**Regulation 18 of the Town and Country Planning
(Local Planning) (England) Regulations 2012**
March 2024

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Introduction and consultation

The Local Plan is one of the key corporate strategies produced by the council and sets the framework for how the district is expected to grow and change in the future.

It identifies how and where development is expected to take place and which areas need to be protected.

The government expects local plans to be reviewed at least every five years to ensure they stay up to date and effective.

The Canterbury District Local Plan (2017) established a strategy to 2031 and set out plans to support housing and job growth, improvements to the district's transport infrastructure and policies to manage development within the district.

A number of factors have changed since its adoption:

- national policies have increased the level of housing growth the government expects in our district
- structural changes in the retail and leisure sectors have been accelerated through COVID-19 affecting our city and town centres
- the need to respond to the impacts of climate change has become more urgent internationally, nationally and locally.

Preparing a new local plan for the district is very much a collaborative effort - the council cannot do it alone.

The process began back in 2019 and since then we have had ongoing discussions, consultations and conferences with our communities and key stakeholders to inform the development of the Local Plan.

This included our Issues consultation in 2020 and our Draft District Vision and Local Plan Options consultation in 2021.

Through this early engagement we explored some of the key issues residents, businesses and other stakeholders felt need to be addressed in the new local plan:

- tackling congestion and air quality
- providing high quality affordable housing
- improving access to community infrastructure
- protecting our valued landscapes, open spaces, habitats and heritage
- facilitating a significant shift towards net-zero.

Over the winter of 2022/23, the council consulted on a draft plan which sought to address these issues and included a range of strategic site allocations for development, infrastructure provision and a radical new transport strategy.

However our communities raised fundamental concerns with the scale of growth proposed and, in particular, the proposals to restrict cross-city vehicular trips in Canterbury and the development of new roads on the outskirts of the city.

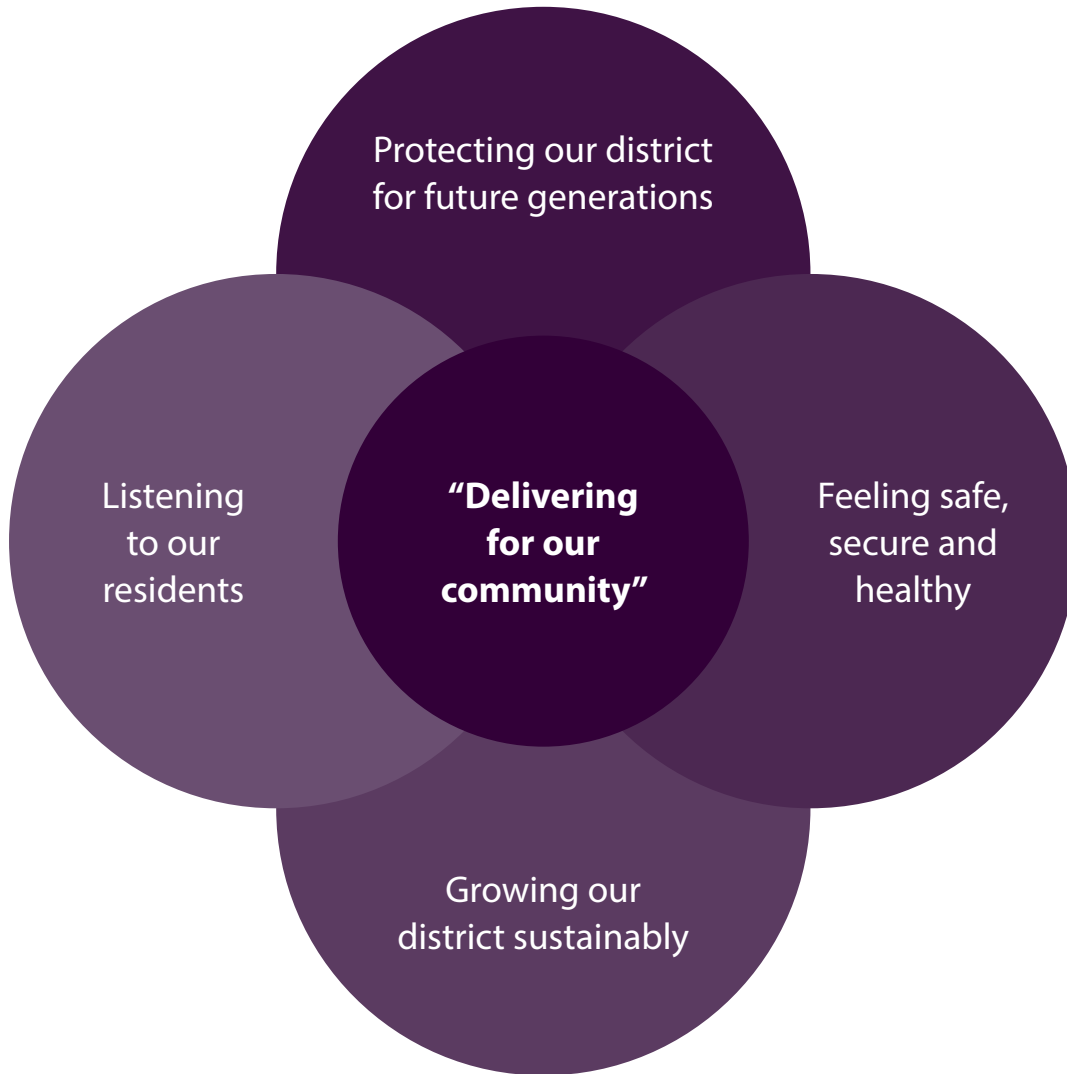
Following a change of administration during the May 2023 elections, the council established a cross-party councillor working group to review the draft Local Plan.

The revised draft plan now responds to the concerns raised by our communities by shifting the emphasis of the transport strategy away from road building and towards a public transport-led approach, advocated by national policy.

The council’s new Corporate Plan recognises we need to tackle national and international issues affecting our residents at a local level and reflects the principles of the UN Sustainable Development Goals (SDGs) which

are an international policy framework adopted by all UN members in 2015.

The Corporate Plan brings these goals together under four main themes.



As the Local Plan sets the blueprint for the delivery of future growth and infrastructure along with a framework for protecting and enhancing the environment across the district, the Local Plan will play a significant role in our Corporate Plan’s aim to deliver for our community.

This Local Plan therefore sets out a positive vision for managing growth in the district to 2040, responding directly to these often

competing priorities, and provides a strategy for high-quality growth which can deliver decisive improvements to our district’s infrastructure while protecting and enhancing our unique natural and historic environments.

Alongside this Local Plan, the Development Plan for the district comprises the Kent Minerals and Waste Local Plan 2013 - 2030, as amended by the Early Partial Review and the South East Inshore Marine Plan 2021.

The structure of the Local Plan

The Local Plan has nine key sections, as summarised below. The plan should be read as a whole because, in most cases, applications for planning permission will need to address policies across the different chapters.

Chapters 1 to 6 and Chapter 8 set out the strategic policies for the district, while Chapter 7 contains the non-strategic policies.

Chapter 1 – Spatial Strategy: This chapter includes the District Vision and Strategic Objectives which inform all policies within this plan.

The chapter includes policies reflecting five key strategies for environment, sustainable design, development, movement and transportation and infrastructure which together comprise the overall strategy for managing growth and development in the district to 2040.

Chapter 2 – Canterbury: This chapter includes the Vision for Canterbury together with the Canterbury City Centre Strategy.

The chapter sets out the strategic policy framework for development in the urban area of Canterbury and includes site allocation policies for a range of developments across the city, including a strategic development area to the south west of the city and a new freestanding settlement to the north of the city, which will make a significant contribution to the district's housing and infrastructure needs.

Chapter 3 – Whitstable: This chapter includes the Vision for Whitstable together with the Whitstable Town Centre Strategy.

The chapter sets out the strategic policy framework for development in the urban area of Whitstable and includes site allocation policies including a strategic development area to the south of Whitstable and a new secondary school at Chestfield.

Chapter 4 – Herne Bay: This chapter includes the Vision for Herne Bay together with the Herne Bay Town Centre Strategy.

The chapter sets out the strategic policy framework for development in the urban area of Herne Bay and includes site allocation policies including a new secondary school at Greenhill.

Chapter 5 – Rural Areas: The chapter sets out the strategic policy framework for development in the rural areas of the district, including the settlements which are classified as Rural Service Centres and Local Service Centres and also the countryside.

The chapter includes site allocation policies at a number of the district's most sustainable rural settlements to support the vitality of these settlements and provide some local affordable housing.

Chapter 6 – District-Wide Strategic Policies: This chapter provides the set of strategic policies which will apply to planning applications for different types of development across the district.

The chapter includes key strategic policies on a wide range of matters such as housing and new communities, employment and the local economy, movement and transportation and open space, natural and historic environment.

Chapter 7 – Development Management Policies: This chapter provides the set of detailed, non-strategic policies, which will apply to planning applications for different types of development across the district unless they are replaced by Neighbourhood Development Plans.

Chapter 8 – Carried Forward 2017 Local Plan Policies: This chapter includes the policies from the 2017 Local Plan which the council will continue to apply over the period of this Local Plan.

Chapter 9 - Monitoring Indicators: This chapter identifies matters the council will develop a series of Local Plan monitoring indicators for.

Consultation

This consultation is taking place in line with the legal and regulatory requirements¹ and the council's Statement of Community Involvement (2019).

The consultation will take place between Monday 11 March 2024 and Monday 3 June 2024.

You can provide your views on the draft Local Plan by completing our questionnaire.

During the consultation we will be holding a number of drop-in events across the district, where you can come and talk to council officers about the draft Local Plan in person.

We have also produced a summary guide which is available on the website.

The council's Local Development Scheme (2024) sets out the timetable for the subsequent stages of preparing the new Local Plan.

Once this consultation has closed we will review all of the comments received and will prepare a final draft of the Local Plan for publication and examination by the Secretary of State, anticipated in 2025

1 Planning and Compulsory Purchase Act (2004); Town and Country Planning Regulations (Local Plans) (2012)



1. Spatial strategy for the district

1.1 The district of Canterbury is situated in east Kent, in the south east of England, and had a population of 157,400 at the time of the 2021 census.

1.2 The majority of the district's population live in the three main urban centres of Canterbury, Whitstable and Herne Bay.

1.3 However, the district has a large rural hinterland which is home to many villages and hamlets.

1.4 The city of Canterbury is located centrally within the district and is the main economic centre with its universities, tourism and cultural offer and its internationally-regarded heritage, including the UNESCO World Heritage Site.

1.5 The city plays a significant role within the wider east Kent area and benefits from good links to London and to the Continent, by both road and rail, with High Speed 1 serving the city.

1.6 The attractive coastal towns of Whitstable and Herne Bay at the north of the district have significant economies themselves and are popular tourist destinations.

1.7 Herne Bay has seen significant change over recent years and was a focus for housing development through the Canterbury District Local Plan (2017).

1.8 The district has a wealth of environmental assets with internationally-protected sites at Blean Woods, Stodmarsh and at the coast, together with a range of important landscapes and other habitats, including a significant area within the Kent Downs Area of Outstanding Natural Beauty (AONB) to the south of the district.

1.9 The government's National Planning Policy Framework (NPPF), first introduced in 2012, has led to a step-change in the levels of

growth the district is expected to deliver and the Canterbury District Local Plan (2017) identified a series of strategic development sites, predominantly around Canterbury, Herne Bay and Sturry to deliver the required levels of growth to 2031.

1.10 This plan responds to more recent changes to the NPPF, which further increase the rate of housebuilding the government expects to see in the district and sets out a long-term plan for growth and development to 2040.

1.11 These levels of growth will undoubtedly place pressure on existing infrastructure, such as our roads, schools and water supply.

1.12 Wherever possible, the council will prioritise the redevelopment of previously developed land and this plan includes a range of brownfield allocations as part of a brownfield-first approach.

1.13 However, the availability of such land is limited and, to meet the level of development set by national policies, further development on agricultural land is necessary.

1.14 This plan recognises the intrinsic value of the countryside within the district and the contribution this makes to its rural character.

1.15 With growth comes investment and this plan provides our district with the opportunity to manage this growth in an effective and sustainable manner in order to:

- improve access to high-quality housing for our communities
- improve infrastructure for all
- enhance our city, town and village centres
- increase biodiversity and the connectivity of our habitats and open spaces
- respond to the challenges of climate change

1.16 This plan sets out a positive vision for the future of our district which responds to these challenges and has been developed through early and ongoing community and stakeholder consultation on the new Local Plan.

1.17 The vision for the district, and the accompanying strategic objectives, set the basis for all policies within this plan and the council will seek to deliver this vision, with its partners and the community, through its other plans and strategies.

Vision for the district to 2040

A sustainable and resilient economy

The district will be stronger and more resilient by 2040, offering a diverse range of jobs through the development of our universities and colleges, regeneration of our city and town centres and investment in the green economy, underpinned by thriving small and community businesses throughout the district.

Investment in the city, our coastal towns and the rural areas will ensure the district's historic and natural environment can thrive to improve the visitor experience and support sustainable tourism.

A thriving environment

Significant new areas of accessible, high-quality open space will be created across the district and both new and existing valued open spaces enjoyed by the district's residents will be protected for future generations, ensuring continued access beyond the period of the plan.

Our important habitats and landscapes will be restored and enhanced, supporting the recovery of nature, improving environmental resilience and providing significant increases in biodiversity.

Opportunities for nature-based responses to climate change and other environmental challenges will be maximised and our urban areas will be greener and healthier.

Significant investment in our water environment and infrastructure will improve river and coastal water quality, provide a resilient water supply and minimise flood risk.

Improved connectivity

High-quality public transport infrastructure, comprehensive walking and cycling networks and accessible community facilities will help to improve air quality, respond to the challenges of climate change and enhance the quality of life for our residents.

Healthy communities

Existing communities will be enhanced and new healthy communities will be of high-quality, low-carbon design with opportunities to exercise and socialise for all.

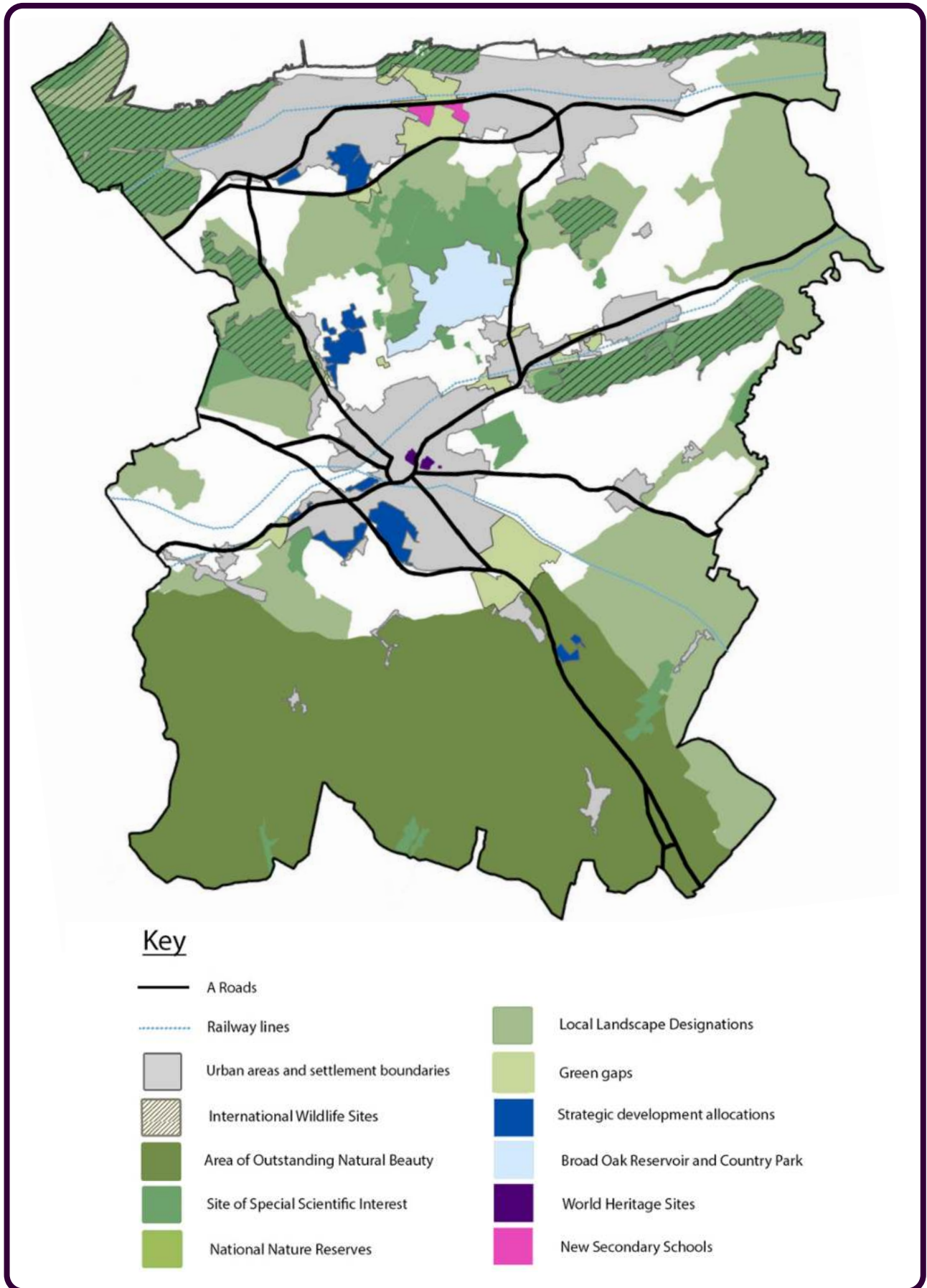
Regeneration of our city and town centres will support investment in cultural infrastructure while the delivery of new education facilities, including secondary school provision at the coast, will help to improve skills in our communities.

A range of new homes will meet the needs of the district, ensuring the right type of homes are delivered in the right places to improve affordability and support our communities.

Strategic objectives for the district

- Create a thriving economy with a wide range of jobs to support increased prosperity for all throughout the district.
- Support the growth and development of our universities and colleges as a centre of innovation and learning excellence, which stimulates business start-ups and generates skilled jobs.
- Capitalise on our rich and distinctive heritage and culture, enhancing character, sense of place and quality of life, supporting sustainable tourism and the local economy for our residents, visitors and businesses.
- Create accessible vibrant town centres, improving safety and access for all, and high quality open spaces, enabling residents, visitors and businesses to shop, stay and enjoy their leisure time.
- Reduce the causes of climate change and adapt to ensure all district developments enable the carbon emissions reduction and increased resilience as quickly as possible.
- Protect and enhance our rich environment and valued landscapes, creating a network of green spaces, protecting and enhancing green gaps between settlements, supporting nature's recovery and biodiversity and improving the health and wellbeing of our communities.
- Create a transport network with a focus on district-wide public transport and low-carbon travel to improve air quality and people's health while ensuring excellent access to city and town centres on foot, cycle and by public transport.
- Take advantage of and improve our links to and from London and the Continent, while creating a transport network which enables most residents, particularly those in the urban areas, to access their day-to-day needs locally through healthy, environmentally-friendly journeys.
- Positively exploit the delivery of infrastructure needed to support growth to maximise the benefits for existing residents and businesses while ensuring critical infrastructure is delivered at the right time to support development.
- Provide affordable high-quality housing for people at every stage in their lives, as part of mixed, sustainable communities.
- Ensure housing is of high-quality design, is low-carbon and energy and water efficient as part of healthy communities with easy access to community facilities and open space.
- Support the sustainable growth of our rural communities through the provision of affordable housing, community facilities and public transport infrastructure while taking advantage of opportunities to protect and grow the rural economy.

District wide key diagram



Environmental strategy for the district

1.18 The district of Canterbury benefits from a range of important habitats and landscapes which provide an invaluable network of green and blue infrastructure for wildlife, establishes the high-quality rural character of the district and contributes significantly to the quality of life for residents, as set out in the Canterbury District Landscape Character Assessment and Biodiversity Appraisal (2020).

1.19 Biodiversity has been declining across the country and recent guidance from Natural England has highlighted the poor condition of the Stodmarsh protected site.

1.20 The historic environment of the district is valuable locally, nationally and internationally.

1.21 The Canterbury Cathedral, St Augustine's Abbey, and St Martin's Church World Heritage Site is one of 33 World Heritage Sites in the UK.

1.22 The district's conservation areas, listed buildings and other important heritage assets, all make a significant contribution to the character and the identity of our district.

1.23 The challenge for this plan is to ensure these important assets are protected and enhanced while supporting our climate change objectives and accommodating growth to meet the needs of our communities.

1.24 The Local Plan provides new opportunities to improve biodiversity and the connectivity of our habitats and deliver significant new areas of open spaces which are accessible by our communities - improving access to nature and supporting health and wellbeing.

1.25 The draft Canterbury District Open Spaces Strategy (2024) and the district's Green Infrastructure Strategy (2018), along with other council strategies, set out a series of priorities for improving the quality, quantity and functionality of our green spaces and the council will work with its partners to enhance the district's natural environment over the period of this plan.

1.26 The district's heritage assets are highly sensitive to change and the council is committed to protecting and, where possible, enhancing the historic environment for future generations and to positively exploit the benefits for the economy.

1.27 The Canterbury District Heritage Strategy (2018) and associated delivery plans, set out a series of priorities to ensure these assets are internationally recognised, accessible to everyone and celebrated for their outstanding significance, delivering long-term economic, social and environmental benefits.



Policy SS1 - Environmental strategy for the district

1. Provision is made for a range of new open spaces and sports and recreation facilities including a minimum of:
 - (a) 75ha of natural and semi natural open space
 - (b) 46ha of amenity open space (including green corridors)
 - (c) 15ha of parks and gardens
 - (d) 10ha of play facilities
 - (e) 279 allotment plots covering 7ha
 - (f) 16ha of accessible outdoor sports
 - (g) sports facilities to support new education provision
 - (h) Broad Oak Reservoir Country Park covering some 440ha.
2. The network of green and blue infrastructure - including rivers, streams and ponds - in the district, which provides important habitats, valued landscapes and spaces for recreation and which supports our health and wellbeing, will be protected, maintained and enhanced in line with Policy DS19. Developments should provide multi-benefit connections or corridors between habitats, considering ecological connectivity and pollinators, as well as accessibility and usability by people.
3. The council will work with its partners to support and sustain the full recovery of the Stodmarsh Nature Reserve designated site and to meet its targets for water quality and improve biodiversity.
4. The district's heritage assets, which make a significant contribution to the local economy, culture and quality of life in the district, will be preserved and enhanced in line with Policy DS26. The council will continue to work with partners to ensure the UNESCO Canterbury World Heritage Site is protected and its accessibility and connectivity are improved.
5. Development across the district will need to incorporate measures to deliver a minimum 20% biodiversity net gain in line with Policy DS21, having regard to Biodiversity Opportunity Areas and/or Nature Recovery Networks.
6. New developments of over 300 homes should incorporate a minimum of 20% tree cover across the site, in line with Policy DS21, and all developments should incorporate new trees and hedgerows in areas of appropriate landscape character, to help restore and enhance degraded landscapes, screen noise and pollution, provide recreational opportunities, help mitigate climate change and contribute to floodplain management.
7. New developments should provide and sustain a multifunctional and coherent green and, where appropriate, blue infrastructure network, which maximises the ecological potential of existing assets, new open space provision, tree planting and other features of the development such as sustainable drainage systems and landscape buffers.
8. Proposals that increase the risk of flooding will be refused. New developments should aim to avoid Flood Zones 2 and 3, and provide appropriate flood risk management and sustainable drainage systems, in line with Policy DS20.

9. Opportunities for carbon sequestration and for the development of renewable and low-carbon sources of energy will be actively supported within all new developments. Large scale carbon sequestration and renewable power generation applications will be encouraged, in line with Policy DS25.
10. The council will continue to work with partners to explore the promotion of a Stour Valley Regional Park, to support the extension and improved connectivity of the Blean Woodland Complex and to enable the improvement of the Old Park and Chequer's Wood habitat.

Sustainable design strategy for the district

1.28 High quality design is a key priority for this plan and it is critical new development is sensitive to the unique character of our district including its historic and natural environment.

1.29 The design of new developments should also respond to the challenges of climate change - ensuring new homes achieve net zero carbon emissions and provide residents with the highest standards of energy and water efficiency and access to high quality digital infrastructure.

1.30 The design and layout of new communities must be carefully considered to maximise

sustainability, such as by ensuring access to community facilities and services and providing easy and safe opportunities for walking and cycling with appropriate connectivity to the wider network.

1.31 High quality design should deliver a sense of place and inclusive communities where people feel proud to live.

1.32 The council expects developers to engage effectively with communities in developing designs, using tools such as design codes and design reviews to ensure new developments make a positive contribution to the area.

Policy SS2 - Sustainable design strategy for the district

1. New residential and commercial development in the district should be designed to achieve net zero operational carbon emissions. Proposals for development should make efficient use of land, should be designed to maximise energy and water efficiency and should integrate sustainable drainage and water management measures.
2. New development should be responsive to the distinctive character and history of the district including the surrounding townscape and landscape setting, while incorporating appropriate innovation

or change, such as in scale, form and density, and creating inspiring new buildings and places.

Architecture, landscape and public realm must be attractive and function well, establishing or contributing positively to a sense of place, using the arrangement of streets, spaces, building types, form and high-quality materials to create welcoming and distinctive places.

3. New development should contribute towards sustainable, complete and compact neighbourhoods with high

levels of connectivity and appropriate mixes of uses and densities and be adaptable to climate change and future uses.

All developments should ensure appropriate connectivity by walking and cycling to nearby community facilities and services.

4. New communities of more than 300 homes should contain accessible community hubs to reduce the need to travel for day-to-day services and facilities.

Community facilities and services such as healthcare, education and shopping and employment uses should be co-located at the heart of new such developments, within or next to the community hub and provided early within the development.

5. New development should ensure the delivery of the highest quality digital infrastructure including Fibre to the Premises (FTTP) broadband and support the highest possible standards of mobile data networks in line with Policy DS6.
6. High quality, accessible open space should be delivered in line with Policy DS24, and be incorporated into proposals with appropriate layouts, sizes and distances from highways to promote healthy lifestyles.

This includes:

- (a) sports and leisure facilities for use by the whole community and co-

located with other uses, such as schools, where appropriate

- (b) a wide range of high-quality and inclusive play opportunities which are challenging and fun for children of all ages and abilities, including youths, are accessible, safe and are well overlooked, with additional areas of public realm designed as places for incidental and independent play
 - (c) integration of food growing opportunities at all scales such as planters, fruit trees, hedgerows, community orchards and allotments
 - (d) natural and semi-natural greenspaces connecting communities to nature by supporting wildlife conservation, biodiversity and environmental education and awareness and spaces providing opportunities for informal recreation by the whole community
7. New communities of more than 300 homes will require a masterplan, prepared in collaboration with the community and be subject to a design review during the design process, prior to submission of a planning application. Design codes will be required as a condition of the planning permission for multi-phased developments. They should be developed through effective community engagement and reflect community aspirations for development in the area.

Development Strategy for the district

1.33 The NPPF establishes a clear approach to identifying future development needs and sets out the expectation that identified needs for housing, space for jobs and retail space should be planned for, in full, as part of Local Plans.

1.34 Further information on how this has been calculated is available in the Development Topic Paper (2024).

1.35 This plan has been informed by key evidence such as the district's Housing Needs Assessment (2021, 2024), the Gypsy and Traveller and Travelling Showperson Needs Assessment (2024), the Economic Development and Tourism Study (2020, 2022, 2024) and the Retail and Leisure Study (2020, 2022) which provide an objective analysis of the district's development needs.

1.36 The majority of the strategic site allocations identified within the Canterbury District Local Plan (2017) now have planning consent and are under development and these sites will continue to contribute to the district's development land supply, predominantly during the early years of this plan.

1.37 Development allocations within this Local Plan are therefore in addition to those sites and are intended to ensure there is sufficient land available to meet development needs over the full period of the plan to 2040.

1.38 This plan set out a positive strategy for economic growth in the district, with a range of site allocations for new business, employment and commercial space and policies to support economic development and diversification, including at the universities and colleges which form a key component of the local economy.

1.39 Regeneration of our city and town centres will help to support this growth and the district's tourism offer, alongside investment in our rural economy, including in emerging sectors such as viticulture.

1.40 The council continues to work closely with its neighbouring authorities on a range of strategic planning matters and has established mechanisms in place to ensure effective and ongoing cooperation and joint working on cross-boundary strategic matters.

1.41 Statements of Common Ground have been prepared with all neighbouring authorities, setting out the shared position each authority intends to meet its development needs in full within its administrative area.

1.42 The district Settlement Hierarchy establishes the different role and function of settlements across the district and is informed by the Canterbury District Rural Settlement Study (2020, 2023).

1.43 In line with the council's vision for growth, this plan focuses growth proportionally at the most sustainable settlements within the district - principally at Canterbury and the coastal towns of Whitstable and Herne Bay, along with proportionate growth at the rural settlements.

1.44 Taking account of the responses to previous consultations, the plan also identifies land for a new settlement to the north of Canterbury.

1.45 In planning positively to meet the growth needs of the district, the strategy seeks to protect the countryside and the rural character of the district from inappropriate development.

Canterbury District Settlement Hierarchy

Settlement category	Settlement
Urban Areas	Canterbury, Whitstable, Herne Bay
Rural Service Centres	Sturry, Blean, Bridge, Chartham, Hersden, Littlebourne
Local Service Centres	Adisham, Barham, Broad Oak, Harbledown, Hoath, Lower Hardres, Petham, Rough Common, Stuppington, Westbere, Wickhambreaux
Villages	Bossingham, Bekesbourne, Bishopsbourne, Boyden Gate, Bramling, Bullockstone, Chartham Hatch, Chislet, Fordwich, Ickham, Herne Common, Kingston, Maypole, Patixbourne, Pett Bottom, Stodmarsh, Tyler Hill, Waltham, Womenswold, Woolage Green, Upper Harbledown, Upper Hardres, Upstreet
Hamlets	Anvil Green, Blooden, Breach, Cooting, Garlinge Green, Highstead, Ileden, Marshside, Out Elmstead, Radfall, Woodlands, Woolage Village, Wraik Hill, Yorkletts

1.46 Reflecting the outcomes of previous consultations, this plan proposes designated settlement boundaries at the most sustainable rural settlements - the Rural Service Centres and the Local Service Centres.

1.47 Areas of the district outside of the urban areas and the rural settlement boundaries are designated as countryside where development will generally be restricted.



Policy SS3 - Development Strategy for the district

1. Between 2020/21 and 2040/41 provision is made through the granting of planning permission and the allocation of sites for:
 - (a) an average of 1,149 new dwellings per year including affordable housing, older persons housing and a range of sizes and types of housing to meet local needs;
 - (b) 54 pitches for gypsy and traveller accommodation;
 - (c) 30,780 sqm floorspace for office use;
 - (d) 45,160 sqm floorspace for light industrial use;
 - (e) 11,200 sqm floorspace for general industrial use;
 - (f) 53,960 sqm floorspace for warehousing use;
 - (g) 414 sqm floorspace for convenience retail use; and
 - (h) 5,290 sqm floorspace for comparison retail use.
2. Canterbury Urban Area will be the principal focus for development in the district. New development will be supported on suitable sites within the urban area.

Canterbury city centre will continue to be the primary commercial, leisure and tourism centre in the district, complemented by the edge-of-centre Commercial Areas at Wincheap and Sturry Road, with university-related development focused within campus boundaries. This plan allocates land for a Strategic Development Area at south west Canterbury.

A new rural settlement is planned for land north of the University of Kent campus, north of Canterbury, which will provide new homes, jobs, services and infrastructure.
3. Whitstable Urban Area and Herne Bay Urban Area will be the secondary focus for development in the district. New development will be supported on suitable sites within these urban areas.

Whitstable town centre and Herne Bay town centre will continue to be key district centres and a focus for commercial, leisure and tourism at the coast, complemented by the edge-of-centre Commercial Areas at Estuary Park and Altira Park.

This plan allocates land for a Strategic Development Area at south Whitstable and identifies land for the delivery of two new coastal secondary schools with sixth forms at Whitstable and Herne Bay.
4. Sturry, Blean, Bridge, Chartham, Hersden and Littlebourne are identified as Rural Service Centres.

Within the boundaries of these settlements new development will be supported on suitable sites and existing community facilities and services, including within the designated Village Centres, will be protected and enhanced to support the vitality of these important rural settlements.

The provision of new community facilities and services, business space and tourism facilities outside of settlement boundaries will be supported provided such development is proportionate in scale to the relevant settlement and the need for the development outweighs any harm.

5. Adisham, Barham, Broad Oak, Harbledown, Hoath, Lower Hardres, Petham, Rough Common, Stuppington, Westbere and Wickhambreaux are identified as Local Service Centres.

Within the boundaries of these settlements limited development which protects their rural character will be supported on suitable sites and existing community facilities and services will be protected and enhanced to support the vitality of these important rural settlements.

The provision of new community facilities and services, business space and tourism facilities outside of settlement boundaries will be supported provided such development is proportionate in scale to the relevant

settlement and the need for the development outweighs any harm.

6. Within the countryside, which is defined as any parts of the district outside of the settlement boundaries of the Urban Areas, New Rural Settlement, Rural Service Centres and Local Service Centres, priority will be given to protecting the rural character of the district.

In this context, appropriate agriculture and viticulture development will be supported while housing and other built development will only be supported in very limited circumstances where specified within this plan.

Existing community facilities and services within the countryside will be protected.

Movement and Transportation Strategy for the district

1.48 Traffic congestion and the implications for the local economy, for the environment in our city and town centres, for air quality and residents' quality of life have been recurrent themes identified by our communities and stakeholders in the previous consultations.

1.49 Focusing growth at the urban areas, and at Canterbury in particular, presents the greatest opportunities to plan for a switch to sustainable transport.

1.50 High numbers of short trips in the urban areas are currently taken by private car, and there has been widespread feedback that the existing infrastructure for sustainable transport, such as for buses, cycling and walking, is currently not adequate to provide realistic alternatives for many residents - buses are regularly caught in the same traffic queues while cycling is not considered to be safe without segregated routes.

1.51 The NPPF, along with the Transport for the South East's Transport Strategy, the Kent and Medway Low Emissions Strategy and the emerging Kent Local Transport Plan 5, all point to the need to facilitate a significant shift in modes of transport from private cars to sustainable travel options, to reduce the air quality impacts and carbon emissions associated with transport and to enable people to make active travel choices which can support their health and wellbeing.

1.52 Achieving these objectives, however, will require new infrastructure which is particularly challenging within Canterbury due to its historic environment.

1.53 Through the development of this plan, the council has worked collaboratively with Kent County Council as Highway Authority, and with other transport infrastructure providers, to develop a new transportation strategy which aims to unlock further growth

in the district while facilitating the delivery of enhanced sustainable transport infrastructure to enable this significant shift in travel modes.

1.54 For the city of Canterbury, the council's Draft Transport Strategy (2024) focuses on the incremental upgrade and improvement of public transport services and active travel routes which, alongside measures to moderate vehicular pressure on the city centre, will lead to a significant reduction in the proportion of journeys made by private car.

1.55 In the early years of the Local Plan period, measures such as improvements to bus services coupled with a reduction in the number of car parking spaces, construction of new cycle routes and the introduction of a cycle hire scheme will help to address specific pinch points and will begin to put in place the infrastructure needed to deliver this vision.

1.56 As the plan period progresses, a wider range of measures such as a fast-bus service from Mountfield linked to Merton Farm development and a reallocation of road space to provide segregated space for walking, cycling and buses – with connectivity along the key radial routes into the city will together help put in place a high-quality public transport network for the city and wider district whereby public transport and active

travel become the obvious choice for residents, visitors and businesses.

1.57 The principles of Vision and Validate will be used to continuously check the success of the transport strategy. This means that if the switch to sustainable transport modes set out in the Council's vision is not being achieved in line with expectations, additional measures can be employed to ensure that vehicular traffic does not continue to grow.

1.58 Longer term proposals to curb vehicular traffic include potential workplace parking charges and compulsory goods transfer stations for sustainable last mile delivery.

1.59 Outside of the city, the Local Plan and the Draft Transport Strategy (2024) identify a series of improvements to highways and sustainable transport infrastructure needed to support growth, including the provision of new A299 junctions and a park and bus facility at Whitstable.

1.60 The plan sets out a clear hierarchical approach which requires developments to prioritise provision for sustainable transport while still ensuring that adequate infrastructure for private cars, including electric vehicles, is delivered as part of new developments in the district.



Policy SS4 - Movement and Transportation Strategy for the district

1. Working with partners, including Kent County Council, the council will deliver a comprehensive programme of sustainable transport infrastructure measures to improve neighbourhoods, accommodate new growth and to facilitate a significant shift to low-carbon and active travel journeys, particularly for short trips.
2. A new bus-led transport strategy will ensure people have high-quality sustainable transport options for travel that will reduce congestion, improve air quality and enhance the city centre environment and its heritage.
Key infrastructure requirements include:
 - (a) improved public transport connectivity across the district, with additional bus services, bus priority measures and enhanced park and ride infrastructure, and upgrades at railway stations in the district;
 - (b) the delivery of a comprehensive city-wide network of segregated cycle lanes and cycle parking infrastructure, with links to the coast and rural areas;
 - (c) enhanced public realm and pedestrian environment on key routes and within the city centre;
 - (d) the reduction in capacity at some city centre car parks to reduce congestion on the ring road;
 - (e) new A2 access to the Kent and Canterbury Hospital and links to the A28 at Thanington; and
 - (f) upgrades at the A2 junction at Harbledown and at Rough Common Road.
3. Improvements to connectivity and public realm at the coastal towns, including the provision of a park and bus facility and new A299 access at Whitstable, completion of the Crab and Winkle Way cycle and pedestrian path to the harbour and improvements to traffic management will reduce congestion and help to improve the town centre environments.

The delivery of a coastal network of segregated cycle lanes and cycle parking infrastructure will support an increase in active travel journeys, with improved connectivity to the city and rural areas.
4. The council will continue to work with partners to improve public transport connectivity in the rural areas and to maximise opportunities to improve walking and cycling routes to connect rural settlements with each other and to the urban areas within the district.
5. The council will promote the use of Park and Ride sites as transport hubs with links to alternative modes of transport and as centres for sustainable last-mile delivery solutions.
6. New development should ensure easy and safe pedestrian and cycle connectivity is available, including segregated cycle lanes where achievable, with high levels of connectivity to the wider network, including within and between neighbourhoods.

Public spaces, streets and movement networks provided through new developments should be accessible for all ages and levels of mobility and promote healthy lifestyles.

Walking, cycling and active, low carbon, sustainable transport modes (such as public transport stops) should be prioritised in line with Policy DS13, over private cars with traffic speeds limited within new neighbourhoods.

7. New development should be designed to help improve the air quality of the district as a whole.

Sustainable transport measures, such as the provision of electric charging infrastructure, shared transport initiatives, improved active travel connectivity as well as green infrastructure such as green roofs and walls, hedges and street trees will help to reduce air pollution and exposure in line with Policy DS16.

Infrastructure Strategy for the district

1.61 In addition to transport infrastructure, additional growth in the district will also place pressure on community infrastructure such as schools and primary healthcare facilities and utilities infrastructure such as water supply and wastewater treatment.

1.62 The capacity of existing infrastructure to accommodate further growth has been a key concern raised by our communities through previous consultations.

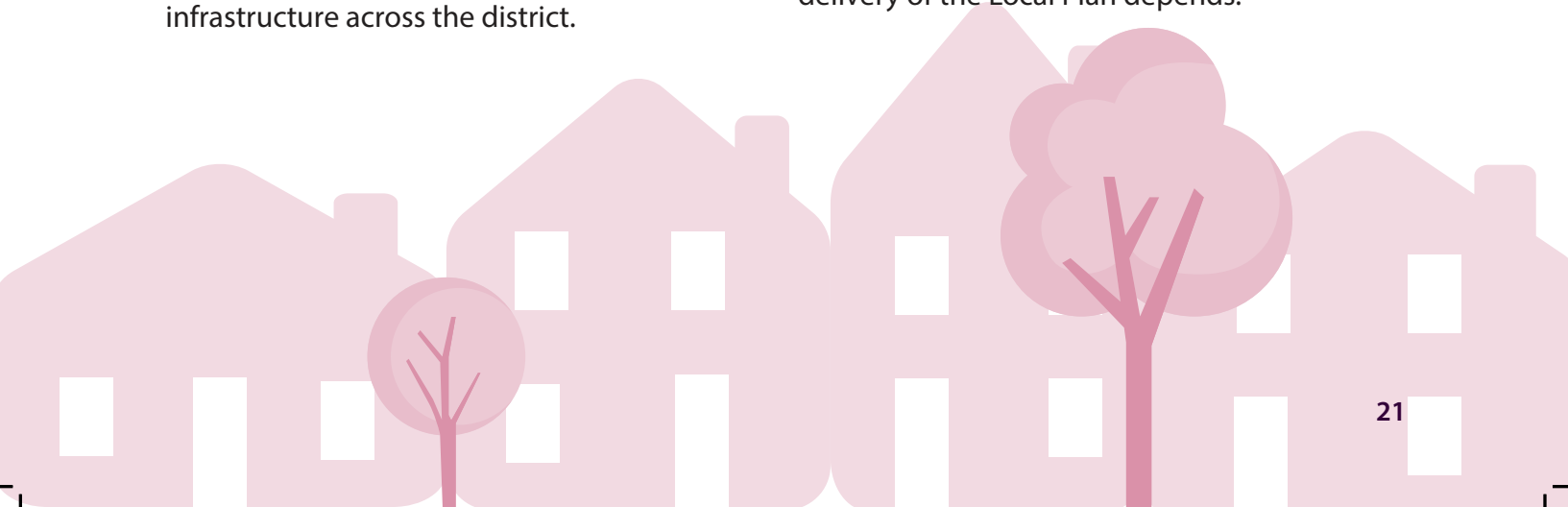
1.63 The council works closely with infrastructure providers to understand existing infrastructure capacity and to ensure the Local Plan incorporates the infrastructure improvements needed to support growth, aligning, where possible, with their own plans and strategies.

1.64 This plan provides an important opportunity to help facilitate the delivery of these infrastructure strategies, to address existing deficiencies and to enable a strategic approach to the delivery of improved infrastructure across the district.

1.65 This plan therefore makes provision for major new secondary school infrastructure at the coast, to help address the longstanding imbalance between provision in the city and that serving the coastal towns, and the delivery of a new fresh water reservoir at Broad Oak to provide adequate water supply over the long term and the delivery of a new or improved Kent and Canterbury Hospital which remains on the shortlist of options being considered by the NHS.

1.66 The council will continue to use appropriate mechanisms such as Section 106 agreements, and monies collected through the Community Infrastructure Levy, to secure the delivery of infrastructure at the right time to support growth.

1.67 The draft Infrastructure Delivery Plan (2024) outlines the approach to these funding mechanisms and the council will continue to work with its partners to facilitate the early delivery of critical infrastructure on which the delivery of the Local Plan depends.



Policy SS5 - Infrastructure Strategy for the district

1. The council will work with its partners to ensure necessary infrastructure improvements are delivered at the right time to support growth.

Where new or improved infrastructure is needed ahead of development taking place, the council will use appropriate mechanisms to actively manage the release of land for housing and other development.

2. New development should make provision for, or appropriate contributions towards, any new or improved infrastructure needed to serve it.

Policies within this plan identify the key infrastructure requirements necessary to serve new strategic development allocations including (in addition to key transport infrastructure requirements):

- (a) four new primary schools with early years provision, improvements to existing primary schools and two new six-form entry (SFE) secondary schools with sixth forms;
- (b) a new Special Educational Needs and Disabilities School;
- (c) a new primary healthcare facility and improvements to existing health infrastructure provision;
- (d) a new or improved Kent and Canterbury hospital;

(e) 1,610sqm of new local shopping and community facilities;

(f) 153ha of new publicly-accessible open space and play facilities, including skate parks;

(g) 16ha of new publicly-accessible sports pitches;

(h) new and improved facilities for Canterbury Rugby Club and Canterbury City Football Club;

(i) new and improved waste water treatment facilities; and

(j) a new reservoir and Country Park at Broad Oak (440ha).

The Infrastructure Delivery Plan outlines how and when the key infrastructure requirements will be delivered to support growth.

3. The council will use appropriate mechanisms to secure the delivery of, or contributions towards, necessary infrastructure from new developments. Infrastructure and policy requirements within this plan have been appropriately tested for viability. Therefore the council will only consider new viability evidence at the planning application stage in very limited circumstances, as set out in Policy DS7.



2. Canterbury

Canterbury vision

The vision for Canterbury is to build its success as the key visitor and shopping destination in Kent by diversifying its offer through creative and cultural development and providing a range of commercial and leisure floorspace to meet projected growth needs and an increase in residential use.

Improving the commercial offer, intensifying and capitalising on its unique heritage assets, rich townscape, and academic institutions will encourage innovative businesses to invest in the city, stimulate activity, grow footfall and contribute to the vibrancy and vitality of the centre.

Canterbury will experience significantly reduced traffic congestion through a decisive switch towards public transport and active travel which will improve health, quality of life and the environment. Taken with a high quality public realm

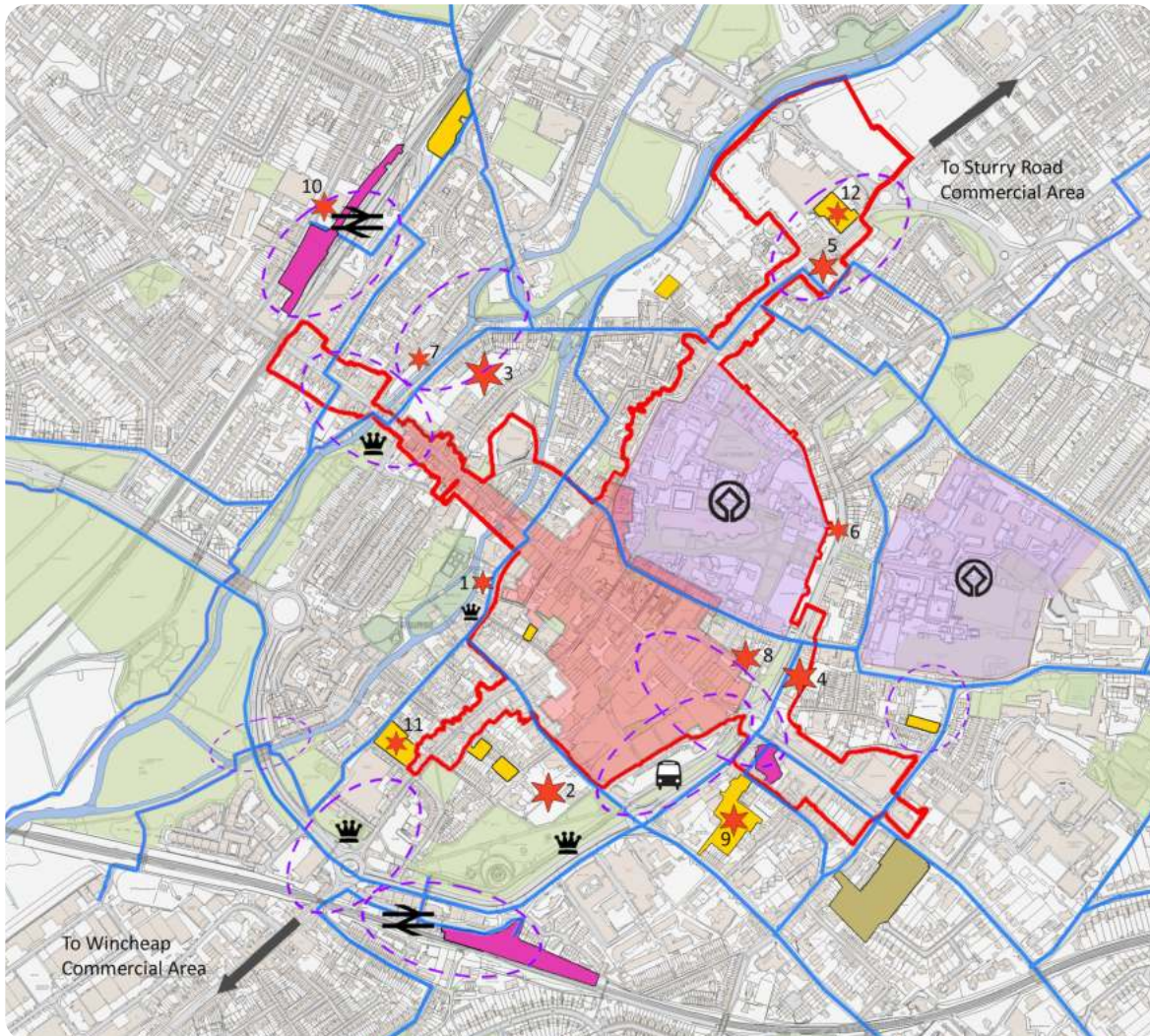
that integrates public art, high quality landscaping and new green infrastructure the city will be an animated, safe and attractive place.

Strengthening the city's public realm and open spaces will also reinforce the character and distinctiveness of the city's heritage, help mitigate climate change and contribute to the ecological network ensuring Canterbury is a desirable place to live, work, visit and do business.














The council's Heritage Strategy, World Heritage Site Management Plan and Destination Management Plan will complement the Local Plan to create an improved visitor experience which will ensure Canterbury continues to be a flourishing visitor destination, welcoming tourists to the city and offering an attractive gateway to the wider district.



Canterbury city centre key diagram



Canterbury Key

- | | | | |
|---|---|---|--|
|  | Proposed Town Centre boundary |  | Public realm improvement opportunity areas |
|  | Proposed Primary Shopping Area |  | Improvements for active and sustainable travel |
|  | Sites proposed to be allocated for homes |  | Heritage enhancement opportunities |
|  | Carried Forward 2017 Local Plan housing allocations |  | World Heritage site |
|  | Sites proposed to be allocated for a mix of uses |  | Railway stations |
|  | Open space |  | Bus station |
|  | Development/ regeneration/ open space opportunity sites and areas | | |

Regeneration opportunity areas

- | | | |
|--|---------------------------------|---|
| 1. Private car park at 7-16 Stour Street | 5. Former Northgate garage | 10. Land adjacent to Canterbury West Rail Station |
| 2. Watling Street car park | 6. Queningate car park | 11. Rosemary Lane car park |
| 3. Pound Lane car park | 7. North Lane car park | 12. Northgate car park |
| 4. Existing buildings on eastern side of Lower Bridge Street | 8. Burgate Lane/Canterbury Lane | |
| | 9. Holman's Meadow car park | |

Canterbury City Centre

2.1 Canterbury City Centre is a regionally important centre for shopping, leisure and culture and has a wealth of heritage assets, including the World Heritage Site. The city centre faces a number of pressures, such as changes in how we shop, the rise of homeworking, traffic congestion and poor air quality. These pressures present challenges in terms of accommodating new housing growth and economic development in the city, but also provide opportunities to regenerate areas of the city centre with a more diverse range of uses.

2.2 The strategy for the city centre is focused on improving the environment within and

around the city; reducing traffic on the inner-ring road, improving the public realm and connections for walking, cycling and sustainable transport, and facilitating the regeneration and improvement of key areas of the city. Alongside the consolidation of the commercial core of the city centre, predominantly along the High Street and around Whitefriars, these measures should enhance the historic environment of the city for residents and visitors, and facilitate improvements to the important green spaces within the city and respond positively to the changing nature of how we use the city centre.

Policy C1 - Canterbury City Centre Strategy

1. The council will work with its partners to revitalise the city centre through sensitive mixed-use regeneration, sustainable transport improvements, green infrastructure connections, and cultural and public realm enhancements.
2. Within the designated Primary Shopping Area, as defined on the policies map, existing commercial provision at ground floor will be protected and new commercial development will be supported, to help maintain the sub-regional status of Canterbury as a shopping destination.
3. Outside of the Primary Shopping Area, but within the city centre boundary, as defined on the policies map, mixed use development which incorporates main town centre uses will be supported where this accords with other policies within this plan.
4. Residential and office development at first-floor level or above will be supported on appropriate sites, where this would be consistent with the surrounding character and street scene. Residential proposals should be carefully located and designed to avoid conflict with existing uses, particularly those that serve the night-time economy.
5. To maintain and enhance opportunities for local employment the best quality office accommodation will be protected. The development of new office accommodation, flexible workspaces, co-working spaces and other business accommodation, including that which is related to the universities and start-up businesses, will be supported.
6. The development of a brownfield mixed use allocation at St Georges Place, along with carried forward allocations from the 2017 Local Plan, will help revitalise the city centre providing housing in a sustainable location, and the council will proactively explore opportunities for regeneration and redevelopment

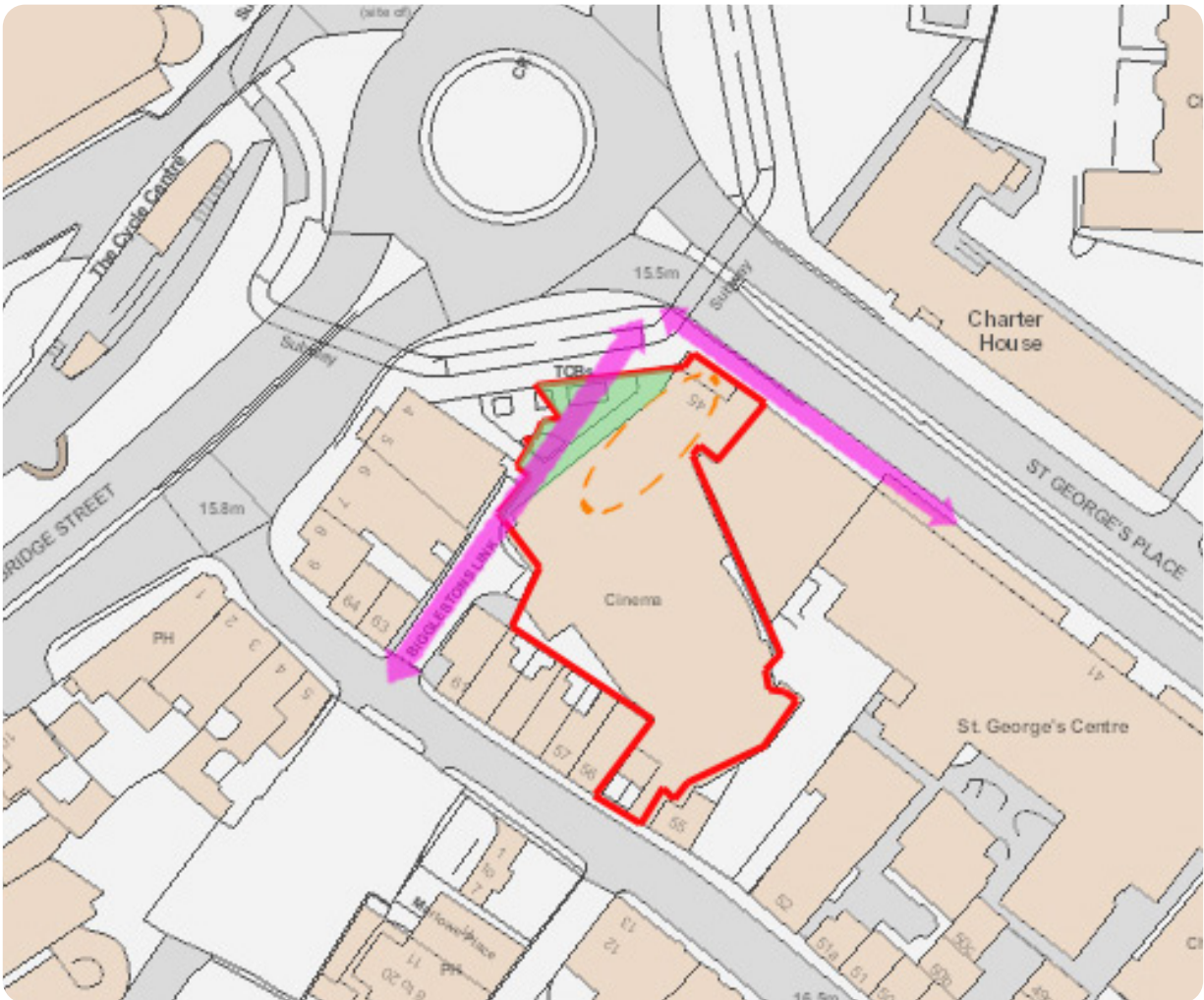
which would add to the vitality of the city centre.

7. The council will take a positive approach to the city centre's growth and adaptation to respond to changes in the retail and leisure industries. Proposals which enhance the established character and diversity of uses, including the cultural and creative offer and the night-time economy, will be supported provided there is no unacceptable impact on residential amenity.
8. The council will seek to protect, enhance and capitalise on the World Heritage Site, including improving pedestrian and cycle connectivity between the different elements, to deliver economic, social and environmental benefits for residents, business and visitors. The council will take a proactive approach to improving the public realm around and connecting key heritage assets, such as public space around Westgate Towers and the Guildhall, and key assets including Canterbury Cathedral, Canterbury Castle, the City Walls and the Poor Priests Hospital, in order to maximise the benefits of these important heritage assets. Proposals which seek to enhance heritage assets will be supported provided there is no substantial harm to any heritage assets or their settings.
9. All new development must incorporate shopfronts or have active frontages and be designed to contribute to the vitality and viability of the city centre. Well-designed storage space for refuse and recycling, and adequate access for servicing, should be incorporated. Waste storage should be located to the rear of buildings to not impact upon the street scene.
10. Existing open spaces, and green and blue infrastructure, such as Dane John Garden, Westgate Gardens and the River Stour, will be protected and enhanced to deliver social and environmental benefits. New developments will provide accessible multifunctional open space for existing and new communities, as well as green corridors to connect habitats and improve ecology.
11. The implementation of the Canterbury District Transport Strategy will secure a high quality public transport network for the city, along with a comprehensive and attractive network for walking and cycling, to improve the environment for residents, businesses and visitors. Together with measures to moderate vehicular pressure on the city centre, this will reduce congestion on the ring road and radial routes and facilitate a series of regeneration opportunities within the city. The council will seek to manage the local implications of last mile deliveries to ensure the sustainable mobility of goods within the city centre.
12. Public realm and digital infrastructure will be improved across the city, including accessibility improvements at the bus station to enable this area to become a transport hub. Public realm enhancements, including at St. George's Street, Burgate Lane, the areas around St. Augustine's roundabout, St. George's roundabout, Kingsmead roundabout, Wincheap roundabout and Castle Street, Canterbury west station and Canterbury East station, will help to improve accessibility and connectivity between different areas in the city. Opportunities to provide for attractions, public art and events will be sought, such as at Dane John Gardens and the area around Westgate Towers, as well as pop-up and meanwhile uses, will help to add to the vitality of the city centre.





Canterbury City Centre Allocations

Policy C2 - 43 to 45 St George's Place

43 to 45 St George's Place – concept masterplan



Key

-  Site boundary
-  Public realm/ landscape improvements - Indicative
-  Opportunities to improve cycling/walking access and safety
-  Commercial uses - Indicative location

Site C2 is allocated for a mixed-use development. Planning permission will be granted for development which meets the following criteria:

1. **Development mix**

Across the site, the development mix will include:

- (a) Approximately 50 new dwellings including affordable housing, accessible housing and an appropriate housing mix in line with Policies DS1 and DS2.
- (b) Non-residential development:
 - (i) Provision of new commercial facilities on the ground floor approximately 200sqm; and
 - (ii) Proportionate land and build contributions towards early years, primary, secondary and SEND education plus proportionate contributions for primary healthcare and other necessary off-site community infrastructure.
- (c) Open space: open space will be provided in line with Policy DS24.

2. **Design and layout**

The design and layout of the site should:

- (a) Respond to the site's prominent and sensitive immediate context, including the City walls and other nearby heritage assets;

- (b) Provide a landmark building of innovative design, including high quality detailing and materials;
- (c) Ensure that the scale, massing, form and frontages respond to surrounding character;
- (d) Assess Areas of Archaeological Importance and preserve and enhance nearby heritage assets including Old Dover Road, Oaten Hill and St Lawrence Conservation Area, and nearby Listed and Locally Listed Buildings on Dover Street; and
- (e) Provide high quality public realm and landscaping on and around the site, including improvements to accessibility.

3. **Landscape and green infrastructure**

The green and blue infrastructure strategy for the site should:

- (a) Provide a comprehensive and integrated sustainable urban drainage network;
- (b) Provide 20% biodiversity net gain, in line with Policy DS21; and
- (c) Provide habitat, pollinator and ecological connectivity across the site.

4. **Access and transportation**

The access and transport strategy for the site should:

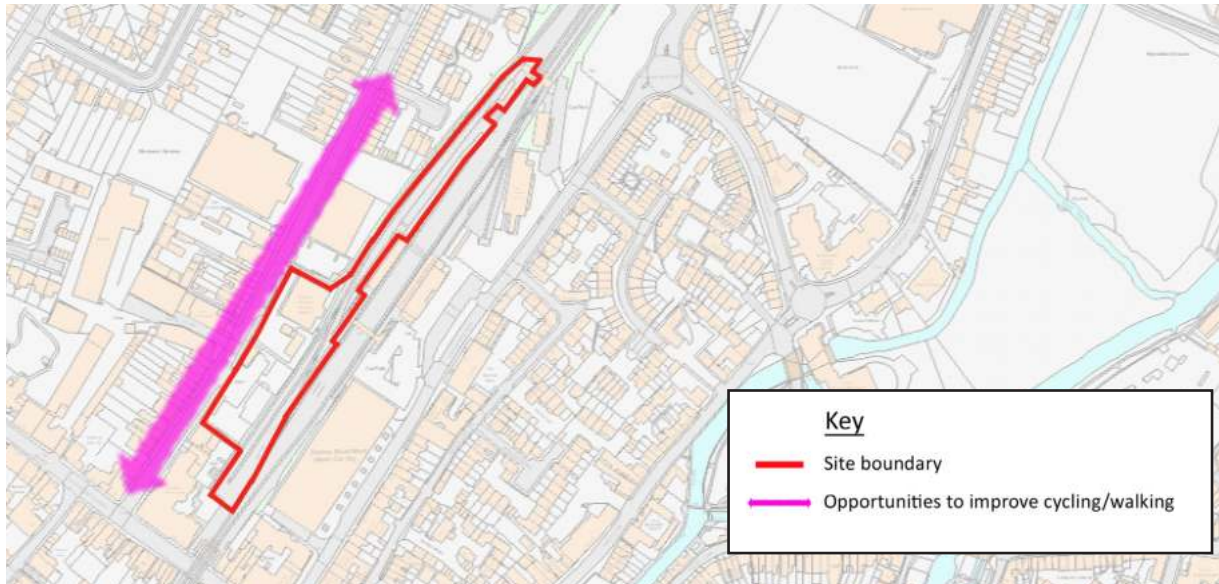
- (a) Support active travel by facilitating safe and convenient pedestrian and cycle connectivity.

2.3 Improvements are needed at Canterbury West Station, in line with the Draft Transport Strategy (2024) to improve its operational capacity and accessibility. The delivery of this project will help to

support increased passenger numbers and may unlock opportunities for development on adjacent land as part of the wider Canterbury West Regeneration Opportunity Area.

Policy C3: Land north of Canterbury West Station

Land north of Canterbury West Station - concept masterplan



Site C3 is allocated for an innovation hub and railway infrastructure improvements. Planning permission will be granted for development which meets the following criteria:

1. Development mix

Across the site, the development mix will include:

- (a) Train station improvements, including platform extension to accommodate 12 coaches; and
- (b) An innovation hub building of a suitable scale to provide research and development and/or office space.

2. Design and layout

The design and layout of the site should:

- (a) Relocate signalling equipment and existing buildings as appropriate to accommodate platform extension;

- (b) Respond to the site's prominent and sensitive immediate context, including the Canterbury Conservation Area;
- (c) Ensure that the scale, massing, form and frontages respond to surrounding character;
- (d) Provide high quality public realm and landscaping on and around the site; and
- (e) Assess Areas of Archaeological Potential and protect and enhance nearby heritage assets.

3. Landscape and green infrastructure

The green and blue infrastructure strategy for the site should:

- (a) Provide a comprehensive and integrated sustainable urban drainage network;
- (b) Provide 20% biodiversity net gain, in line with Policy DS21;

(c) Provide habitat, pollinator and ecological connectivity across the site.

4. Access and transportation

The access and transportation strategy for the site should:

(a) Provide a pedestrian access to the station from Roper Road and layby for pick up and drop off; and

(b) Improve existing cycle and walking links to the city centre and surrounding residential areas.

Canterbury City Centre Opportunity Areas

Policy C4 - Canterbury City Centre Regeneration Opportunity Areas

Working with stakeholders and local communities, the council will proactively explore opportunities for regeneration, redevelopment and associated improvements to public realm which would add to the vitality of the city centre over the period of the Local Plan, including at the following locations as identified on the Canterbury City Centre Key Diagram:

1. Private car park at 7-16 Stour Street;
2. Watling Street car park;
3. Pound Lane car park;
4. Existing buildings on eastern side of Lower Bridge Street;
5. Former Northgate garage;

6. Queningate car park;
7. North Lane car park;
8. Land adjacent to Canterbury West Rail Station;
9. Burgate Lane/ Canterbury Lane;
10. Holman's Meadow car park;
11. Rosemary Lane car park;
12. Northgate car park.

The council will prepare detailed development briefs for all city centre Regeneration Opportunity Areas to quantify development potential and ensure attractive and sustainable design in line with other policies in this plan.

Canterbury Urban Area

2.4 Canterbury has seen significant levels of growth and planned infrastructure investment as part of the Canterbury District Local Plan 2017, and will continue to be the focus of growth through the period of this plan as the economic hub of the district. The city is well placed to deliver further growth being well connected to London and the continent, with links to HS1 and the A2, and has a regionally significant economy, including its three universities.

2.5 The strategy for Canterbury is to consolidate growth on the southern side of the city, to integrate with planned growth at the 2017 strategic sites at South Canterbury and Cockerling Farm. In addition, a new freestanding settlement on the periphery of the urban area, on land to the north of the University of Kent campus, will provide a sustainably located strategic mixed development with high quality links to public transport.

2.6 Siting growth at the urban area of the city offers the greatest opportunity to encourage a higher mode switch to active travel. This will be complemented by a bus led transportation strategy which will propose reallocation of road space to sustainable travel on the ring road and on the approaching radial routes. Focusing parking at park and ride sites and using them as transportation interchanges will remove private car traffic from the city roads to improve the historic fabric of the city and its air quality.

2.7 New business space will be provided within strategic development sites, whilst Canterbury Business Park will be the strategic focus for employment space alongside a viticulture hub. Development within the university campuses will continue to be supported, including the proposed hotel and conference facilities within the University of Kent whilst the Commercial Areas at Wincheap and Sturry Road will continue to complement the city centre offer for retail and leisure.

Policy C5 - Canterbury Urban Area

1. Within the urban area, and outside of the city centre boundary, new developments and proposals for regeneration will be supported where these accord with other policies in this plan.
 2. The implementation of the Canterbury District Transport Strategy will lead to a significant reduction in short trips made by private car in the urban area, reducing traffic in both new and existing neighbourhoods, with significant improvements to bus services improving connectivity for sustainable and active travel.
 3. The Commercial Areas at Wincheap and Sturry Road will continue to be the secondary focus for main town centre uses, complementing the city centre, with a focus on business, commercial and leisure space. Policy C19 identifies Wincheap Commercial Area as a broad location for a mixed use regeneration incorporating commercial and residential development.
 4. To support local employment, existing Business and Employment Areas will be protected and proposals to improve, expand or reconfigure existing businesses will be supported.
- Canterbury Business Park is identified for strategic provision of employment space together with a viticulture hub. University related development will be focused within the designated university campuses, in line with Policy DS9, which sets out that off-campus student accommodation will only be supported in limited circumstances. Proposals for hotel and conference facilities within the University of Kent Campus will be supported to address the gap in this type of provision within the wider area.
5. New hospital facilities associated with Kent and Canterbury Hospital will be encouraged and supported. Education and health facilities provision will be supported to meet existing and future communities, including new primary schools and Special Education Needs provision.
 6. The shops and community facilities within Local Centres across the urban area will be protected, and proposals for enhancement or expansion will be supported, to contribute to the sustainability of existing neighbourhoods.

7. The city's network of open spaces and green infrastructure will be protected and enhanced. Significant levels of new open space provided as part of new strategic developments and improved connectivity to open spaces and green infrastructure corridors within, and adjacent, to the urban area will help reduce habitat fragmentation and improve ecology.
8. Sports and leisure facilities, including those provided alongside education provision, will be protected and enhanced. New and improved facilities for Canterbury Rugby Club and Canterbury City Football Club, as well as new play, outdoor sports and skate park facilities will be provided.
9. In addition to the Carried Forward policies (CF1-CF10), Policies C2-C21 allocate land for the delivery of new homes, infrastructure, business space, community facilities, sports facilities and open space.

Canterbury Strategic Development Areas

South West Canterbury

2.8 The South West Canterbury SDA is set in a highly sustainable and accessible location and consolidates the planned growth identified in the Canterbury District Local Plan (2017).

2.9 The SDA presents important opportunities to deliver new and improved connectivity with the A2, together with a new Park and Ride site served by the Fast Bus Link to be delivered through the 2017 Local Plan. The South West Canterbury Link Road is needed to provide access to the A28 and to improve the functionality of the A2 junction at Wincheap.

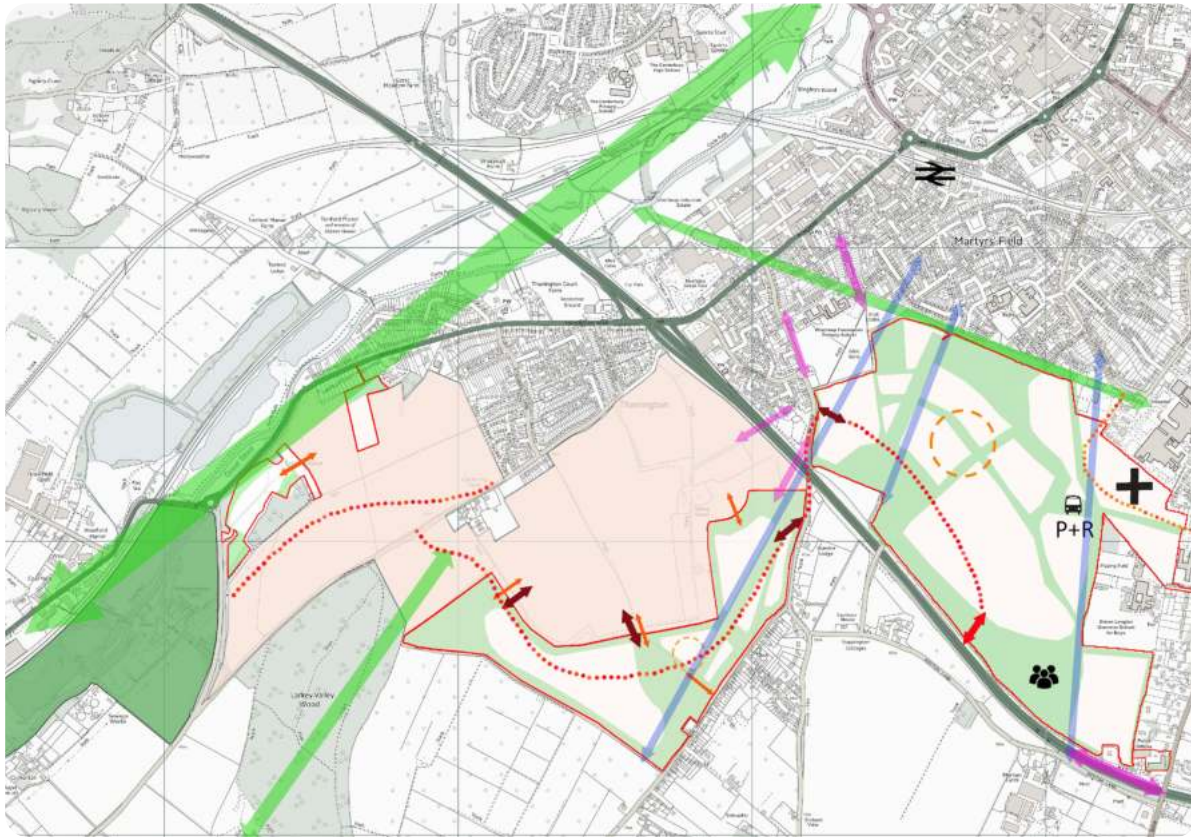
2.10 The NHS is currently considering proposals for a new and improved Kent and Canterbury Hospital within this SDA, and these allocations would help to facilitate the hospital provision and a new direct access from the A2. Land is also identified for the provision of a new Sports Hub within the SDA to provide high quality facilities for both Canterbury Rugby Club and Canterbury City Football Club. Two new primary schools will be needed to serve the new communities and a new GP Surgery located at Thanington will serve both new and existing residents.

2.11 The SDA provides important opportunities to create large new areas of open spaces, with improved ecological connectivity to key natural assets such as Larkey Valley Wood and the River Stour Corridor.

2.12 A range of housing is needed to meet local needs such as for families, older persons housing and affordable housing of a range of tenures. Two new community hubs will provide focal points for the developments, enabling residents to easily access key day-to-day services, including by walking and cycling. New local business and commercial spaces, including flexible work-space, alongside community services and facilities, will provide opportunities for local employment and enhance the sustainability of the overall SDA.

2.13 Site developers will be expected to work collaboratively to ensure the SDA is delivered in a coordinated manner, and in particular to secure the timely delivery of infrastructure alongside new housing and other development and policy compliant levels of affordable housing.

South West Canterbury Strategic Development Area - concept masterplan



Key

- | | |
|--|--|
|  Site boundary |  Opportunities to improve cycling/walking access and safety |
|  Open space/ biodiversity opportunities- Indicative locations |  Pedestrian and cycle access- Indicative location |
|  Opportunities for green corridors |  Vehicle access- Indicative location |
|  Community hub- Indicative location | P+R Park and ride - Indicative location |
|  Potential new hospital facilities |  Interchange to fast bus link/ Transport Hub |
|  New sports hub- indicative location |  Opportunity for new junction off A2 |
|  Carried Forward 2017 Local Plan strategic site allocations |  Key views |
|  South west Canterbury link road - Indicative route (Part) |  Fast Bus link -indicative |
|  Proposed green gap | |



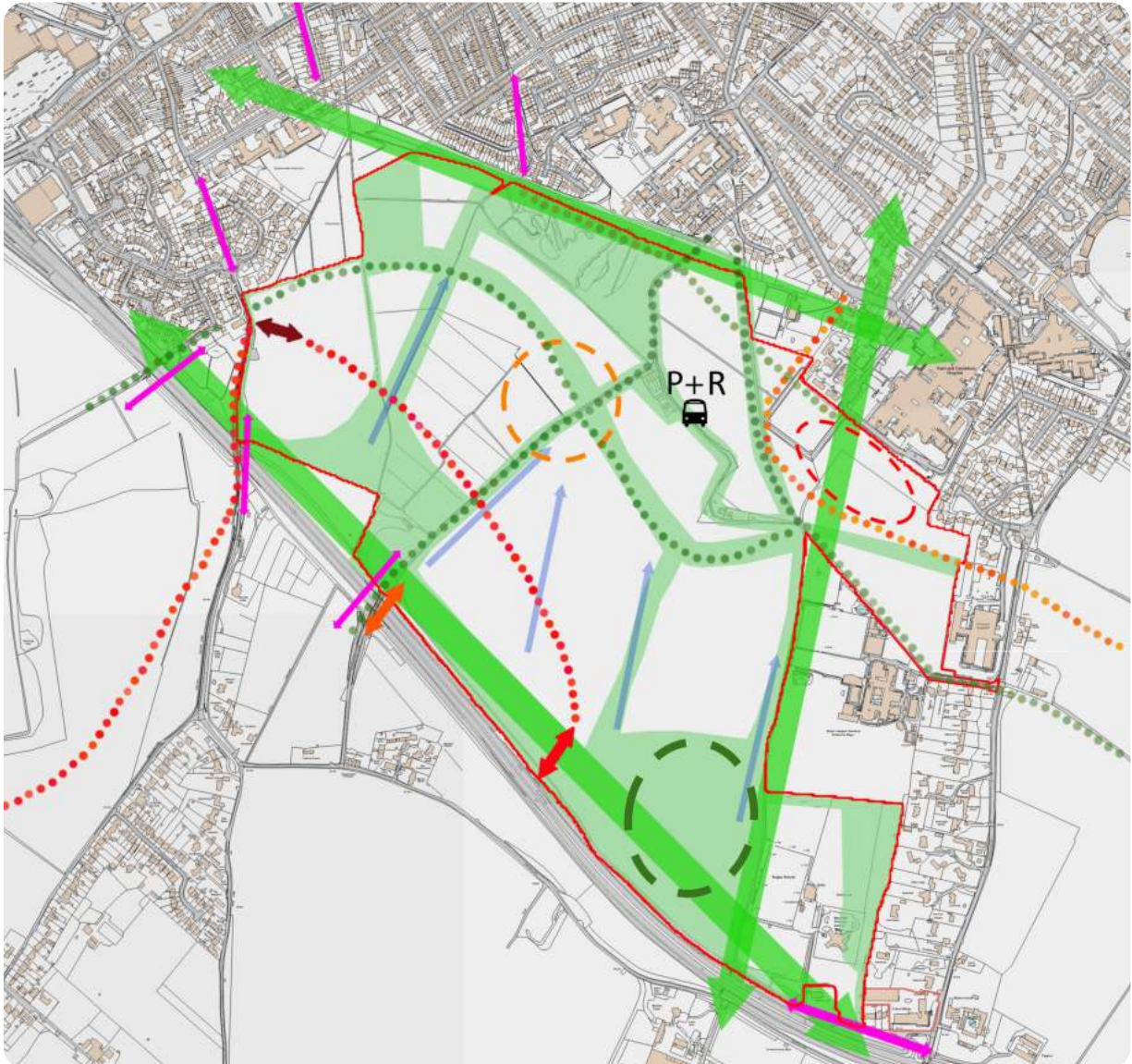
2.14 Across the South West Canterbury Strategic Development Area five allocated sites (Policies C6 - C10) are expected to deliver approximately:

- 54ha of new publicly accessible open space, including 98 allotments and 4ha of play facilities;
- 6ha of new publicly accessible sports facilities;
- Approximately 3,201 new homes to meet the needs of our communities with a mix of type, tenure and size to meet policy requirements, including a minimum of 30% affordable homes and 10% older person housing;
- At least of 8,000 sqm business floorspace, including flexible work space;
- Two new local centres including mobility hubs;
- Two new primary schools;
- A new primary healthcare facility;
- A new sports hub to included new and improved rugby club facilities and a new football stadia;
- The provision of neighbourhoods designed for active and sustainable travel, designed to reduce vehicle speeds, and providing connectivity with the wider cycling and walking network including enhancements to Public Rights of Way;
- The provision of the South West Canterbury Link Road with a new A2 junction and connections to A28 at Thanington;
- The provision of a new 500 space Park and Ride;
- Enhancements to biodiversity and habitat connectivity including to Larkey Valley Wood, the disused Elham Valley Railway and along the River Stour; and
- Creation of new grassland, woodland, hedgerows and other priority habitats.





Policy C6 - Land at Merton Park

Merton Park - concept masterplan



Key

- | | |
|--|---|
|  Site boundary |  Opportunities for new cycling/walking connections |
|  Open space/ biodiversity opportunities- Indicative locations |  Greenways: cycle and walking only, access only for Stuppington Lane |
|  Opportunities for green corridors |  Fast Bus link including park and ride- indicative route |
|  Community hub- Indicative location |  South west Canterbury link road - Indicative route (Part) |
|  Sports hub- Indicative location |  Vehicle access- Indicative location |
|  Hospital expansion |  New junction off A2 |
|  Views towards Cathedral / World Heritage Site |  P+R Park and Ride facilities |
|  Opportunities to improve cycling/walking access and safety |  Interchange to fast bus link/ Transport Hub |
|  Other proposed sites | |

Site C6 is allocated for a comprehensive mixed use development. Planning permission will be granted for development which meets the following criteria:

1. **Development mix**

Across the site the development mix will include:

- (a) Approximately 2,250 new dwellings including affordable housing, older persons housing, accessible housing, self building housing and an appropriate housing mix in line with Policies DS1 and DS2.
- (b) Non-residential development:
 - (i) Provision of a new hospital extension and associated facilities (approximately 6ha);
 - (ii) Provision of new Sports Hub for the City (approximately 6.67ha) to include:
 - (1) New and improved rugby club facilities (to include re-provision of the existing number and size of pitches as a minimum); and
 - (2) A new football stadium (Category C (Step 3) FA graded ground as a minimum).
 - (iii) Provision of a new Park and Ride facility for a minimum of 500 spaces (approximately 1.5ha), with cycle parking provision and dedicated bus lane connection to the fast bus link;
 - (iv) Provision of a community hub as focal area for the community containing a mix of uses including:
 - (1) Local centre including commercial (minimum 1,500sqm) and local shopping and community uses (minimum 600sqm);
 - (2) Business space (minimum 4,000sqm) including flexible working space; and
 - (3) A mobility hub to serve residents and businesses.
 - (v) Provision of a new 3FE Primary School with early years provision (3ha), located adjacent to the community hub;
 - (vi) Improvements to the existing Lime Kiln Road play area;
 - (vii) Provision of a new high quality waste water treatment works at an appropriate location within the site, or in combination with Site C7; and
 - (viii) Proportionate land and build contributions towards early years, primary, secondary and SEND education plus proportionate contributions for primary healthcare and other necessary off-site community infrastructure.
- (c) Open space: on-site open space, which includes the new football stadium, will be provided in line with Policy DS24 and should:
 - (i) Be provided in addition to the retention of the existing amenity space at Lime Kiln Road (0.36ha) and the existing Stuppington Lane Green Corridor; and
 - (ii) Ensure that NEAPs and destination play facilities include a new skatepark of at least 0.15ha.

2. Design and layout

The design and layout of the site should:

- (a) Be developed with garden city principles and be in accordance with a masterplan and detailed design code, demonstrating a comprehensive approach to development, long-term management and stewardship. Masterplans should coordinate with proposals for neighbouring sites where appropriate, including Site C7 and Sites 1 and 11 in Policy CF1;
- (b) Create a complete, compact and well-connected neighbourhood, where everyday needs can be met within a 15 minute walk or short cycle, to support the local economy, to promote health, wellbeing and social interaction and to address climate change by reducing car dependency;
- (c) Provide a high quality built environment, in line with Policy DS6, with an average net density of around 45 dph outside of the community hub. Higher density development will be encouraged in the central and northern parts of the site, closer to the city centre and Wincheap and within and around the community hub;
- (d) Safeguard land for a new hospital in the north-eastern part of the site, adjacent to the existing hospital;
- (e) Retain and enhance the existing rugby club facilities or ensure re-provision and enhancement of rugby club facilities in a suitable and accessible location within the site;
- (f) Create a new mixed use community hub as an easily accessible focal point

of the development in the format of a high street or village/ town square containing flexible outdoor space to use for community events, with pedestrians and cycles prioritised. A “Changing Places” facility and accessible kitchen should be provided within the community facilities;

- (g) Assess Areas of Archaeological Potential and protect and enhance nearby heritage assets, including the setting of the World Heritage Site;
- (h) Older persons housing should be located within the community hub, taking account of any specific identified needs;
- (i) Mitigate any adverse noise impacts from the adjacent A2; and
- (j) Provide a Minerals Assessment in accordance with the Kent Minerals and Waste Local Plan and other material considerations.

3. Landscape and green infrastructure

The green and blue infrastructure strategy for the site should:

- (a) Provide a comprehensive, coordinated and multi-scale sustainable urban drainage network, including a linear park with integrated SUDS components running through the development using the existing valley formation running through the centre of the site;
- (b) Provide 20% biodiversity net gain, in line with Policy DS21;
- (c) Assess the site’s potential to be functionally linked land for golden plover, in line with Policy DS17;
- (d) Retain substantial areas of the existing tree cover and incorporate opportunities for landscape and

biodiversity enhancements identified within the Local Character Area H4: Nackington Farmlands set out in Canterbury Landscape Character and Biodiversity Appraisal;

- (e) Provide the majority of the natural and semi natural open space at the southern boundary of the site to provide a substantial landscape buffer and contribute towards noise mitigation from the A2;
- (f) Provide the new allotment pitches adjacent to the existing Wincheap allotment site to the north;
- (g) Retain and enhance elements of historic landscape including field boundaries, hedgerows, footpaths and lanes, and incorporate these where possible and appropriate into the design and layout of the development;
- (h) Incorporate parts of existing orchards for their landscape, biodiversity, historic and social value, where possible and appropriate, into the layout of the development;
- (i) Retain existing hedgerows, trees and vegetation at Cooper's pit RIGS. The site should be incorporated into the wider Green Infrastructure and / or Open Space Strategy and enhanced;
- (j) Enhance the existing Stuppington Lane green corridor and provide further habitat, pollinator and ecological connectivity across the site and with the surrounding landscape, including enhancements to the potential habitat connectivity offered by the disused Elham Valley Railway line to the north of the site and Priority Habitats;
- (k) Preserve and enhance views towards the City and World Heritage Site with provision of viewing corridors from

open space and PRoWs crossing the site;

- (l) Provide a landscape buffer to the elevated areas to the south of the site to reduce visual and landscape impact of the development. Visual integration of development edges should be provided to transition the surrounding rural dip slope landscape, and ensure that the surrounding landscape continues to play a role in providing a rural separation between Canterbury City and the outlying settlements of Bridge, Patricbourne and Lower Hardres; and
- (m) Conserve or enhance the PRoW network across the site ensuring key views from the network are protected and that the walking, cycling and PRoW network provides multiple benefits such as being designed as part of ecological corridors.

4. Access and transportation

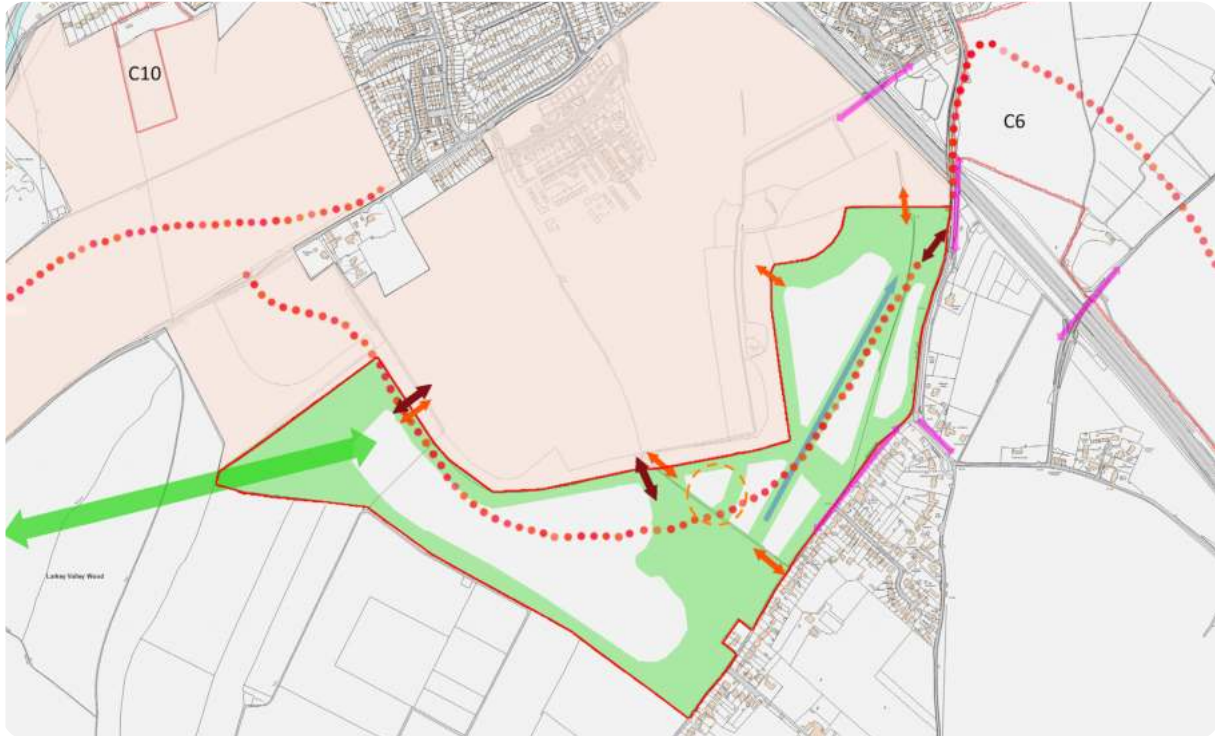
The access and transport strategy for the site should:

- (a) Provide safe and convenient pedestrian and cycle connectivity including:
 - (i) New and improved walking and cycling connections to A28 Wincheap and Great Stour Way via Hollow Lane, Birch Road and Victoria Road;
 - (ii) New and improved cycle connections to the city centre and South Canterbury development (Policy CF1) using the fast bus route;
 - (iii) New and improved cycle connections to Canterbury East station;











- (iv) New and improved walking and cycling connections to school locations, both within the site and surrounding communities;
 - (v) New and improved walking and cycling connections to the wider countryside to the south and south-east;
 - (vi) A direct cycle greenway between proposed Site C7 and the Kent and Canterbury Hospital; and
 - (vii) Improvements to the PRoW network crossing and around the site as required.
- (b) Provide improvements to Canterbury East Station to include facilities for cycle parking and passenger flows;
 - (c) Provide new access from and to the coastbound A2 carriageway to serve the site and provide vehicular connectivity to Site C7;
 - (d) Provide new Park and Ride facilities containing a minimum of 500 car parking spaces, located on the eastern side of the site to connect to the fast bus link and the Sports Hub and incorporating cycle parking provision;
 - (e) Provide a dedicated fast bus link connecting Nackington Road and South Canterbury Road;
 - (f) Provide a Transport Assessment to demonstrate the connectivity of the site with the existing highway network, any necessary mitigation and measures to minimise the need for use of private cars; and
 - (g) Convert Stuppington Lane within the site to non-motorised/ recreational use/ access only, in combination with opportunities for similar changes with other historic lanes around the site.
- 5. Phasing and delivery**
- (a) Waste water treatment works should be delivered at the earliest possible stage in the development.
 - (b) New access from the A2 should be delivered prior to occupation of any dwellings. Connectivity to Site C7 Hollow Lane should be provided prior to occupation of 25% of the total dwellings.
 - (c) The Park and Ride facilities, including the fast bus link to the A28 Wincheap via Hollow Lane, should be delivered prior to the occupation of 50% of the total dwellings.
 - (d) The Local Centre, including commercial and community space, must be delivered prior to occupation of 25% of the total dwellings.
 - (e) The business space should be provided as fully serviced land prior to the occupation of 50% of the total dwellings together with a robust Delivery Strategy.
 - (f) The hospital extension must be provided prior to the occupation of 50% of the total dwellings. Should the NHS choose not to proceed with the Canterbury hospital option then the land would be available for residential development and supporting infrastructure, to complement the overall site masterplan.
 - (g) The primary school site must be transferred to KCC at 'nil consideration' and fulfil KCC's General Transfer Terms, prior to the occupation of 100 dwellings.
 - (h) The Sports Hub should be provided prior to the occupation of 25% of the total dwellings. At no time should the Rugby Club facilities be lost from the site; the new facility must be operational prior to redevelopment of the existing rugby club facilities.

Policy C7 - Land to the North of Hollow Lane

Land to the North of Hollow Lane - concept masterplan



Key

	Site boundary		Opportunities to improve cycling/walking access and safety
	Open space/ landscape buffer - Indicative locations		Opportunities for new cycling/walking connections
	Opportunities for green corridors		Vehicle access - Indicative location
	Non residential uses - Indicative location		South west Canterbury link road - Indicative route (Part)
	Key views		Carried Forward 2017 Local Plan strategic site allocations/Other sites

Site C7 is allocated for a comprehensive mixed use development. Planning permission will be granted for development which meets the following criteria:

1. Development mix

Across the site the development mix will include:

- (a) Approximately 800 new dwellings including affordable housing, older

persons housing, accessible housing, self building housing and an appropriate housing mix in line with Policies DS1 and DS2.

(b) Non-residential development:

- (i) Provision of a community hub as focal area for the community containing a mix of uses including:

- (1) Local centre including commercial uses (minimum

500sqm), local shopping and community uses (minimum 200sqm) and primary health care facility (minimum 1,200sqm);

(2) Business space (minimum 4,000sqm) including flexible working space; and

(3) A mobility hub to serve residents and businesses.

(ii) Provision of a new 2FE Primary School (2.05ha) with early years provision, located adjacent to the community hub;

(iii) Provision of a new high quality waste water treatment works at an appropriate location within the site, or in combination with Site C6; and

(iv) Proportionate land and build contributions towards early years, primary, secondary and SEND education plus proportionate contributions for primary healthcare and other necessary off-site community infrastructure.

(c) Open space: new on-site open space will be provided in line with Policy DS24.

2. Design and layout

The design and layout of the site should:

(a) Be developed with garden city principles and be in accordance with a masterplan and detailed design code, demonstrating a comprehensive approach to development, long-term management and stewardship. Masterplans should coordinate with

proposals for neighbouring sites where appropriate, including Site C6 and Site 11 in Policy CF1;

(b) Together with the remainder of Site 11 in Policy CF1, create a complete, compact and well-connected neighbourhood, where everyday needs can be met within a 15 minute walk or short cycle, to support the local economy, to promote health, wellbeing and social interaction and to address climate change by reducing car dependency;

(c) Provide a high quality built environment, in line with Policy DS6, with an average net density of around 35 dph outside of the community hub. Areas of lower density and scale should be situated to the west, south and east, where a visually sensitive edge to built development should be provided. Higher density development will be encouraged within and around the community hub;

(d) Create a new mixed use community hub as an easily accessible focal point of the development in the format of a high street or village/ town square containing flexible outdoor space to use for community events, with pedestrians and cycles prioritised. A "Changing Places" facility and accessible kitchen should be provided within the community facilities;

(e) Assess Areas of Archaeological Potential and protect and enhance nearby heritage assets including the setting of the World Heritage Site;

(f) Older persons housing should be located within the community

hub, taking account of any specific identified needs; and

- (g) Mitigate any adverse noise impacts from the adjacent A2.

3. Landscape and green infrastructure

The green and blue infrastructure strategy for the site should:

- (a) Provide a comprehensive, coordinated and multi-scale sustainable urban drainage network which makes use of the existing topography and natural features of the site where appropriate;
- (b) Provide 20% biodiversity net gain, in line with Policy DS21;
- (c) Assess the site's potential to be functionally linked land for golden plover, in line with Policy DS17;
- (d) Incorporate opportunities identified within the Local Character Area H4: Nackington Farmlands set out in Canterbury Landscape Character and Biodiversity Appraisal;
- (e) Retain, enhance and incorporate existing features within the site such as field patterns, hedgerows, trees and shelterbelts into the development, where possible;
- (f) Provide a sensitive and visually integrated edge with the surrounding rural area, with open space, hedgerow and tree planting to soften edges and provide a transition to the wider landscape;
- (g) Protect and enhance the ancient woodland and priority habitats, and include measures to strengthen connectivity to Larkey Valley Wood,

a SSSI and Local Nature Reserve containing ancient woodland;

- (h) Provide natural and semi-natural open space to the western part of the site to provide a landscape buffer to the ancient woodland at Larkey Valley Wood;
- (i) Provide habitat, pollinator and ecological connectivity across the site and with the surrounding landscape, including with ancient woodland and priority habitats;
- (j) Preserve and enhance views towards the City and World Heritage Site with provision of viewing corridors from open space and PRowS crossing the site; and
- (k) Conserve or enhance the PRow network across the site ensuring key views from the network are protected and that the walking, cycling and PRow network provides multiple benefits such as being designed as part of ecological corridors.

4. Access and transportation

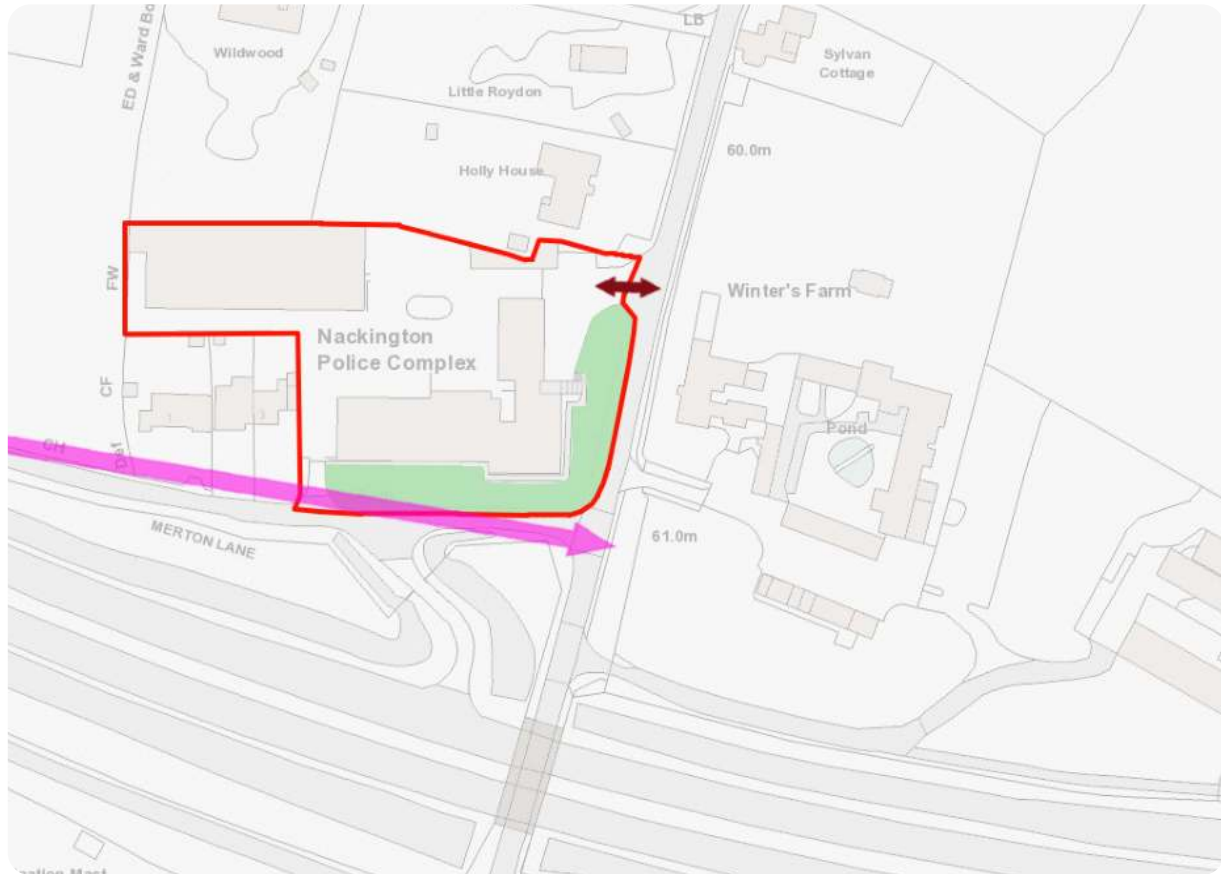
The access and transport strategy for the site should:

- (a) Provide safe and convenient pedestrian and cycle connectivity including:
 - (i) New and improved cycle connections to A28 Wincheap and Great Stour Way via Hollow Lane, Birch Road and Victoria Road;
 - (ii) New and improved cycle connections to city centre, Site 11 in Policy CF1 and Site C6;





- (iii) New and improved walking and cycling connections to school locations, both within the site and surrounding communities;
 - (iv) New and improved walking and cycling connections to the wider countryside to the south and east including to Larkey Valley Woods; and
 - (v) Improvements to the PRoW network crossing and around the site as required.
- (b) Provide improvements to Canterbury East station to include facilities for cycle parking and passenger flows;
 - (c) Provide good public transport facilities through the site with a new bus route connecting residential areas and the community hub to adjacent local areas and the city centre;
 - (d) Provide primary vehicle access to the site through the provision of a South West Canterbury Link Road connecting Site 11 (Policy CF1), and Site C6;
 - (e) Provide a Transport Assessment to demonstrate the connectivity of the site with the existing highway network, any necessary mitigation and measures to minimise the need for use of private cars; and
 - (f) Provide improvements to New House Lane, including footways and crossings as appropriate.
- 5. Phasing and delivery**
- (a) Waste water treatment works should be delivered at the earliest possible stage in the development.
 - (b) Connectivity to Site C6 and new access to the A2 contained within Site C6 should be delivered prior to the occupation of any dwellings on the site.
 - (c) The Local Centre, including commercial and community space, must be delivered prior to occupation of 25% of the total dwellings.
 - (d) The business space should be provided as fully serviced land prior to the occupation of 50% of the total dwellings together with a robust Delivery Strategy.
 - (e) The primary school site must be transferred to KCC at 'nil consideration' and fulfil KCC's General Transfer Terms, prior to the occupation of 100 dwellings.
 - (f) The primary health care facility site must be transferred to NHS Kent and Medway ICB, its successor, or its nominee, as fully serviced land at 'nil consideration', prior to the occupation of 100 dwellings.

Policy C8 - Nackington Police Station

Nackington Police Station - concept masterplan



Key

-  Site boundary
-  Open space/ retention of existing trees
-  Opportunities to improve cycling/walking access and safety
-  Vehicle access - Indicative location

Site C8 Is Allocated For Residential Development. Planning Permission Will Be Granted For Development Which Meets The Following Criteria:

1. Development mix

Across The Site, The Development mix Will Include:

- (a) Approximately 20 new dwellings, including affordable housing, accessible housing and an appropriate housing mix in line with Policies DS1 and DS2.
- (b) Proportionate land and build contributions towards early years, primary, secondary and SEND

education plus proportionate contributions for primary healthcare and other necessary off-site community infrastructure; and

- (c) Open space: open space will be provided in line with Policy DS24.

2. Design and layout

The design and layout of the site should:

- (a) Provide a high-quality built environment in line with Policy DS6, with an average net density of 35 dph;
- (b) Provide development which relates to the existing pattern, scale and character of development in the area; and
- (c) Protect and enhance nearby heritage assets including the Grade II Listed Winters Farmhouse.

3. Landscape and green infrastructure

The green and blue infrastructure strategy for the site should:

- (a) Provide a comprehensive and integrated sustainable urban drainage network;
- (b) Provide 20% biodiversity net gain, in line with Policy DS21;

- (c) Incorporate opportunities for landscape and biodiversity enhancements identified within the Local Character Area H4: Nackington Farmlands set out in Canterbury Landscape Character and Biodiversity Appraisal;

- (d) Provide habitat, pollinator and ecological connectivity across the site and with the surrounding landscape; and

- (e) Retain existing trees on the southern and eastern boundary of the site.

4. Access and transportation

- (a) The access and transport strategy for the site should:

- (b) Provide vehicle access via Nackington Road following closure of the existing access from Merton Road;

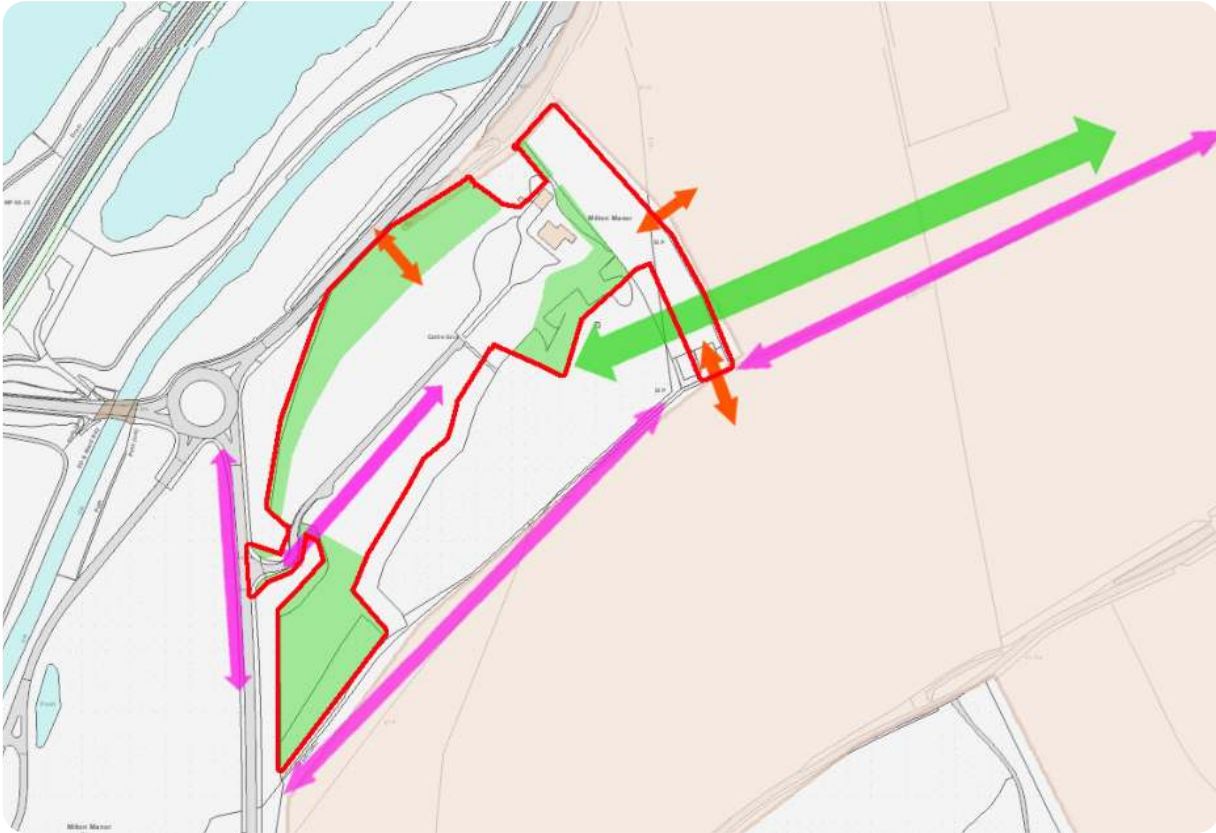
- (c) Provide a new footway and bus stops on Merton Lane; and

- (d) Provide improved walking and cycling connections from the site to Site C6: Merton Park and Site 1: Land at South Canterbury in Policy CF1.



Policy C9 - Milton Manor House

Milton Manor House - concept masterplan



Key

- Site boundary
- Open space/ biodiversity opportunities- Indicative locations
- ➔ Opportunities for green corridors
- ➔ Opportunities to improve cycling/walking access and safety
- ↔ Opportunities for new cycling/walking connections
- Carried Forward 2017 Local Plan strategic site allocations /Other sites

Site C9 is allocated for residential development. Planning permission will be granted for development which meets the following criteria:

1. Development mix

Across the site, the development mix will include:

- (a) Approximately 95 new dwellings including affordable housing, accessible housing and an appropriate housing mix in line with Policies DS1 and DS2;
- (b) Proportionate land and build contributions towards early years, primary, secondary and SEND

education plus proportionate contributions for primary healthcare and other necessary off-site community infrastructure; and

- (c) Open space: new on-site open space will be provided in line with Policy DS24.

2. Design and layout

The design and layout of the site should:

- (a) Be coordinated with proposals for neighbouring sites, including Cockerling Farm (Site 11, Policy CF1);
- (b) Provide a high quality built environment, in line with Policy DS6, with an average net density of around 35 dph;
- (c) Reflect the landscape character of the immediate context. Development should be of an appropriate scale, position and appropriately screened by planting to avoid being visually prominent in the open valley landscape, given the height and topography of the site;
- (d) Mitigate any adverse noise impacts from the adjacent A28;
- (e) Assess Areas of Archaeological Potential and protect and enhance nearby heritage assets; and
- (f) Provide a Minerals Assessment in accordance with the Kent Minerals and Waste Local Plan and other material considerations.

3. Landscape and green infrastructure

The green and blue infrastructure strategy for the site should:

- (a) Provide sustainable urban drainage making use of the

existing; topography and natural features of the site where appropriate;

- (b) Provide 20% biodiversity net gain, in line with Policy DS21;
- (c) Incorporate opportunities identified within the Local Character Areas H4: Nackington Farmlands and F7: Stour Valley West set out in Canterbury Landscape Character and Biodiversity Appraisal;
- (d) Conserve and enhance the biodiversity interest of existing habitats and provide opportunities for habitat, pollinator and ecology connectivity, including with Larkey Valley Wood SSSI to the south-east of the site and Great Stour Local Wildlife Site to the north-west;
- (e) Retain and enhance the areas of ancient woodland which covers a section in the south of the site and Natural England priority habitat which covers sections on the north and south of the site. Provide a landscape buffer to ancient woodland, containing natural and semi-natural open space;
- (f) Provide sensitive and visually integrated development edges with the surrounding landscape, and mitigate the landscape and visual impact on the surrounding countryside. Ensure development is sympathetic to the rural character of the landscape, and does not contribute to coalescence of Chartham and Canterbury City; and
- (g) Consider the protection, enhancement and restoration of Turtle Dove habitats within the site, consistent with RSPB guidance.

4. Access and transportation

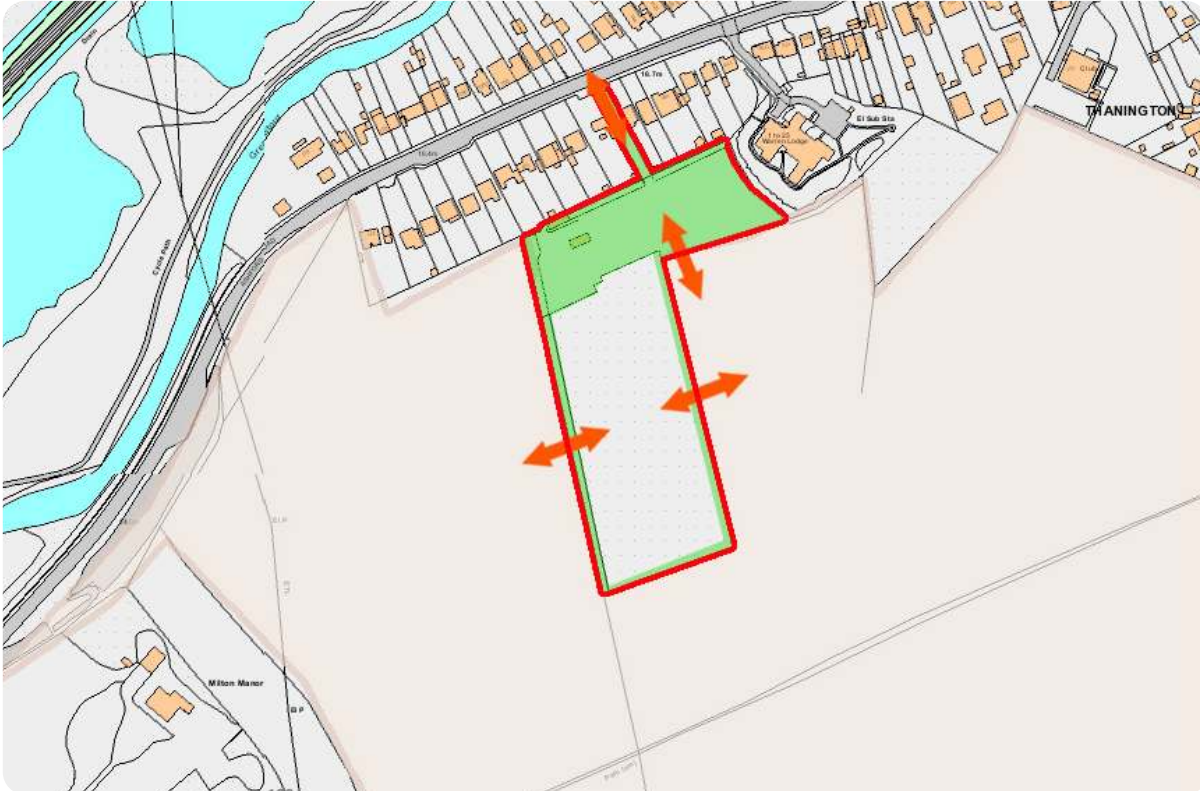
The access and transport strategy for the site should:

- (a) Provide safe and convenient pedestrian and cycle connectivity including:
 - (i) A new pedestrian and cycle access from the site to Ashford Road;
 - (ii) Walking and cycle connections to, and improvements at Great Stour Way, including a crossing on Milton Manor Road;
 - (iii) New and improved walking and cycle connections to the adjacent Cockering Farm development; and
- (iv) Improvements to the PRoW network crossing and around the site as required.
- (b) Provide improvements to Canterbury East station to include facilities for cycle parking and passenger flows;
- (c) Provide new bus stops on Ashford Road to serve the site;
- (d) Upgrade access as required from Milton Manor Road to serve the site;
- (e) Provide a Transport Assessment to demonstrate the connectivity of the site with the existing highway network, any necessary mitigation and measures to minimise the need for use of private cars; and
- (f) Provide a proportionate contribution to the A2 junction improvements contained within Site C6.







Policy C10 - Land to North of Cocking Road

Land to North of Cocking Road - concept masterplan



Key

-  Site boundary
-  Open space/ landscape buffer - Indicative locations
-  Carried Forward 2017 Local Plan strategic site allocations /Other sites
-  Opportunities for new cycling/walking connections

Site C10 is allocated for residential development. Planning permission will be granted for development which meets the following criteria:

1. **Development mix**

Across the site, the development mix will include:

- (a) Approximately 36 new dwellings including affordable housing, accessible housing and an appropriate housing mix in line with Policies DS1 and DS2.
- (b) Proportionate land and build contributions towards early years, primary, secondary and SEND education plus proportionate

contributions for primary healthcare and other necessary off-site community infrastructure; and

- (c) Open space: open space will be provided in line with Policy DS24.

2. Design and layout

The design and layout of the site should:

- (a) Be coordinated with proposals for neighbouring sites, including Site 11 in Policy CF1 and Site C9;
- (b) Provide a high quality built environment, in line with Policy DS6, with an average net density of around 35 dph;
- (c) Provide development in the southern part of the site and provide open space on the steep northern part of the site in order to provide a landscape buffer with existing development; and
- (d) Assess Areas of Archaeological Potential and protect and enhance nearby heritage assets.

3. Landscape and green infrastructure

The green and blue infrastructure strategy for the site should:

- (a) Provide sustainable urban drainage making use of the existing topography and natural features of the site where appropriate;
- (b) Provide 20% biodiversity net gain, in line with Policy DS21;

- (c) Incorporate opportunities identified within the Local Character Areas H4: Nackington Farmlands as set out in Canterbury Landscape Character and Biodiversity Appraisal;

- (d) Provide sensitive and visually integrated development edges with the surrounding landscape, and mitigate the landscape and visual impact on the surrounding countryside; and

- (e) Provide habitat, pollinator and ecological connectivity across the site and with the surrounding landscape, including with fragmented woodlands.

4. Access and transportation

The access and transport strategy for the site should:

- (a) Provide safe and convenient pedestrian and cycle connectivity including:
 - (i) A new pedestrian and cycle access from the site to Ashford Road; and
 - (ii) New and improved walking and cycle connections to the adjacent Cockerling Farm development (Site 11 in Policy CF1).
- (b) Provide primary access via Site 11 in Policy CF1.

Policy C11 - South West Canterbury Link Road

1. Land is safeguarded for the provision of a new South West Canterbury Link Road, as identified on the policies map.
2. The Link Road will comprise:
 - (a) Provision of new on/off slips on A2 Coastbound;
 - (b) Provision of direct access to the Kent and Canterbury Hospital;
 - (c) Provision of access to the new Park and Ride facility, with onward connection to Fast Bus Link serving Site 1 in Policy CF1;
 - (d) Upgrading of Hollow Lane to provide vehicular connection between Sites C6 and C7; and
 - (f) Connection between Hollow Lane and A28 at Thanington, through Site C7 and Site 11 in Policy CF1.
3. Sites C6 and C7 will be required to deliver the infrastructure that serves their sites (limited to that which is over and above the provision required to serve Site 11 in Policy CF1. Land within Site 11 in Policy CF1 will be required to facilitate the connectivity between Site C7 and the A28 at Thanington.
4. Proposals for development which would prejudice the effective implementation of the South West Canterbury Link Road will be refused.

Land north of the University of Kent campus

2.15 Development of a new rural settlement on land to the north of the University of Kent's Canterbury campus provides an opportunity to deliver a highly sustainable, freestanding settlement which reflects the council's spatial strategy for development.

2.16 Significant investment in movement and transportation infrastructure is needed to support delivery of the new rural settlement, including in respect of a high frequency bus service which can connect the site to Canterbury West rail station and the city centre. Improvements will also be required at the A2 Harbledown junction and upgrading at Rough Common Road alongside a range of measures to maximise walking and cycling.

2.17 The new rural settlement will take a linear form and provides important opportunities to create large new areas of open spaces, creating significant separation from Blean and Tyler

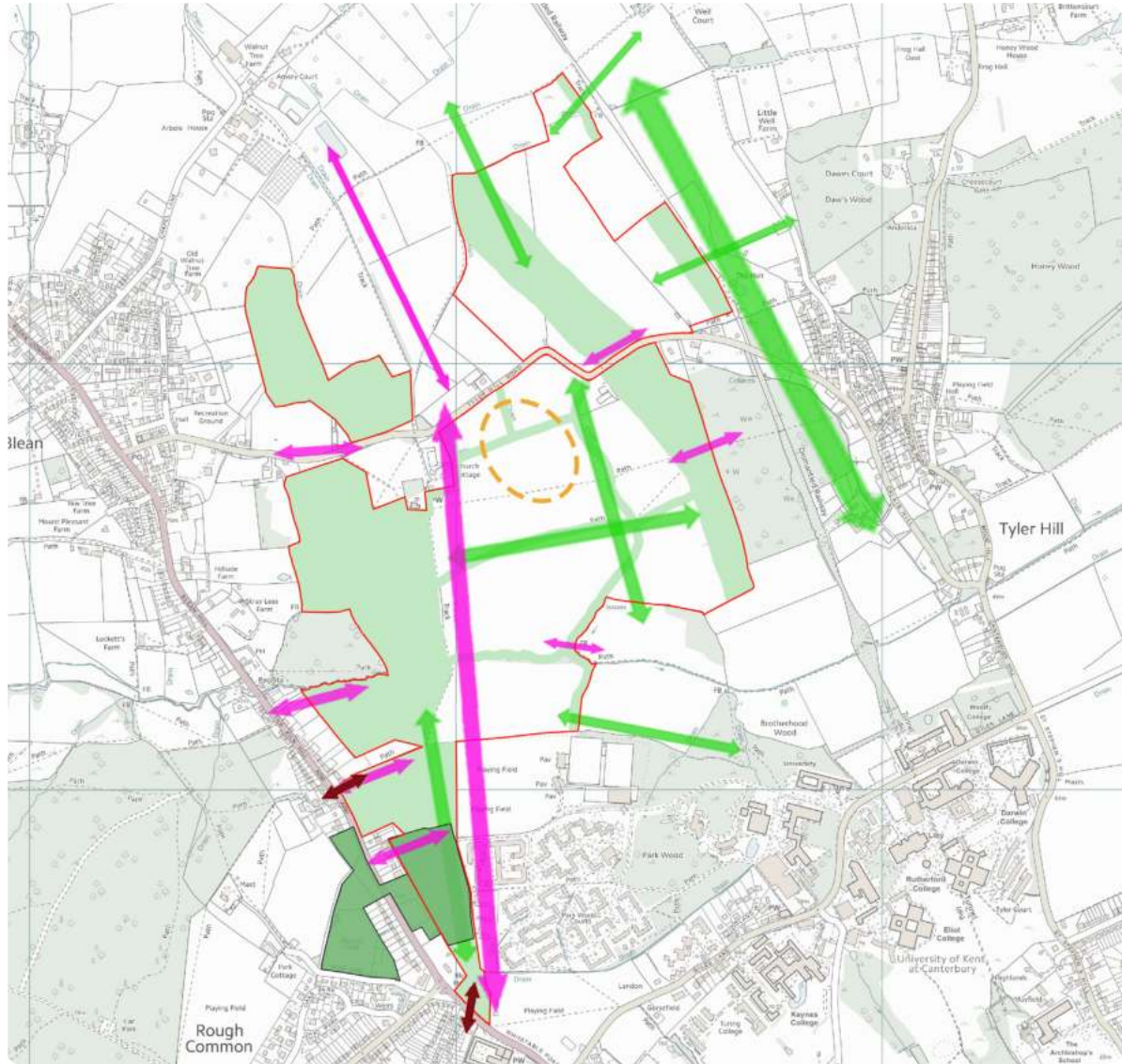
Hill, and improved ecological connectivity to key natural assets in the area, including Blean Woods.

2.18 A new community hub will provide a focal point for the new rural settlement, meaning that residents will be able to access key day-to-day services within walking and cycling distances. A new 2FE primary school will be needed to serve new residents, along with the re-provision of the existing Blean Primary School.








2.19 Community services and facilities alongside business and commercial spaces, including flexible work-space, will provide opportunities for local employment to further enhance the sustainability of the new settlement, together with a range of housing to meet local needs such as for families, older persons housing accommodation and affordable housing of a range of tenures.

Policy C12 - Land north of the University of Kent

Land north of the University of Kent - concept masterplan



Key

-  Site boundary
-  Open space/ biodiversity opportunities- Indicative locations
-  Green Gap
-  Opportunities for green corridors
-  Vehicle access- Indicative location
-  Opportunities to improve cycling/walking access and safety
-  Community hub- Indicative location

Site C12 is allocated for a comprehensive mixed use development. Planning permission will be granted for development which meets the following criteria:

1. Development mix

Across the site the development mix will include:

- (s) Approximately 2,000 new dwellings including affordable housing, older persons housing, accessible housing, self building housing and an appropriate housing mix in line with Policies DS1 and DS2.
- (b) Non-residential development:
 - (i) Provision of a community hub as focal area for the community containing a mix of uses including:
 - (1) Local centre including commercial (minimum 1,250sqm) and local shopping and community uses (minimum 500sqm);
 - (2) Office and business space (minimum 4,000sqm) including flexible working space; and
 - (3) A mobility hub to serve residents and businesses.
 - (ii) Provision of a new 3FE Primary School (3 ha) with early years provision, located adjacent to the community hub;
 - (iii) Resiting and provision of a new 2FE Primary School (2.05ha) to replace existing capacity at Blean Primary School;

- (iv) Provision of new high quality waste water treatment works at an appropriate location within the site; and

- (v) Proportionate land and build contributions towards early years, primary, secondary and SEND education plus proportionate contributions for primary healthcare and other necessary off-site community infrastructure.

- (c) Open space: on-site open space will be provided in line with Policy DS24.

2. Design and layout

The design and layout of the site should:

- (a) Be developed with garden city principles and be in accordance with a masterplan and detailed design code, demonstrating a comprehensive approach to development, long-term management and stewardship;
- (b) Create a complete, compact and well-connected neighbourhood, where everyday needs can be met within a 15 minute walk or short cycle, to support the local economy, to promote health, wellbeing and social interaction and to address climate change by reducing car dependency;
- (c) Provide a high quality built environment, in line with Policy DS6, with an average net density of around 35dph outside of the community hub. Higher density development will be encouraged within and around the community hub;

- (d) Create a new mixed use local centre as an easily accessible focal point of the development in the format of a high street or village/ town square containing flexible outdoor space to use for community events, with pedestrians and cycles prioritised. A “Changing Places” facility should be located within community facilities;
- (e) Older persons housing should be located within the community hub, taking account of any specific identified needs; and
- (f) Assess Areas of Archaeological Potential and mitigate any impacts on heritage assets such as the scheduled ancient monument adjacent to the St Cosmus and Damian church, the Grade II* listed church and other Grade 2 Listed Buildings adjacent to the site, and Conservation Areas within and adjacent to the site.

3. Landscape and green infrastructure

The green and blue infrastructure strategy for the site should:

- (a) Provide a comprehensive, coordinated and multi-scale sustainable urban drainage network, including a linear park with integrated SUDS components running through the development using the existing valley formation running through the centre of the site;
- (b) Provide 20% biodiversity net gain, in line with Policy DS21;
- (c) Assess the site’s potential to be functionally linked land for golden plover, in line with Policy DS17;
- (d) Retain substantial areas of the existing tree cover and incorporate opportunities for landscape and biodiversity enhancements identified within the Local Character Areas F2: Stour Valley Slopes and E3: Amery Court Farmlands set out in Canterbury Landscape Character and Biodiversity Appraisal;
- (e) Provide the majority of open space in the western part of the site, to avoid coalescence with the settlement of Blean and to minimise adverse impacts on the Blean Conservation Area. No residential development shall take place within 400m of the Blean Woods SAC;
- (f) Provide green corridors to link wider countryside to the city centre including enhancements to the potential habitat connectivity offered by the disused Crab and Winkle railway and along the Sarre Penn valley;
- (g) Minimise and where necessary mitigate damage to the Blean and Rough Common Green Gap through the provision of the primary access;
- (h) Minimise loss of or damage to ancient woodland at “Long Thin Wood” through the provision of the primary access. Retain all other ancient woodland and ancient or veteran trees, ensuring they are not damaged nor is their future retention threatened, unless there are wholly exceptional reasons, in line with Policy DS18;
- (i) Ensure that development does not adversely affect the landscape, ecology or setting of the Blean Woodland Complex, in line with Policy DS23;

- (j) Enhance biodiversity interest from watercourses, and conserve, enhance and create neutral grassland, heathland and deciduous woodland, where appropriate. Expand and enhance fragmented areas of woodland to improve connectivity;
- (k) Conserve and enhance historic field patterns and features, including the earthworks at St Cosmus and Damian church (Scheduled Monument) and other isolated boundaries and features representing the Medieval landscape pattern. Retain parts of existing orchards on the site for their landscape, biodiversity, historic and social value where appropriate;
- (l) Conserve the PRow network across the site ensuring key views from the network are protected and that the network provides multiple benefits such as being designed as part of a green ecological corridor; and
- (m) Provide visual integration of development edges, through native wooded boundaries and mature trees to provide screening and reduce visual and landscape impact.

4. Access and transportation

The access and transport strategy for the site should:

- (a) Provide safe and convenient pedestrian and cycle connectivity including:
 - (i) Improved walking and cycle connections to the city centre via the Crab and Winkle cycle route and PRowS through the UoK estate;
 - (ii) Improved cycle connections to Whitstable via Crab and Winkle cycle route;
 - (iii) New and improved walking and cycling connections to Blean, Tyler Hill, Broad Oak and the wider countryside to the east; and
 - (iv) Improvements to PRowS within and around the site as required.
- (b) Provide a Transport Hub within the site to facilitate good access to public transport facilities for new residents, with a new bus route connecting residential areas and the community hub to Canterbury West railway station and the city centre;
- (c) Provide improvements to Canterbury West Station to include facilities for cycle parking and passenger flows;
- (d) Provide a primary access point to the site at the junction of Whitstable Road and Rough Common Road and secondary access to the site from Whitstable Road through land at Blean Primary School;
- (e) Minimise traffic flow onto Tyler Hill Road in both directions;
- (f) Provide an all-movement junction at A2 Harbledown through the provision of additional slip roads;
- (g) Provide highways improvements to Rough Common Road; and
- (h) Provide a Transport Assessment to demonstrate the connectivity of the site with the existing highway network, any necessary mitigation and measures to minimise the need for use of private cars.

5. Phasing and delivery

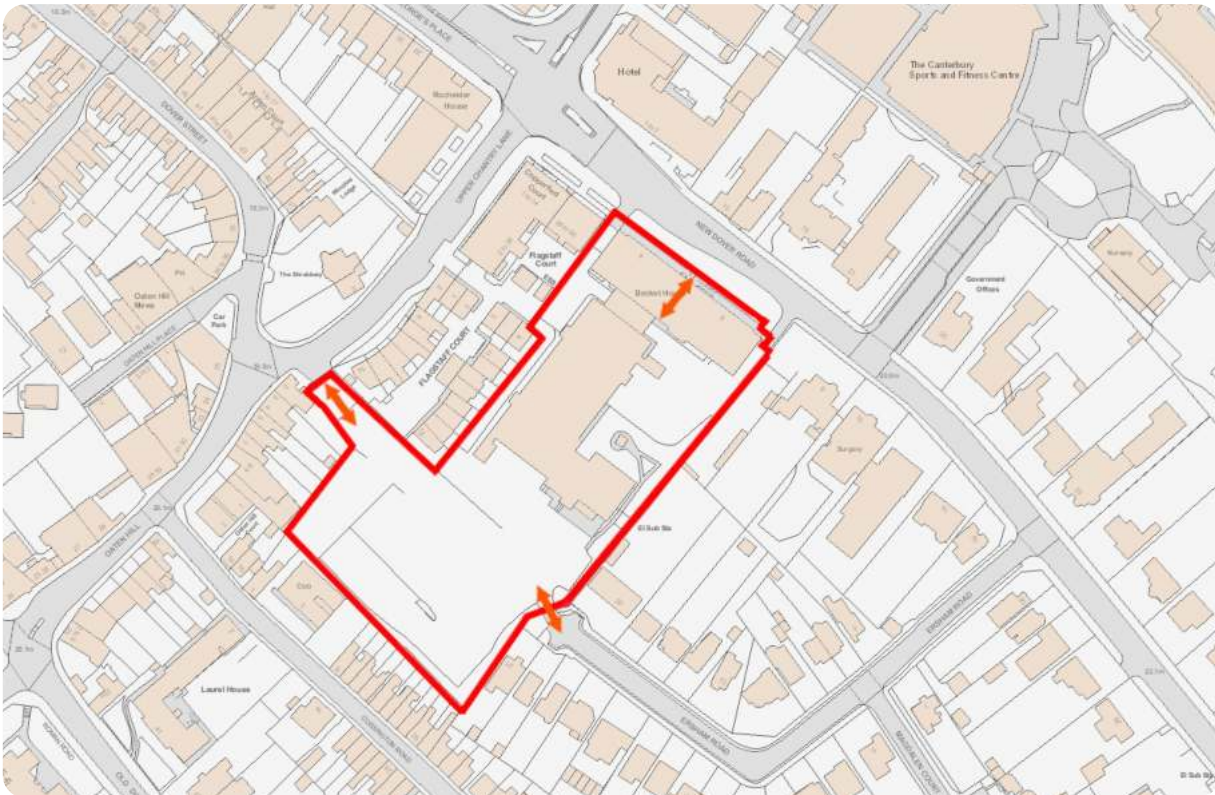
- (a) Waste water treatment works should be delivered at the earliest possible stage in the development.
- (b) Secondary access should be delivered at an early stage of the development and, in any case, prior to occupation of 300 dwellings.
- (c) The Harbledown slip roads and Rough Common Road improvements should be delivered prior to occupation of 50% of the total dwellings.
- (f) The Local Centre, including commercial and community space, must be delivered prior to occupation of 25% of the total dwellings.
- (e) The business space should be provided as fully serviced land prior to the occupation of 50% of the total dwellings together with a robust Delivery Strategy.
- (g) The new primary school site must be transferred to KCC at 'nil consideration' and fulfil KCC's General Transfer Terms, prior to the occupation of 100 dwellings.
- (h) The new facility for Blean Primary School should be provided prior to the occupation of 25% of the total dwellings. The new facility must be operational prior to redevelopment of the existing school facilities.



Canterbury Urban Area Allocations

Policy C13 - Becket House

Becket House – concept masterplan



Key

- Site boundary
- ↔ Opportunities for new cycling/walking connections

Site C13 is allocated for residential development. Planning permission will be granted for development which meets the following criteria:

1. Development mix

Across the site, the development mix will include:

- (a) Approximately 67 new dwellings including affordable housing,

accessible housing and an appropriate housing mix in line with Policies DS1 and DS2.

- (b) Proportionate land and build contributions towards early years, primary, secondary and SEND education plus proportionate contributions for primary healthcare and other necessary off-site community infrastructure.

- (c) Open space: open space will be provided in line with Policy DS24.

2. Design and layout

The design and layout of the site should:

- (a) Provide conversion of Becket House into apartments, or new build if conversion is not feasible, and provide an appropriate mix of types of homes to the remainder of the site. The applicant should consider if there are opportunities to increase the density to make efficient use of the land;
- (b) If new build is proposed, provide a suitably scaled and proportioned facade, of high quality materials and detailing, facing onto New Dover Road;
- (c) Ensure that the scale, massing, form and materials respond to surrounding context and character;
- (d) Assess Areas of Archaeological Importance/Potential and protect and enhance nearby heritage assets including New Dover Road and

St Augustine's Road Conservation Area, Old Dover Road, Oaten Hill and St Lawrence Conservation Area and the Grade 2 Listed 2-7 Oaten Hill; and

- (e) Provide high quality public realm and landscaping on and around the site.

3. Landscape and green infrastructure

The green and blue infrastructure strategy for the site should:

- (a) Provide a comprehensive and integrated sustainable urban drainage network;
- (b) Provide 20% biodiversity net gain, in line with Policy DS21; and
- (c) Provide habitat, pollinator and ecological connectivity across the site.

4. Access and transportation

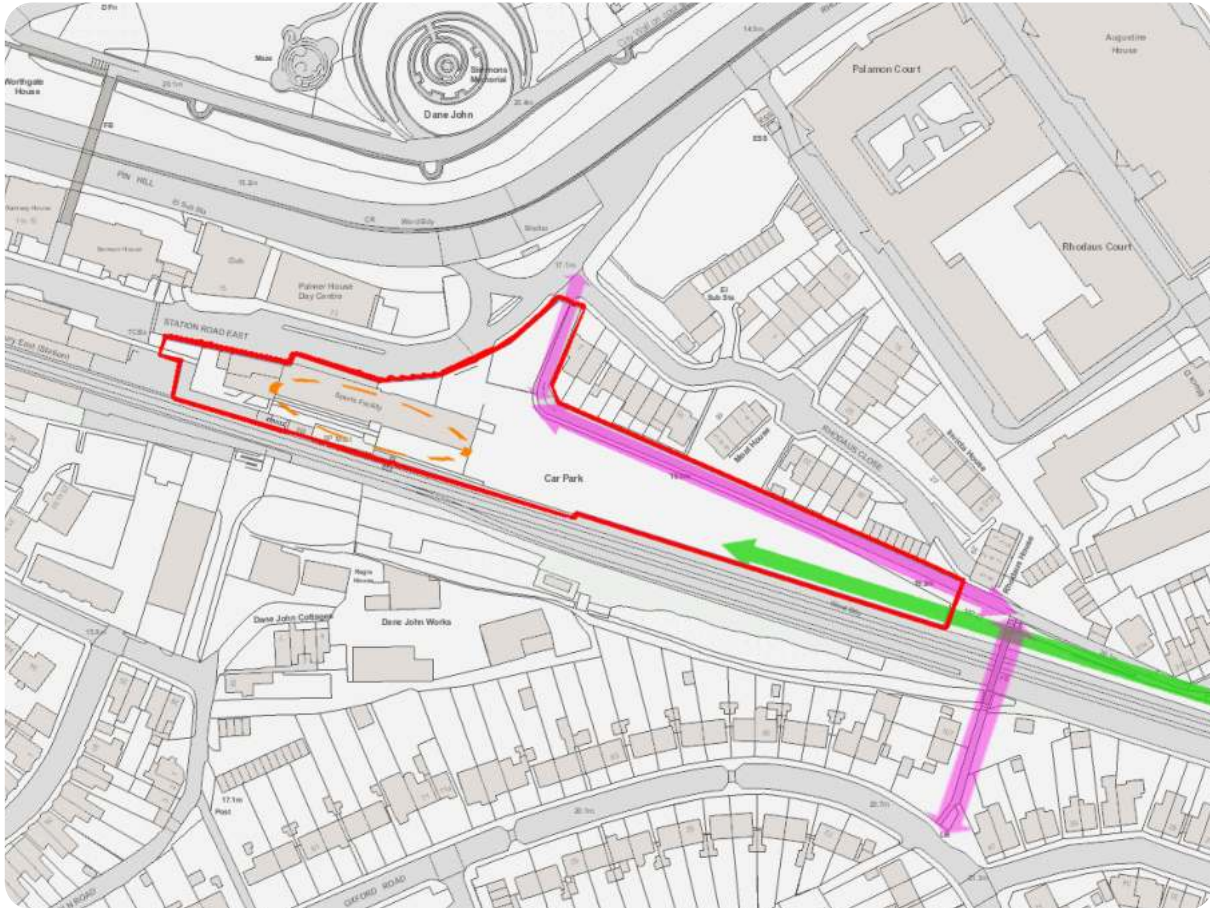
The access and transport strategy for the site should:

- (a) Support active travel by facilitating safe and convenient walking and cycling connections.







Policy C14 - Land at Station Road East

Land at Station Road East – concept masterplan



Key

-  Site boundary
-  Opportunities for green corridors
-  Opportunities to improve cycling/walking access and safety
-  Non residential uses - Indicative location

Site C14 is allocated for a mixed-use development. Planning permission will be granted for development which meets the following criteria:

1. Development mix

Across the site, the development mix will include:

- (a) Approximately 37 new dwellings including affordable housing, accessible housing and an

appropriate housing mix in line with Policies DS1 and DS2.

(b) Non-residential development:

- (i) Reprovision of existing leisure use or provision of new commercial facilities on the ground floor with a frontage on Station Road East approximately 875sqm; and
- (ii) Proportionate land and build contributions towards early years, primary, secondary and SEND education plus proportionate contributions for primary healthcare and other necessary off-site community infrastructure.

(c) Open space: open space will be provided in line with Policy DS24.

2. Design and layout

The design and layout of the site should:

- (a) Provide dwellinghouses to the eastern side of the site and provide apartments above the leisure/commercial use to the western part of the site fronting new Station Road east;
- (b) Provide high quality architecture, detailing and materials, and ensure that the scale, massing, form and frontage responds to surrounding character;

(c) Assess Areas of Archaeological Importance and protect and enhance nearby heritage assets including Canterbury City and Martyrs Field Conservation Areas and the Grade 2 Listed Canterbury East Signal Box; and

(d) Provide high quality public realm and landscaping on and around the site.

3. Landscape and green infrastructure

The green and blue infrastructure strategy for the site should:

- (a) Provide a comprehensive and integrated sustainable urban drainage network;
- (b) Provide 20% biodiversity net gain, in line with Policy DS1; and
- (c) Provide habitat, pollinator and ecological connectivity across the site and with the surrounding landscape, including with the tree belt alongside the railway line.

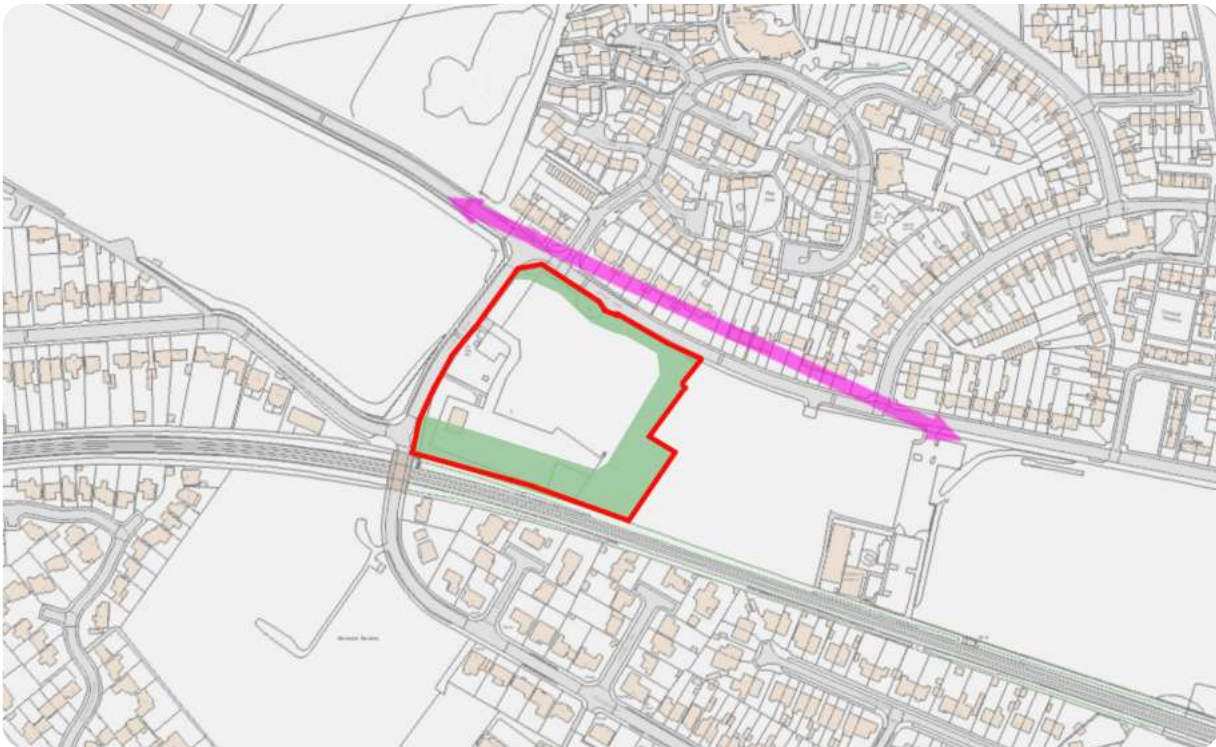
4. Access and transportation

The access and transport strategy for the site should:

- (a) Ensure adequate car parking arrangements for the train station remains in place following the development; and
- (b) Support active travel by facilitating safe and convenient pedestrian and cycle connectivity.

Policy C15 - Land at the Former Chaucer Technology School

Land at the former Chaucer Technology School – concept masterplan



Key

- Site boundary
- Open space/ landscape buffer - Indicative locations
- ↔ Opportunities to improve cycling/walking access and safety

Site C15 is allocated for a residential development. Planning permission will be granted for development which meets the following criteria:

1. Development mix

Across the site, the development mix will include:

- (a) A minimum of around 70 new dwellings including affordable housing, accessible housing and an

appropriate housing mix in line with Policies DS1 and DS2.

- (b) Proportionate land and build contributions towards early years, primary, secondary and SEND education plus proportionate contributions for primary healthcare and other necessary off-site community infrastructure; and
- (c) Open space: open space will be provided in line with Policy DS24.

2. Design and layout

The design and layout of the site should:

- (a) Provide a high quality built environment, in line with Policy DS6, with flats at an average net density of 80 dph; and
- (b) Ensure that the scale, massing and form respond to surrounding context and character; and
- (c) Ensure that consideration is given to the adjacent school to prevent overlooking.

3. Landscape and green infrastructure

The green and blue infrastructure strategy for the site should:

- (a) Provide a comprehensive and integrated sustainable urban drainage network;

- (b) Provide 20% biodiversity net gain, in line with Policy DS21;

- (c) Provide habitat, pollinator and ecological connectivity across the site and with the surrounding landscape; and

- (d) Provide a substantial landscape buffer containing natural and semi natural open space between development, the railway line and the adjacent school.

4. Access and transportation

The access and transport strategy for the site should:

- (a) Improve existing cycle and walking links to city centre and other neighbourhood amenities.




Policy C16 - Land at Folly Farm

Land at Folly Farm – concept masterplan



Key

-  Site boundary
-  Open space/ landscape buffer - Indicative locations
-  Opportunities for new cycling/walking connections
-  Vehicle access - Indicative location

Site C16 is allocated for a residential development. Planning permission will be granted for development which meets the following criteria:

1. **Development mix**

Across the site, the development mix will include:

- (a) Approximately 17 new dwellings including affordable housing, accessible housing and an appropriate housing mix in line with Policies DS1 and DS2.
- (b) Proportionate land and build contributions towards early years, primary, secondary and SEND education plus proportionate

contributions for primary healthcare and other necessary off-site community infrastructure; and

- (c) Open space: open space will be provided in line with Policy DS24.

2. Design and layout

The design and layout of the site should:

- (a) Provide a high quality built environment in line with Policy DS6 with an average net density of around 35 dph;
- (b) Ensure that the scale, massing and form responds to surrounding character and topography of the site; and
- (c) Assess Areas of Archaeological Potential and protect and enhance nearby heritage assets.

3. Landscape and green infrastructure

The green and blue infrastructure strategy for the site should:

- (a) Provide a comprehensive and integrated sustainable urban drainage network;
- (b) Provide 20% biodiversity net gain, in line with Policy DS21;
- (c) Provide habitat, pollinator and ecological connectivity across the site and with the surrounding landscape; and
- (d) Provide a landscape buffer containing natural and semi natural open space to the south-east of the site to provide a buffer to the railway line.

4. Access and transportation

The access and transport strategy for the site should:

- (a) Consider how existing cycle and walking links to the city centre and other amenities could be improved.

Land at Canterbury Business Park

2.20 Canterbury Business Park is an existing employment site which has an established link to the agricultural, food and drink sectors. There is potential for the site to expand to comprise of further larger-scale commercial and business uses, including an opportunity for the creation of a viticulture hub alongside storage and distribution units making use of the sites' excellent links to the strategic-road network and the region's vineyard coverage.

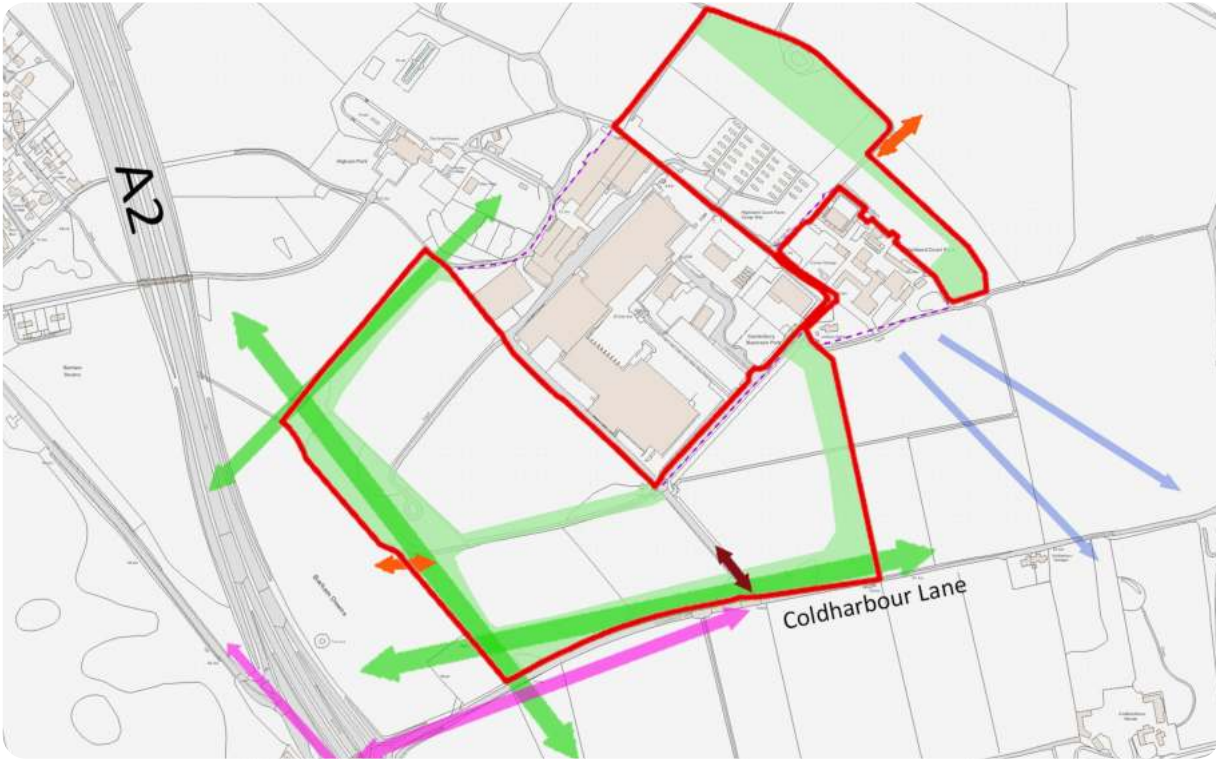
2.21 There is a growth in viticulture and wine tourism in the south east and the creation of a viticulture hub at Canterbury Business Park could bring together various aspects of

the winemaking process, such as production, research and storage and distribution. Alongside the main viticulture facilities, there is also an opportunity for smaller-scale associated commercial and business uses, such as those operating in the food and drink sectors.



2.22 The council has been unable to identify any suitable alternative locations for B8 and viticulture outside of the AONB and it is critical that the site is developed in a sensitive and landscape-led design to minimise and mitigate any adverse impacts.

Policy C17 - Land at Canterbury Business Park

Land at Canterbury Business Park – concept masterplan



Key

-  Site boundary
-  Opportunities for green corridors
-  Long distance views
-  Vehicle access
-  Landscape buffer/biodiversity opportunities - Indicative locations
-  Opportunities to improve cycling/walking access and safety
-  Pedestrian and cycle access (Bridleway)

Site C17 is allocated for employment development and viticulture hub. Planning permission will be granted for development which meets the following criteria:

1. Development mix

Across the site, the development mix will include:

- (a) A minimum of 35,500sqm of B8 floorspace including viticulture processing and storage; and

- (b) A limited amount of supporting uses, such as commercial and business, related to the delivery of the viticulture hub.

2. Design and layout

The design and layout of the site should:

- (a) Provide a high quality masterplan, bespoke architectural design and landscaping which respond to the prominent position in the surrounding landscape, the special qualities of the Kent Downs AONB and the historic context;

- (b) Respond positively to the context and character of the landscape, in addition to mitigating negative visual or landscape impacts;
- (c) Assess Areas of Archaeological Potential and protect and enhance nearby heritage assets including Highland Court Conservation Area and Grade 2* Listed Highland Court Hospital; and
- (d) Provide a Minerals Assessment in accordance with the Kent Minerals and Waste Local Plan and other material considerations.

3. Landscape and green infrastructure

The green and blue infrastructure strategy for the site should:

- (a) Provide sustainable urban drainage making use of the existing topography and natural features of the site where appropriate;
- (b) Provide 20% biodiversity net gain, in line with Policy DS21;
- (c) Respond to the surrounding landscape character and provide an appropriate landscape framework for the site to minimise adverse impacts on the Kent Downs AONB;
- (d) Retain and enhance the existing trees along the western boundary as part of a landscape buffer along the ridgeline to minimise the adverse impact of the development on long distance views and views from surrounding PRoW; and
- (e) Provide habitat, pollinator and ecological connectivity across

the site and with the surrounding landscape, including with priority habitats and fragmented woodland.

4. Access and transportation

The access and transport strategy for the site should:

- (a) Provide safe and convenient pedestrian and cycle connectivity, including:
 - (i) New and improved walking and cycling connections within the site connecting the different land uses;
 - (ii) New and improved walking and cycling connections to Bridge and existing bus stops on Coldharbour Lane to the south of the A2, including crossings as appropriate;
 - (iii) New and improved cycling connections to Regional Cycle Route 16 (Canterbury to Dover) and improvements to that route as appropriate; and
 - (iv) Improvements to PRoWs crossing and around the site as required.
- (b) Provide primary vehicle access from Cold Harbour Lane; and
- (c) Provide a Transport Assessment to demonstrate the connectivity of the site with the existing highway network, any necessary mitigation and measures to minimise the need for use of private cars.

Policy C18 - Land on the eastern side of Shelford Landfill

Land to the eastern side of Shelford Landfill – concept masterplan



Key

-  Site boundary
-  Open space/biodiversity opportunities - Indicative locations
-  Opportunities for green corridors
-  Employment space

Site C18 is allocated for employment development. Planning permission will be granted for development which meets the following criteria:

1. Development mix

Across the site, the development mix will include:

- (a) Approximately 8,000sqm of employment floorspace associated, or compatible, with the waste transfer station, landfill or vehicle depot (such as B8 or sui generis).

2. Design and layout

The design and layout of the site should:

- (a) Provide development that reflects the design, scale and massing of the edge of settlement location;
- (b) Provide development in the centre of the site, adjacent to the existing uses (approximately 2ha);
- (c) Assess Areas of Archaeological Potential and protect and enhance nearby heritage assets; and

- (d) Provide a Minerals Assessment in accordance with the Kent Minerals and Waste Local Plan and other material considerations.

3. **Landscape and green infrastructure**

The green and blue infrastructure strategy for the site should:

- (a) Provide sustainable urban drainage making use of the existing topography and natural features of the site where appropriate;
- (b) Provide 20% biodiversity net gain, in line with Policy DS21;
- (c) Incorporate opportunities for landscape and biodiversity enhancements identified within the Local Character Area F2: Stour Valley Slopes set out in Canterbury Landscape Character and Biodiversity Appraisal;
- (d) Provide habitat, pollinator and ecological connectivity across

the site and with the surrounding landscape, including with priority habitats and existing fragmented woodland to the east and west;

- (e) Conserve or enhance the PRow network within and adjacent to the site ensuring key views are protected;
- (f) Conserve areas of tree cover to the north and north-east of the site; and
- (g) A substantial landscape buffer should be provided on the southern part of the site between the development and existing railway line.

4. **Access and transportation**

The access and transport strategy for the site should:

- (a) Provide new and improve existing cycle and walking links to city centre and surrounding residential areas.

Wincheap Commercial Area

2.23 The Wincheap Commercial Area is located in a highly sustainable location, in close proximity to the city centre, Canterbury East station, Park and Ride facilities and the Canterbury to Chartham riverside cycleway. The area is an important commercial centre; the Canterbury District Local Plan (2017) identified the redevelopment and expansion of retail floorspace at the Wincheap estate. The Canterbury District Retail and Leisure Study (2020, 2022) identifies a significant reduction in retail space needed compared to the 2017 Local Plan and therefore this plan can take an alternative more flexible approach to the redevelopment of Wincheap.

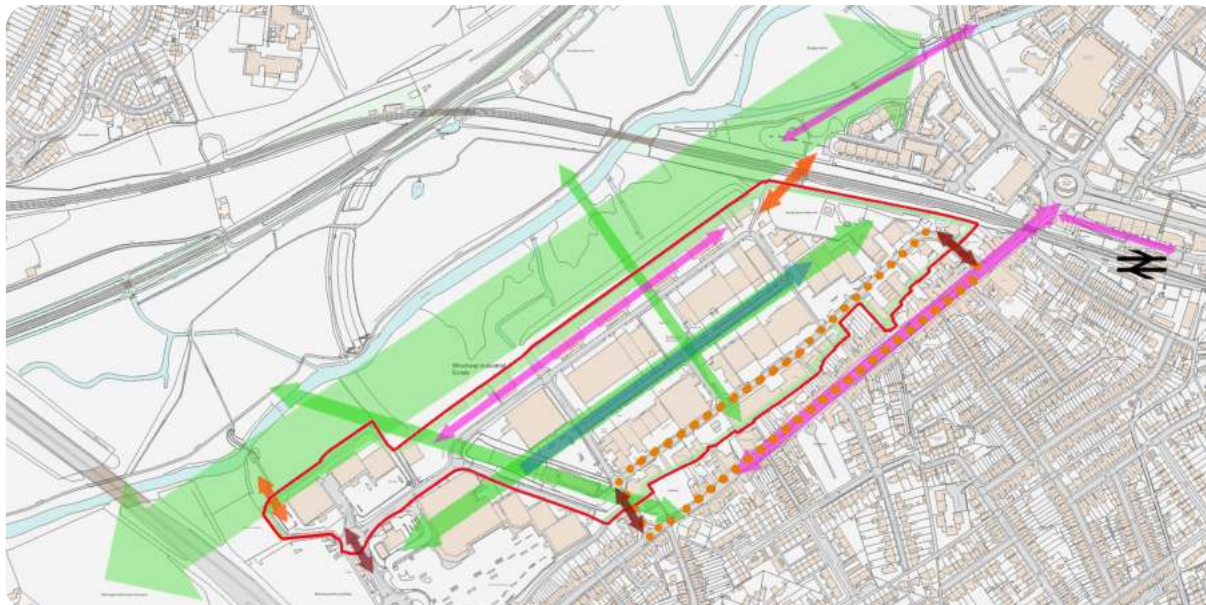
2.24 As a sustainable brownfield location, the site presents new opportunities for redevelopment and has been identified as a

broad location for mixed use development, retaining the existing level of business, commercial and leisure floorspace and for residential development which should be compatible with the primary commercial function of the site. The council, as majority landowner, will work with promoters, key stakeholders and the local community to prepare an SPD to support the re-development of the estate.

2.25 The A28 Wincheap is the main corridor into the city centre from the south-west. Wincheap Commercial Area therefore presents key opportunities to support the delivery of the new Transport Strategy for Canterbury. Proposals should facilitate the delivery of the one-way gyratory scheme with dedicated bus lane to provide access to the city centre.

Policy C19 - Wincheap commercial area

Wincheap commercial area – concept masterplan



Key

 Site boundary	 Opportunities to improve cycling/walking access and safety
 Open space/ landscape buffer- Indicative locations	 Pedestrian and cycle access
 Opportunities for green corridors	 Vehicle access
 Long distance views	 Wincheap gyratory- indicative route
 Railway station	

Site C19 is identified as a broad location for mixed use development over the period of the Local Plan. The council will work with the promoters, key stakeholders and the local community, to produce a Supplementary Planning Document to masterplan and facilitate the site's delivery, in line with the following criteria:

1. Development mix

Across the site, the development mix will include:

(a) Non-residential development:

- (i) Re-provision of the equivalent of the existing level of business, commercial and leisure floorspace; and

- (ii) Consider the suitability of re-providing other existing appropriate uses (such as the waste depot).

- (b) Approximately 1,000 new dwellings including affordable housing, older persons housing, accessible housing, self building housing and an appropriate housing mix in line with Policies DS1 and DS2.

- (c) Proportionate land and build contributions towards early years, primary, secondary and SEND education plus proportionate contributions for primary healthcare and other necessary off-site community infrastructure; and

- (d) Open space: open space will be provided in line with Policy DS24.

2. Design and layout

The design and layout of the site should:

- (a) Be developed in accordance with a masterplan and detailed design code, demonstrating a comprehensive approach to development, long-term management and stewardship;
- (b) Provide a complete, compact and well-connected neighbourhood at an appropriate and optimal density and scale, which makes efficient use of land and has a distinct identity;
- (c) Incorporate long distance views to the city and World Heritage Site;
- (d) Assess Areas of Archaeological Potential and protect and enhance nearby heritage assets including the World Heritage Site, Listed Buildings along Wincheap and Canterbury City Conservation Area;
- (e) Older persons housing should be located within the community hub, taking account of any specific identified needs;
- (f) Ensure that residential development is carefully designed and located to ensure any potential conflicts with neighbouring commercial uses are minimised; and
- (g) Ensure that for any residential development located within Flood Zones 2 and 3, only non-habitable rooms are located at ground floor.

3. Landscape and green infrastructure

The green and blue infrastructure strategy for the site should:

- (a) Provide sustainable urban drainage making use of the existing topography of the site where appropriate;

- (b) Provide 20% biodiversity net gain, in line with Policy DS21;
- (c) Ensure a substantial landscape buffer between any development and the Whitehall Meadows Local Nature Reserve and Great Stour, Ashford to Fordwich Local Wildlife Site;
- (d) Provide habitat, pollinator and ecological connectivity across the site and with the surrounding landscape, including with priority habitats; and
- (e) Provide an undeveloped section of land which shall be landscaped appropriately to protect the amenity and privacy of existing neighbouring residents and future residents.

4. Access and transportation

The access and transport strategy for the site should:

- (a) Provide safe and convenient pedestrian and cycle connectivity including:
 - (i) New and improved cycle connections to A28 Wincheap and Great Stour Way;
 - (ii) New and improved walking and cycle connections to Canterbury East station;
 - (iii) Improved walking and cycling connections between Cotton Road and St Andrews Close; and
 - (iv) Improvements to the PRow network crossing and around the site as required.
- (b) Facilitate delivery of the Wincheap one-way gyratory scheme with dedicated bus lane to provide access to the city centre; and
- (c) Provide a Transport Assessment to demonstrate the connectivity of the site with the existing highway network, any necessary mitigation and measures to minimise the need for use of private cars.

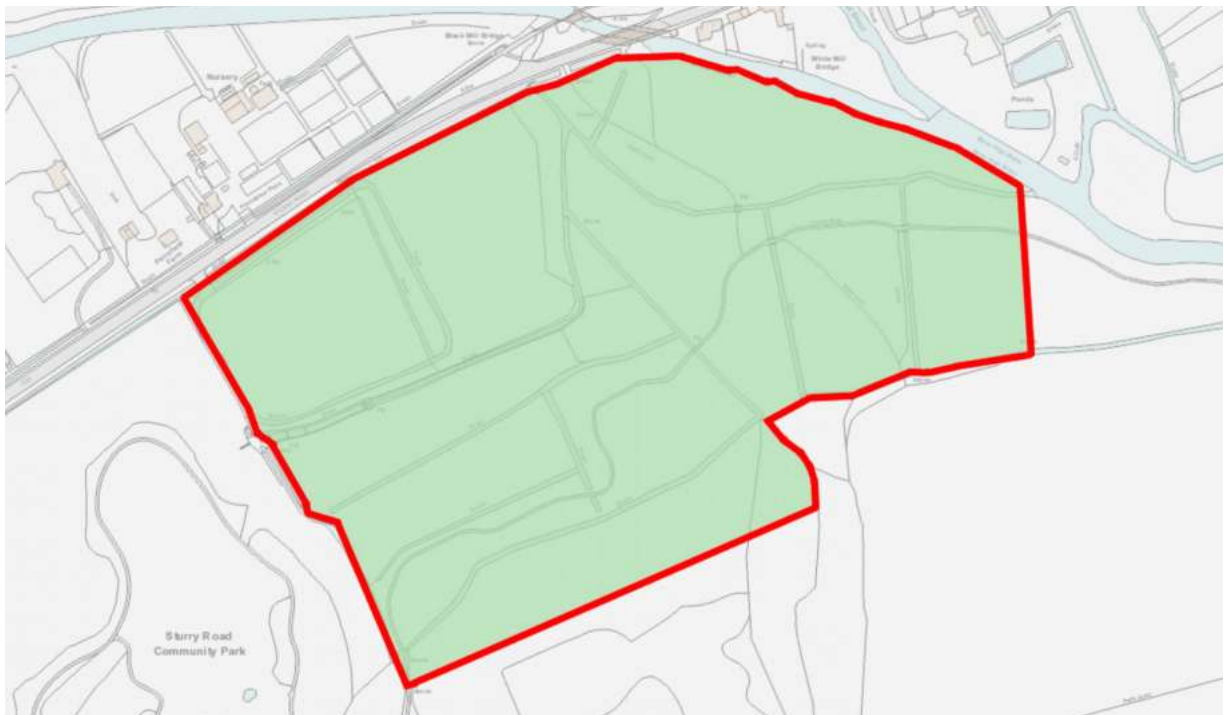
Strategic wetland mitigation

2.26 The Canterbury Nutrient Mitigation Strategy identifies a need for strategic wetland to offset the impact of development on the nitrogen and phosphate levels at Stodmarsh, a site of national and international importance for water dependent habitats and wildlife. Site

C20 is ideally located immediately upstream of the Stodmarsh site and presents an important opportunity to deliver strategic mitigation to facilitate residential development in the catchment ahead of the recovery of this important habitat site.

Policy C20 - Land to the south of Sturry Road

Land to the south of Sturry Road – concept masterplan



Key

- Site boundary
- Open space/biodiversity opportunities - Indicative locations

Site C20 is allocated for the delivery of a strategic wetland as part of the Canterbury Nutrient Mitigation Strategy. Any proposals which would prejudice the effective delivery of the wetland will be refused.

Planning permission will be granted for a wetland subject to:

- (a) The walking and cycling route being accommodated or relocated; and
- (b) No adverse effects on the groundwater quality, in line with Policy DS20 and DM16.

Other Canterbury opportunity areas

Policy C21 - Canterbury urban area regeneration opportunity areas

The following site, as defined on the policies map, has been identified as an opportunity area, which could come forward over the period of the Local Plan, for residential-led development:

1. Military Road



3. Whitstable

Whitstable vision

The vision for Whitstable is to build its success as an attractive, distinctive coastal town offering a variety of independent businesses and services for residents and visitors.

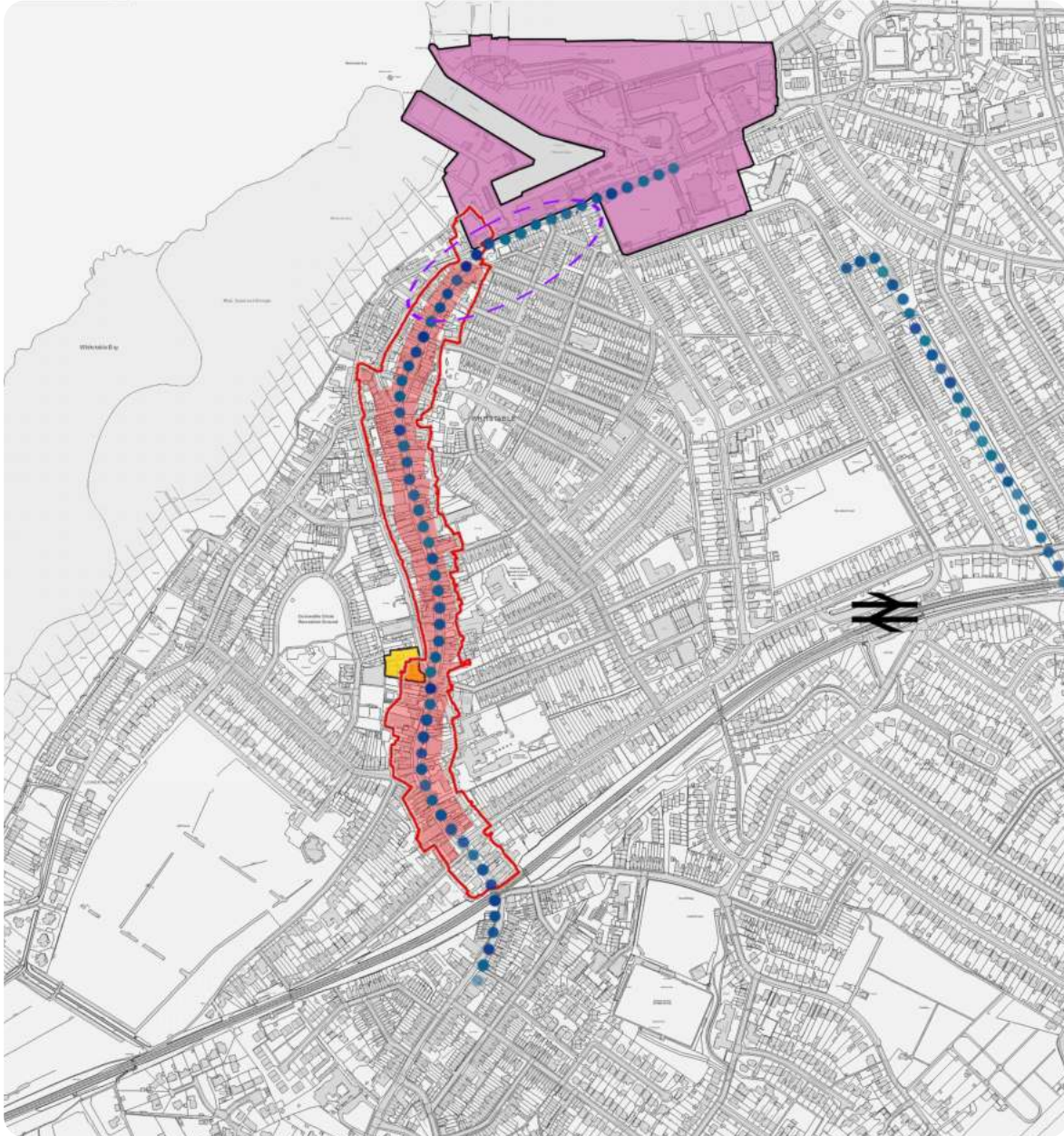
Its unique blend of shops, bustling harbour and coastal heritage will continue to thrive, along with its expanding art and cultural scene.

Opportunities to improve public realm at key town centre locations have been identified, including at the harbour.

More opportunities for walking, cycling and public transport use will help make the town centre's streets a pleasant environment for residents and visitors and improve connectivity to the wider area including Canterbury and Herne Bay.



Whitstable Town centre key diagram



Whitstable Key

- Proposed Town Centre boundary
- Proposed Primary Shopping Area
- Carried Forward 2017 Local Plan allocations
- Whitstable harbour mixed-use broad location
- Improvements for active and sustainable travel
- Public realm improvements opportunity areas
- Railway station

Whitstable town centre

3.1 Whitstable town centre continues to thrive, supporting a variety of independent shops and restaurants, serving both residents and visitors. Due to the popularity of Whitstable as a shopping and leisure destination, a new park and bus facility will be located at Thanet Way to help alleviate traffic congestion and the pressure on town centre car parking. This will help maintain the character and environment of the town centre.

3.2 New development will need to respect the unique character of the town centre, while improvements to the public realm and completion of the Crab and Winkle Way should encourage more active travel and improve the environment of the town centre.

Policy W1 - Whitstable Town Centre Strategy

1. The council will work with its partners to support the town centre through sensitive regeneration, sustainable transport improvements, green infrastructure connections, and public realm enhancements.
2. The council will take a positive approach to the centre's growth and adaptation to respond to changes in the retail and leisure industries. Proposals which enhance the established character and diversity of uses, including the cultural and creative offer and the night-time economy, will be supported provided there is no unacceptable impact on residential amenity.
3. Within the designated Primary Shopping Area, as defined on the policies map, existing ground floor commercial provision will be protected and new commercial development will be supported, to help maintain the district centre status of Whitstable as a shopping destination.
4. Outside of the Primary Shopping Area, but within the town centre boundary, as defined on the policies map, the council will support a range of uses, including commercial, business and creative uses and visitor accommodation, which stimulate activity and add to the vibrancy and vitality of the centre. Development should be of an appropriate scale and character to reflect and respond to the role and function of the town centre, and the individuality and distinctiveness of Whitstable. The council will support higher density development where appropriate.
5. Across the town centre, residential and office development at first-floor level or above will be supported on appropriate sites, where this would be consistent with the surrounding character and street scene, and can provide safe access and egress for occupiers. Residential proposals should be carefully located and designed to avoid conflict with existing uses, particularly those that serve the night time economy.
6. The council will seek to protect, enhance and capitalise on heritage assets to deliver economic, social and environmental benefits for residents, business and visitors. Proposals which seek to enhance heritage assets will

be supported provided there is no substantial harm to any heritage assets or their settings.

7. All new development must incorporate shopfronts or have active frontages and be designed to contribute to the vitality and viability of the town centre. Well-designed storage space for refuse and recycling, and adequate access for servicing, should be incorporated.
8. The council will seek to protect and enhance existing open space, and blue and green infrastructure, such as Cornwallis Circle and Whitstable beach, to deliver environmental, social and health benefits to communities. New developments will provide or contribute towards accessible multifunctional open space for existing and new communities, as well as green corridors to connect habitats and improve biodiversity.
9. The council will seek opportunities to improve the town centre environment, including through opportunities for improvements to the public realm at Oxford Street, High Street, Harbour Street and Tower Parade, reducing the dominance of traffic, and providing new and improved cycle and walking networks, including the completion of the Crab and Winkle Way. Enhanced public realm and digital infrastructure will further increase accessibility and connectivity between different areas providing for shopping, public art, community and leisure events and festivals.

Developments should minimise and mitigate climate change impacts by using sustainable construction methods and design to minimise carbon emissions and risk of flooding.

Whitstable town centre allocations

3.3 Whitstable Harbour is identified as a key area for sensitive regeneration over the longer term, and any development at the Harbour will need to be informed by the Whitstable Harbour Strategic Plan.

3.4 As a working harbour, with a wide range of uses, any development needs to be carefully considered to ensure that the operational requirements of the harbour are not compromised. Detailed masterplanning and design work will be considered through a new Supplementary Planning Document (SPD) to ensure that future development at the harbour can be sensitively integrated with these uses.

3.5 Within the Whitstable Harbour area there has been a turnstone roost identified, and previous studies have identified it as a hotspot for the species. As such, while acknowledging that Whitstable Harbour is a working harbour, any future development must account for the presence of roosting turnstones and ensure that appropriate low-disturbance roosting opportunities are maintained. At this stage, it is considered that this process will be undertaken during the SPD process.

Policy W2 - Whitstable Harbour

The site is identified as a broad location for mixed use development over the period of the Local Plan. The council will work with the promoters, key stakeholders and the local community to produce a Supplementary Planning Document (SPD), informed by the Whitstable Harbour Strategic Plan, to masterplan and facilitate its sensitive regeneration and redevelopment.

Appropriate uses for the site may include fishing, commercial, business, employment, leisure, community facilities and services, parking and residential, along with improvements to public realm and accessibility for walking and cycling. However, the balance of uses will need to be considered through the SPD process. Proposals for residential development in

the area, in advance of this SPD, will not be supported.

The SPD process (and any development at the harbour prior to this) must safeguard the value of the harbour for roosting birds associated with the nearby SPA / Ramsar sites, particularly turnstone associated with the Thanet Coast and Sandwich Bay SPA and Thanet Coast and Sandwich Bay Ramsar site.

Any proposals for development will be informed by the Whitstable Harbour Strategic Plan and will ensure that development sustains a working harbour and is compatible with the maintenance and operational capability of the harbour. Existing uses such as fishing and mineral handling and processing will be sensitively integrated within the redevelopment.

Whitstable urban area

3.6 Whitstable has seen more limited growth compared with Canterbury and Herne Bay under the Canterbury District Local Plan 2017, however this has also meant more limited investment in infrastructure. The town is well placed to deliver some growth during the period of the Local Plan, building on its excellent connectivity with HS1 and the A299.

3.7 The strategy for Whitstable is to focus development where it can unlock opportunities for significant infrastructure investment; namely a new secondary school to

the north of Chestfield, new A299 slip roads to the south of Chestfield to relieve congestion and a new park and bus facility to the south of Duncan Down to serve the town centre.

3.8 New business space will be provided within the largest strategic development site, while existing employment areas, and the Commercial Area at Estuary View will continue to support a variety of businesses and complement the town centre.

Policy W3 - Whitstable urban area

1. Within the urban area, and outside of the town centre boundary, new developments and proposals for regeneration will be supported where these accord with other policies in this plan.
2. New slip roads on the A299, together with a new park and bus facility at Land to the South of Thanet Way, with a fast link bus to the town centre, will be provided, with the aim to reduce traffic in and around the town centre.
3. The council will seek to improve walking and cycling connectivity, such as improvements to the Crab and Winkle cycle way and from new development to the south of Whitstable to the town centre and railway station.
4. To support local employment, existing Business and Employment Areas will be protected and proposals to improve, expand or reconfigure existing businesses will be supported.
5. The Commercial Area at Estuary View will continue to be the secondary focus for main town centre uses, complementing the town centre, with a focus on business, commercial and leisure uses, including health infrastructure.
6. Education and health facilities provision will be supported to meet the needs of the existing and future communities, including a new 2FE primary school and an additional 2FE Special Education Needs and Disabilities school at Brooklands Farm and a new six form entry secondary school with sixth form at Bodkin Farm.
7. The shops and community facilities within Local Centres across the Urban Area will be protected, and proposals for enhancement or expansion will be supported, to contribute to the sustainability of existing neighbourhoods.
8. The council will seek to protect and enhance the urban area's network of open space, blue infrastructure and green infrastructure to deliver social benefits to local communities and environmental benefits. Connections to open spaces within, and adjacent, to the urban area be enhanced to reduce habitat fragmentation and improve ecology. The Swale, Thanet Coast and Tankerton Slopes Sites of Special Scientific Interest, Seasalter Levels Local Nature Reserve, the Duncan Down and Convict's Wood Local Wildlife Sites and the England Coast Path National Trail will be protected for their ecological value and enhanced where appropriate.
9. Sports and leisure facilities, including those provided alongside education provision, will be protected and enhanced. New sports facilities at Brooklands Farm strategic site will be co-located, where appropriate, to create an accessible sports hub which will be sustainably designed to combat climate change and provide social benefits.
10. In addition to the Carried Forward policies (CF1-CF10), Policies W4-W7 allocate land for the delivery of new homes, infrastructure, business space, community facilities, sports facilities and open space.

South Whitstable - strategic development area

3.9 The South Whitstable SDA, comprising of locations at Thanet Way, Brooklands Farm and Bodkin Farm, is set in a sustainable and accessible location and presents important opportunities to deliver new education infrastructure and improved connectivity with the A299, together with a new park and bus facility for Whitstable and enhancements and extension to the Crab and Winkle Way.

3.10 Development at Brooklands Farm will be focused to the west as an extension of South Street, and in the east as an extension of Chestfield, creating two new distinct neighbourhoods. Development to the south of Thanet Way provides a logical extension to the urban area, along with an opportunity to provide a new park and bus facility for Whitstable with quick access to the A299 and the improved bus connectivity to Whitstable town centre.

3.11 Development at Bodkin Farm will enable the delivery of a new secondary school in line with the spatial strategy. The site will be sensitively designed to reflect the character of the area with the school and associated playing fields located on the east side of the site to maintain openness and separation to Herne Bay.

3.12 The SDA provides important opportunities to create large new areas of open spaces, with improved ecological connectivity to key natural assets such as Benacre Wood and Convict's Wood. A network of "green wedges" will be protected, providing visual and physical separation between Whitstable, Chestfield and South Street.

3.13 There are parcels of undeveloped land, adjacent to the new A2990 Thanet Way, which were identified through the design of the road to be protected as part of the scheme.

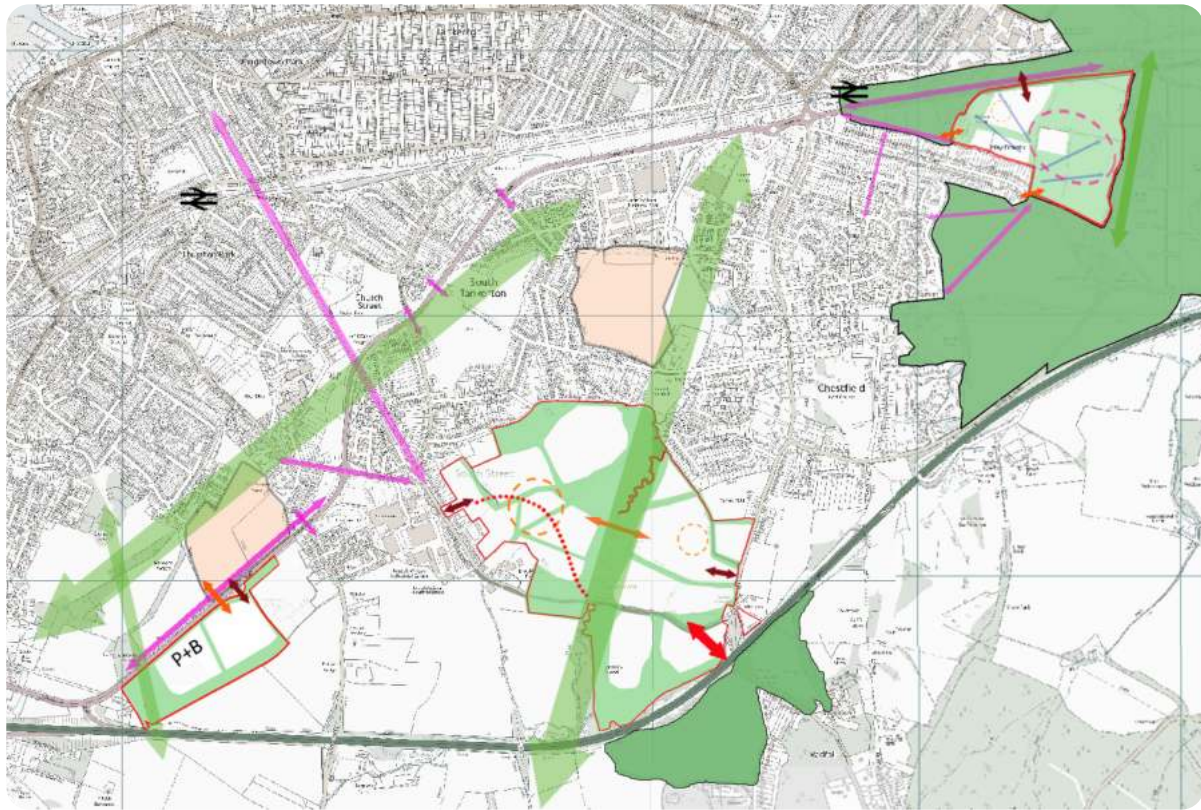
3.14 These areas of land help to sustain the rural character of this edge-of-urban location and contribute significantly to the sense of place along this corridor. The protection of this land is particularly important where new development has been located on one side of the Thanet Way and this Local Plan continues to protect these areas from development which would erode this character through the Green Infrastructure designation which also provides opportunities to enhance the ecological function.

3.15 A range of housing is needed to meet local needs such as for families, older persons housing and affordable housing of a range of tenures. A new community hub will provide a focal point for development on the western side of Brooklands Farm, enabling residents to easily access key day-to-day services, including by walking and cycling. New local business and commercial spaces, including flexible work-space, alongside community services and facilities, will provide opportunities for local employment and enhance the sustainability of the overall SDA.

3.16 Smaller-scale community and local shopping facilities will be provided on the Chestfield side of Brooklands Farm and at Thanet Way and Bodkin Farm. In addition to the new secondary school, a new primary school will be needed to serve the new communities and a new SEND school will be provided to meet the need for this specialist type of education on the coast.

3.17 Site developers will be expected to work collaboratively to ensure the SDA is delivered in a coordinated manner, and in particular to secure the timely delivery of infrastructure alongside new housing and other development and policy compliant levels of affordable housing.

South Whitstable strategic development area – concept masterplan



Key

- Site boundary
- Open space/ biodiversity opportunities- Indicative locations
- Opportunities for green corridors
- Community hub- Indicative location
- Opportunities to improve cycling/walking access and safety
- Railway station
- ↔ Vehicle access - Indicative location
- Key views
- Opportunities for new cycling/walking connections
- ↔ New junction off A299
- P+B** Park and Bus facilities
- Carried Forward 2017 Local Plan strategic site allocations
- Proposed Green Gap
- Diversion of South Street -Indicative route
- New Secondary School - Indicative location

3.18 Across the South Whitstable Strategic Development Area three allocated sites (Policies W4 - W6) are expected to deliver approximately:

- 33ha of publicly accessible open space, including 62 allotments and 2ha of play facilities;
- 4ha of new publicly accessible sports facilities;
- Approximately 1,870 new homes to meet the needs of our communities with a mix of type, tenure and size to meet policy requirements, including a minimum of 30% affordable homes and 10% older persons housing;
- A minimum of 4,000sqm business floorspace, including flexible work space;
- A new local centre including mobility hub;











- A new six form entry secondary school with 6th form;
- A new two form entry primary school;
- A new Special Educational Needs and Disabilities (SEND) school;
- The provision of neighbourhoods designed for active and sustainable travel, designed to reduce vehicle speeds, and providing connectivity with the wider cycling and walking network, including enhancements to Public Rights of Way;
- The provision of new east facing only junctions to the A299 New Thanet Way and local highway improvements;
- The provision of a new 200 space park and bus facility with land safeguarded for a further 100 spaces;
- Creation of new grassland, woodland, hedgerows and other priority habitats; and
- Enhancements to biodiversity and habitat connectivity including to Benacre Wood and Convict's Wood.

Policy W4 - Land at Brooklands Farm

Brooklands Farm - concept masterplan



Key

- | | |
|--|---|
|  Site boundary |  Opportunities for new cycling/walking connections |
|  Open space/ biodiversity opportunities- Indicative locations |  Vehicle access - Indicative location |
|  Opportunities for green corridors |  Opportunity for new junction off A299 |
|  Community hub- Indicative location |  Key views |
|  Opportunities to improve cycling/walking access and safety |  Diversion of South Street -Indicative route |

Site W4 is allocated for a comprehensive mixed use development. Planning permission will be granted for development which meets the following criteria:

1. Development mix

Across the site the development mix will include:

- (a) Approximately 1400 new dwellings including affordable housing, older persons housing, accessible housing, self building housing and an appropriate housing mix in line with Policies DS1 and DS2.
- (b) Non-residential development:
 - (i) Provision of a community hub on the western part of the site as focal area for the community containing a mix of uses including:
 - (1) Local centre including commercial (minimum 880sqm) and local shopping and community uses (minimum 350sqm);
 - (2) Business space (minimum 4,000sqm) including flexible working space; and
 - (3) A mobility hub to serve residents and businesses.
 - (ii) Provision of a new 2FE Primary School (3ha) with early years provision, located adjacent to the community hub;
 - (iii) Provision of a SEND School (2.05ha), at an appropriate location within the site;

- (iv) Provision of local shopping and community uses to meet local needs on the eastern part of the site; and

- (v) Proportionate land and build contributions towards early years, primary, secondary and SEND education plus proportionate contributions for primary healthcare and other necessary off-site community infrastructure.

- (c) Open space: new on-site open space will be provided in line with Policy DS24, and the outdoor sports should include a new cricket pitch and facilities for Chestfield Cricket Club.

2. Design and layout

The design and layout of the site should:

- (a) Be developed with garden city principles and be in accordance with a masterplan and detailed design code, demonstrating a comprehensive approach to development, long-term management and stewardship;
- (b) Create a complete, compact and well-connected neighbourhood, where everyday needs such as food shopping, primary education and outdoor recreation, can be met within a 15 minute walk or short cycle, to support the local economy, to promote health, wellbeing and social interaction and to address climate change by reducing car dependency;
- (c) Focus development to the west as an extension of South Street, and in the east as an extension of Chestfield. To the south of South Street, development should be focused to

- the north and wrap-around areas of higher topography;
- (d) Create new mixed use community hubs as easily accessible focal points of the development in the format of a high street or village/ town square containing flexible outdoor space to use for community events, with pedestrians and cyclists prioritised. A “Changing Places” facility and accessible kitchen should be provided within the community facilities;
 - (e) Provide a high quality built environment, in line with Policy DS6, with an average net density of 35dph outside of the community hub. Higher density development will be encouraged in the western part of the site and within and around the community hub. Lower density development should be provided nearer to the Chestfield Conservation Area;
 - (f) Assess Areas of Archaeological Potential and mitigate any adverse impacts on nearby heritage assets. A landscape buffer should be provided to the Grade II listed buildings and any curtilage listed buildings at Brooklands Farm to the west of the site and Rayham Farm & Barn to the north of the site;
 - (g) Older persons housing should be located within the community hub, taking account of any specific identified needs;
 - (h) Mitigate any adverse noise impacts from the nearby A299;
 - (i) No residential development shall be located within Flood Zones 2 and 3; and
 - (j) Provide a Minerals Assessment in accordance with the Kent Minerals and Waste Local Plan and other material considerations.
- 3. Landscape and green infrastructure**
- The green and blue infrastructure strategy for the site should:
- (a) Provide a comprehensive, coordinated and multi-scale sustainable urban drainage network, including open space with a network of integrated SUDS components running through the development making use of the existing valley formations on the site;
 - (b) Provide 20% biodiversity net gain, in line with Policy DS21;
 - (c) Assess the site’s potential to be functionally linked land for golden plover, in line with Policy DS17;
 - (d) Retain substantial areas of existing tree cover and incorporate opportunities for landscape and biodiversity enhancements identified within the Local Character Area C2: Chestfield Farmland as set out in Canterbury Landscape Character and Biodiversity Appraisal;
 - (e) Retain all ancient woodland and ancient or veteran trees, ensuring they are not damaged nor is their future retention threatened, in line with Policy DS18;
 - (f) Provide the majority of the natural and semi natural open space running north-south through the site to provide a substantial landscape buffer and enhancement to the existing ancient woodland at Convict’s Wood;

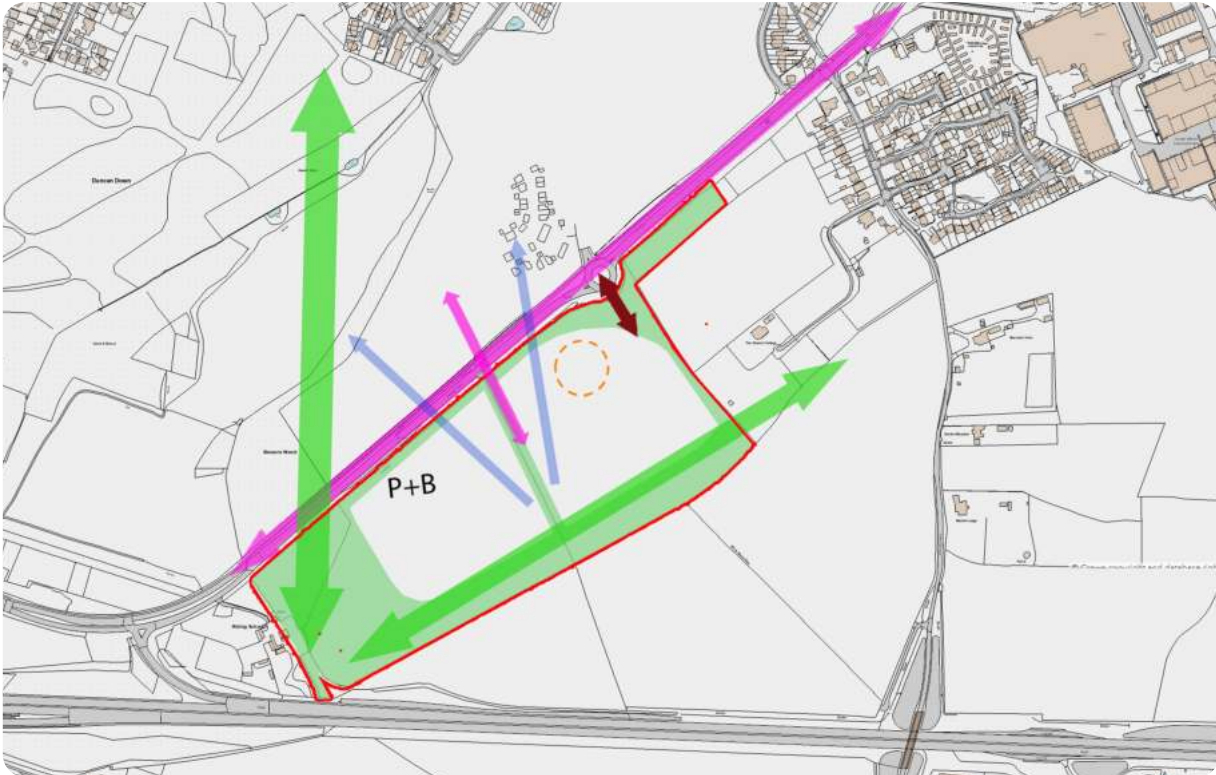
- (g) Provide an area of amenity open space and/or parkland containing a play area at the northern of site adjacent to Rayham Road, providing long distance views to countryside to the south of the site;
 - (h) Conserve wooded stream networks which form important biodiversity corridors. Restore and create woodland and hedgerow habitat in the form of hedgerows and shelterbelts that increase connectivity to the existing woodland network. Conserve and enhance grassland, and create grassland and/or heath habitat where appropriate;
 - (i) Incorporate the natural and man-made pattern and structure of the existing landscape into masterplan proposals, including hedgerow and shelterbelt features to enhance historic field patterns and strengthen habitat connectivity, and the use of native hedgerow planting for boundary treatments to soften impact of development;
 - (j) Provide habitat, pollinator and ecology connectivity across the site and with the surrounding landscape, including with Convict's Wood;
 - (k) Preserve and enhance long distance views including towards the Blean Woods complex and countryside to the south of the site, with provision of viewing corridors from open space and PRowS crossing the site;
 - (l) Provide a landscape buffer to the south of the site to reduce visual and landscape impact of the development. Visual integration of development edges should be provided to transition the surrounding rural landscape;
 - (m) Conserve or enhance the PRow network across the site ensuring key views from the network are protected and that the walking, cycling and PRow network provides multiple benefits such as being designed as part of ecological and pollinator corridors; and
 - (n) Maximise allotment provision and food growing opportunities on site to meet demand for allotment space in Whitstable.
- 4. Access and transportation**
- The access and transport strategy for the site should:
- (a) Provide safe and convenient pedestrian and cycle connectivity including:
 - (i) Walking and cycle connections to Chestfield and to the Crab and Winkle Way including upgrade of CW21 and upgrade of CW38;
 - (ii) New and improved cycle connections to Whitstable via the Crab & Winkle Way including extension of the Crab & Winkle Way traffic free route to the harbour and pedestrian/cycle bridge from Old Bridge Road to Teynham Road;
 - (iii) New and improved walking and cycle and walking connections to Site 12 in Policy CF1;
 - (iv) New and improved walking and cycling connections to school locations, both within the site and surrounding communities;

- (v) New and improved walking and cycling connections to Herne Bay via A2990 Thanet Way and including the investigation of downgrading Molehill Road to a green lane; and
 - (vi) Improvements to the PRoW network crossing and around the site as required.
- (b) Provide good public transport facilities through the site with a new bus route connecting residential areas and the community hub to adjacent local areas and Whitstable town centre;
 - (c) Provide primary vehicle access from new east facing junctions on/ off the A299 New Thanet Way;
 - (d) Provide pedestrian and cycle only access from Rayham Road;
 - (e) Provide a diversion of South Street through the site; and
 - (f) Provide a Transport Assessment to demonstrate the connectivity of the site with the existing highway network, any necessary mitigation and measures to minimise the need for use of private cars.
- 5. Phasing and delivery**
- (a) New access from the A299 should be delivered at an early stage of the development and, in any case, prior to occupation of 50% of the total dwellings.
 - (b) The western Local Centre, including commercial and community space, must be delivered prior to occupation of 25% of the total dwellings. The eastern local centre shall be provided prior to the occupation of 80% of the total dwellings.
 - (c) The business space should be provided as fully serviced land prior to the occupation of 50% of the total dwellings together with a robust Delivery Strategy.
 - (d) The primary school site and the SEND school site must be transferred to KCC at 'nil consideration' and fulfil KCC's General Transfer Terms, prior to the occupation of 100 dwellings.











Policy W5 - Land south of Thanet Way

Land South Of Thanet Way - concept masterplan



Key

	Site boundary		Opportunities for new cycling/walking connections
	Open space/ biodiversity opportunities- Indicative locations		Vehicle access - Indicative location
	Opportunities for green corridors	P+B	Park and Bus facilities
	Opportunities to improve cycling/walking access and safety		Commercial and community uses - Indicative location
	Key views		

Site W5 is allocated for residential-led development. Planning permission will be granted for development which meets the following criteria:

1. Development mix

Across the site, the development mix will include:

- (a) Approximately 220 new dwellings including affordable housing,

accessible housing, self building housing and an appropriate housing mix in line with Policies DS1 and DS2.

(b) Non-residential development:

- (i) Provision of a new park and bus facility for a minimum of 200 spaces with land safeguarded for a further 100 spaces (approximately 0.7ha in total), with interchange to bus service;

(ii) Provision of new local shopping and community facilities; and

(iii) Proportionate land and build contributions towards early years, primary, secondary and SEND education plus proportionate contributions for primary healthcare and other necessary off-site community infrastructure.

(c) Open space: new on-site open space will be provided in line with Policy DS24.

2. Design and layout

The design and layout should:

(a) Be coordinated with proposals for neighbouring sites, including the adjacent Site 7 in Policy CF1;

(b) Along with neighbouring sites, create a complete, compact and well-connected neighbourhood, where everyday needs such as food shopping, can be met within a 15 minute walk or short cycle, to support the local economy, to promote health, wellbeing and social interaction and to address climate change by reducing car dependency;

(c) Provide a high quality built environment in line with Policy DS6, with an average net density of 35 dph. Higher density development within the site will be encouraged in the northern parts of the site;

(d) Mitigate any adverse noise impacts from the A2990 and A299;

(e) Provide an area of open space running along and parallel to the ridgeline running through the site, to mitigate visual and landscape

impacts to the countryside to the south; and

(f) Assess and mitigate any impact on archaeological potential on the site.

3. Landscape and green infrastructure

The green and blue infrastructure strategy for the site should:

(a) Provide sustainable urban drainage making use of the existing topography and natural features of the site where appropriate;

(b) Provide 20% biodiversity net gain, in line with Policy DS21;

(c) Assess the site's potential to be functionally linked land for golden plover, in line with Policy DS17;

(d) Provide the majority of the natural and semi natural open space, including woodland planting, at the south-western end of the site and along the southern boundary to provide enhancement to the existing woodland at Benacre Wood, to contribute towards mitigation of visual and landscape impact and to contribute towards mitigation of noise from the A2990 and A299;

(e) Retain substantial areas of the existing tree cover and incorporate opportunities for landscape and biodiversity enhancements identified within the Local Character Area C3: Court Lees and Millstrood Farmlands set out in Canterbury Landscape Character and Biodiversity Appraisal;

(f) Enhance woodland and provide heathland and/or grassland where appropriate; Restore and/or create woodland and hedgerow habitat to increase connectivity across

the existing woodland network. Enhance declining hedgerows with sustainable native species including a new population of hedgerow trees. Include hedgerow planting as part of the street and movement network;

- (g) Provide habitat, pollinator and ecology connectivity across the site and with the surrounding landscape, including with Benacre Wood;
- (h) Preserve, enhance and integrate within the masterplan long distance views including towards Whitstable town centre, the coast and countryside to the south of the site, with provision of viewing corridors from open space and PRowS crossing the site; and
- (i) Conserve or enhance the PRow network across the site ensuring key views from the network are protected and that the walking, cycling and PRow network provides multiple benefits such as being designed as part of ecological and pollinator corridors.

4. Access and transportation

The access and transport strategy for the site should:

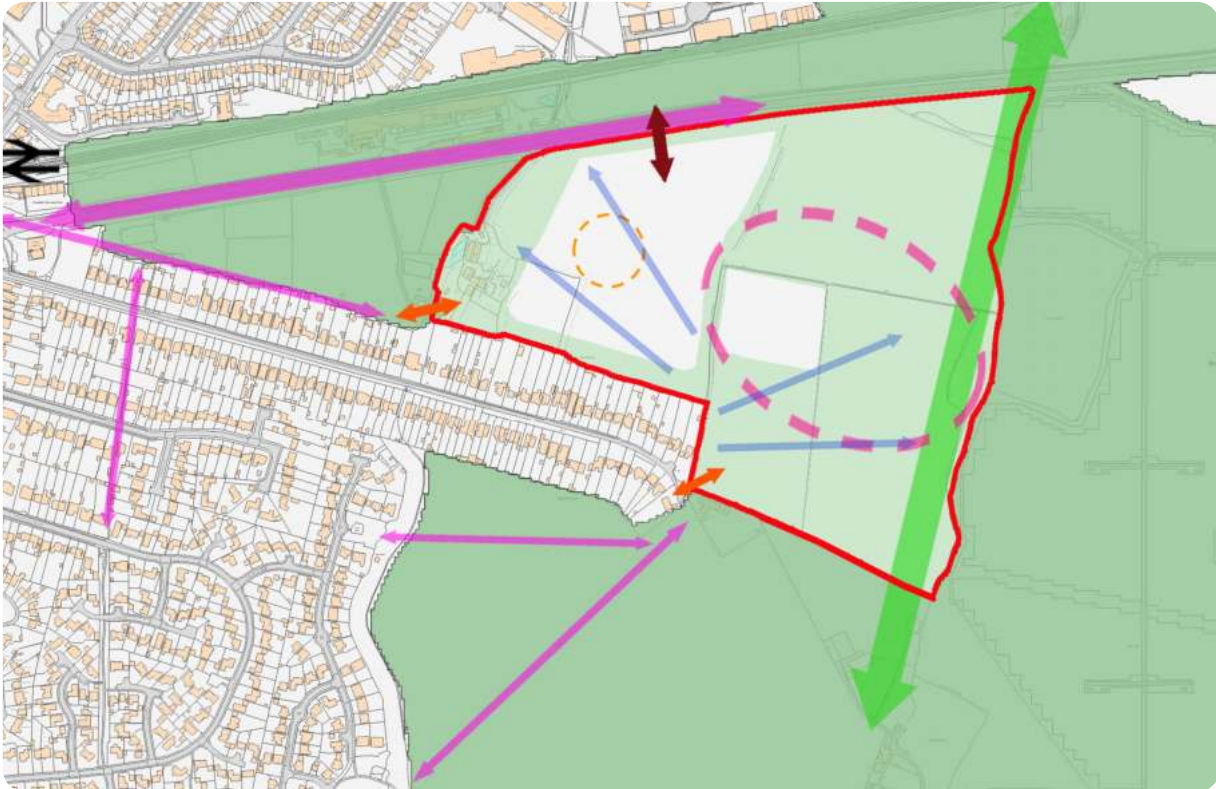
- (a) Provide safe and convenient pedestrian and cycle connectivity including:
 - (i) High quality walking and cycling links through the site to Duncan Down, including toucan crossing on A2990 Thanet Way;
 - (ii) New and improved walking and cycle connections to Whitstable via Crab & Winkle Way and PRow CW20;
- (iii) New and improved walking and cycling connections to Herne Bay via A2990 Thanet Way; and
- (iv) Improvements to the PRow network crossing and around the site as required.
- (b) Provide new park and bus facilities containing 200 car parking spaces, (with space for an additional 100 spaces safeguarded), adjacent to the A2990 Old Thanet Way, with interchange to bus service;
- (c) Provide primary access to the site from the Duncan Down roundabout on Old Thanet Way (A2990) which will continue to serve Site 7 (Policy CF1);
- (d) Provide a Transport Assessment to demonstrate the connectivity of the site with the existing highway network, any necessary mitigation and measures to minimise the need for use of private cars;
- (e) Provide proportionate contributions to the east facing A299 junctions contained within Site W4.

5. Phasing and delivery











- (a) The land for the park and bus facility must be transferred to CCC at 'nil consideration' and on terms to be agreed with the council, prior to the occupation of 25% of total dwellings.
- (b) The local shopping and community facilities must be delivered prior to occupation of 50% of the total dwellings.

Policy W6 - Bodkin Farm

Bodkin Farm - concept masterplan



Key

	Site boundary		Opportunities to improve cycling/walking access and safe
	Open space/ biodiversity opportunities- Indicative locations		Pedestrian and cycle access - Indicative locations
	Opportunities for green corridors		Vehicle access - Indicative location
	Commercial and community uses- Indicative location		Key views
	New Secondary school- Indicative location		Proposed Green gap

Site W6 is allocated for mixed use development. Planning permission will be granted for development which meets the following criteria:

1. Development mix

Across the site, the development mix will include:

(a) Non-residential development:

- (i) Provision of a new 6FE secondary school, with 6th form (8.03ha);
- (ii) Provision of new local shopping and community facilities; and
- (iii) Proportionate land and build contributions towards early years, primary, secondary and SEND education plus proportionate contributions for

primary healthcare and other necessary off-site community infrastructure.

- (b) Approximately 250 new dwellings including affordable housing, accessible housing and an appropriate housing mix in line with Policies DS1 and DS2.
- (c) Open space: new on-site open space will be provided in line with Policy DS24.

2. Design and layout

The design and layout of the site should:

- (a) Through masterplanning, demonstrate a comprehensive approach to development, long-term management and stewardship. Consideration should be given for wider community use of the school sports facilities;
- (b) Provide a high quality built environment in line with Policy DS6, with an average net density of approximately 35 dph;
- (c) Provide development that relates to the pattern, scale and character of existing development in the surrounding area;
- (d) Locate the secondary school and associated facilities to the east of the site. The school should be located and designed to ensure it is not dissected by any PRoW;
- (e) Locate the community facilities and services to the west of the secondary school;
- (f) No residential development shall be located within Flood Zones 2 and 3; and

- (g) Retain and redevelop the existing Bodkin Farm buildings, where appropriate.

3. Landscape and green infrastructure

The green and blue infrastructure strategy for the site should:

- (a) Provide sustainable urban drainage making use of the existing topography and natural features of the site where appropriate;
- (b) Provide 20% biodiversity net gain, in line with Policy DS21;
- (c) Incorporate opportunities for landscape and biodiversity enhancements identified within the Local Character Area C1: Chestfield Gap and Greenhill set out in Canterbury Landscape Character and Biodiversity Appraisal;
- (d) Provide habitat, pollinator and ecological connectivity across the site and with the surrounding landscape;
- (e) Retain native hedgerows, ensuring they are outside of residential curtilages and have sufficient buffer zones; and
- (f) Provide a landscape buffer in the form of natural and semi natural open space to the east of the site including adjacent to the ancient woodland, and a landscape buffer along the southern boundary of the site, to provide visual separation between development, the surrounding countryside and existing development on Maydowns Road.

4. Access and transportation

The access and transport strategy for the site should:

- (a) Provide safe and convenient pedestrian and cycle connectivity including:
 - (i) New and improved walking and cycling routes to Chestfield, Whitstable, Swalecliffe and Herne Bay, including toucan crossing on A2990 Thanet Way;
 - (ii) New and improved walking and cycling connections to Chestfield & Swalecliffe Railway Station; and
 - (iii) Improvements to the PRow network crossing and around the site as required.

- (b) Provide primary vehicle access to the site from Thanet Way; and

- (c) Provide a Transport Assessment to demonstrate the connectivity of the site with the existing highway network, any necessary mitigation and measures to minimise the need for use of private cars.

5. Phasing and delivery

- (a) The secondary school site must be transferred to KCC at 'nil consideration' and fulfil KCC's General Transfer Terms, on commencement of development.

- (b) The local shopping and community facilities must be delivered prior to occupation of 50% of the total dwellings.






Whitstable urban area allocations

Policy W7 - St Vincent's Centre

St Vincent's Centre - concept masterplan



Key

-  Site boundary
-  Improvements to junction
-  Vehicle access - Indicative location

Site W7 is allocated for mixed-use development. Planning permission will be granted for development which meets the following criteria:

1. Development mix

Across the site, the development mix will include:

- (a) Approximately 10 new dwellings including affordable housing, accessible housing and an

appropriate housing mix in line with Policies DS1 and DS2.

(b) Non-residential development:

- (i) Provision of new community facilities (minimum 260sqm); and
- (ii) Proportionate land and build contributions towards early years, primary, secondary and SEND education plus proportionate contributions for

primary healthcare and other necessary off-site community infrastructure.

- (c) Open space: open space will be provided in line with Policy DS24.

2. Design and layout

The design and layout of the site should:

- (a) Provide a high quality built environment by conversion or new build, at an appropriate density and scale, in line with Policy DS6; and
- (b) Provide development that relates to the character of the surrounding area and existing frontages.

3. Landscape and green infrastructure

The green and blue infrastructure strategy for the site should:

- (a) Provide a comprehensive and integrated sustainable urban drainage network;
- (b) Provide 20% biodiversity net gain, in line with Policy DS21; and

- (c) Provide habitat, pollinator and ecological connectivity across the site.

4. Access and transportation

The access and transport strategy for the site should:

- (a) Provide primary vehicle access to the site from Castle Road;
- (b) Explore options for improvements at the junction of Castle Road, Northwood Road and Kingsdown Park;
- (c) Support active travel by facilitating safe and convenient pedestrian and cycle connectivity; and
- (d) Conduct a Parking Study to measure the impact of the loss of parking for local amenities and consider mitigation as necessary.

5. Phasing and delivery

The community services and facilities must be delivered prior to occupation of 25% of the total dwellings.



4. Herne Bay

Herne Bay vision

The vision for Herne Bay is for a thriving town with a diverse economy with a competitive core that attracts investment and employment.

The centre will have high quality public spaces and legible and attractive pedestrian and cycle links between the seafront, shopping areas, the rail station and the wider suburbs, Whitstable and Canterbury.

The seafront will be the focus of regeneration, with well designed new

buildings complementing the historic environment.

The town's heritage, range of open spaces and seaside location will deliver new opportunities for shopping, community and leisure events which will boost tourism and the local economy.

Digital working and clean energy will make Herne Bay the place of choice for residents and businesses wanting a more contemporary, greener lifestyle.

Herne Bay town centre key diagram



Herne Bay Key

- Proposed Town Centre boundary
- Proposed Primary Shopping Area
- Carried Forward 2017 Local Plan housing allocations
- Carried Forward 2017 Local Plan mixed-use allocations
- ★ Development/ regeneration opportunity sites and areas
- Improvements for active and sustainable travel
- 👑 Heritage enhancement opportunities
- Public realm improvements opportunity areas

Regeneration opportunity areas

1. Northern half of the land between Market Street and William Street
2. William Street
3. Central Parade between Pier Avenue and Lane End

Herne Bay town centre

4.1 Herne Bay Town Centre has seen significant change over recent years and continues to play an important role serving both residents and visitors. The centre itself will be consolidated to a much tighter area, with the commercial area focused along the High Street, reflecting the changing nature of the town centre.

4.2 The Pier has also been recognised as an important asset to the town, providing a

platform for independent businesses and a key component of Herne Bay as an attractive seaside tourist resort.

4.3 Regeneration will continue at key sites over the period of the Local Plan, supported by improved connectivity between the town centre, the sea front and the train station while opportunities will be taken to improve and better capitalise on the key heritage assets at The Bandstand and Kings Hall.

Policy HB1 - Herne Bay town centre strategy

1. The council will work with its partners to revitalise the town centre through mixed-use seafront and centrally-located regeneration, sustainable transport improvements, green infrastructure connections, and cultural and public realm enhancements. The council will support improvements to strategic infrastructure, including power and water, to the benefit of communities and businesses.
2. The council will take a positive approach to the centre's growth and adaptation to respond to changes in the commercial and leisure industries. Proposals which enhance the established character and diversity of uses, including the cultural and creative offer and the night-time economy, will be supported provided there is no unacceptable impact on residential amenity.
3. Within the designated Primary Shopping Area, as defined on the policies map, existing ground floor commercial provision will be protected and new commercial development will be supported, to help maintain the district centre status of Herne Bay as a shopping destination.
4. Outside of the Primary Shopping Area, but within the town centre boundary, as defined on the policies map, the council will support a range of uses, including commercial, business, entrepreneurial and creative uses and visitor accommodation, which stimulate activity and add to the vibrancy and vitality of the centre. Development should be of an appropriate scale and character to reflect and respond to the role and function of the town centre, and the individuality and distinctiveness of Herne Bay.
5. Across the town centre, residential and office development at first-floor level or above will be supported on appropriate sites, where this would be consistent with the surrounding character and street scene, and can provide safe access and egress for occupiers. Residential proposals should be carefully located and designed to avoid conflict with existing uses, particularly those that serve the night time economy.
6. The council will seek to protect, enhance and capitalise on heritage assets including The Kings Hall and The Bandstand, to deliver economic,

social and environmental benefits for residents, business and visitors. Proposals which seek to enhance heritage assets will be supported provided there is no substantial harm to any heritage assets or their settings.

7. The council will support plans to redevelop and improve the Pier, recognising it as a key location for independent business, leisure and tourism to thrive.
8. The council will proactively explore opportunities for regeneration and redevelopment which would add to the vitality of the town centre.
9. All new development must incorporate shopfronts or have active frontages, and be designed to contribute to the vitality and viability of the town centre. Well-designed storage space for refuse and recycling, and adequate access for servicing, should be incorporated. Waste storage should be located to the rear of buildings to not impact upon the street scene.
10. The council will seek to protect and enhance existing open space, and blue and green infrastructure, including the Seafront promenade, the Coastal slopes and Memorial Park, to deliver environmental, social and health benefits to communities. New developments will provide accessible multifunctional open space for existing and new communities, as well as green corridors to connect habitats and improve biodiversity.
11. The council will encourage and seek opportunities for improving the accessibility and connectivity between different areas of the town centre and seafront, including Central Parade, High Street and Mortimer Street, the railway station and the wider suburbs. This will include opportunities for walking, cycling and use of public transport, and improving traffic flow on the highway network, and improvements to public realm and digital infrastructure providing for public art, events and festivals.

Herne Bay Town Centre Opportunity Areas

Policy HB2 - Herne Bay town centre regeneration opportunity areas

Working with stakeholders and local communities, the council will proactively explore opportunities for regeneration, redevelopment and associated improvements to public realm which would add to the vitality of the town centre over the period of the Local Plan, including at the following locations as identified on the Herne Bay Town Centre Key Diagram:

1. Northern half of the land between Market Street and William Street;
2. William Street; and
3. Central Parade between Pier Avenue and Lane End.

The council will prepare detailed development briefs for all Town Centre Regeneration Opportunity Areas to quantify development potential and ensure attractive and sustainable design in line with other policies in this plan.

Herne Bay urban area

4.4 Herne Bay has seen significant levels of growth as part of the Canterbury District Local Plan 2017, with a series of strategic development sites identified to the south and east of the town. Much more limited development is now

proposed, seeking to consolidate this growth, including through the provision of a new secondary school at Greenhill and by taking a more flexible approach to the 2017 allocations at Altira Park and Eddington Lane.

Policy HB3 - Herne Bay urban area

1. Within the urban area, and outside of the town centre boundary, new developments and proposals for regeneration will be supported where these accord with other policies in this plan.
2. The council will seek to improve walking and cycling connectivity, including from new development to the south of Herne Bay to the town centre and railway station, Whitstable, Canterbury and the countryside.
3. The Commercial Area at Altira will be the secondary focus for main town centre uses, complementing the town centre, with a focus on business, commercial and a limited amount of residential space. Policy HB8 identifies Altira as a location for mixed use development.
4. To support local employment, existing Business and Employment Areas will be protected and proposals to improve, expand or reconfigure existing businesses will be supported. Policy HB10 identifies Eddington Lane for business development. A limited amount of residential development will be supported here where it can be demonstrated that the residential development will facilitate the delivery of the allocated business space. Improvements to key walking and cycling routes would form part of development here.
5. Education and health facilities provision will be supported to meet existing and future communities, including a new six form entry secondary school with 6th form at Land to the West of Thornden Wood Road.
6. The shops and community facilities within Local Centres across the Urban Area will be protected, and proposals for enhancement or expansion will be supported, to contribute to the sustainability of existing neighbourhoods. New commercial and community uses will be provided at Land to the West of Thornden Wood Road.
7. The council will seek to protect and enhance the urban area's network of open space, and blue and green infrastructure to deliver social benefits to local communities and environmental benefits. Connections to open spaces within, and adjacent, to the urban area be enhanced to reduce habitat fragmentation and improve ecology. The Thanet Coast Site of Special Scientific Interest, and Bishopstone Cliffs Local Nature Reserve will be protected for their ecological value and enhanced where appropriate.
8. In addition to the Carried Forward policies (CF1-CF10), Policies HB4-HB10 allocate land for the delivery of new homes, infrastructure, business space, community facilities, sports facilities and open space.

Herne Bay urban area allocations

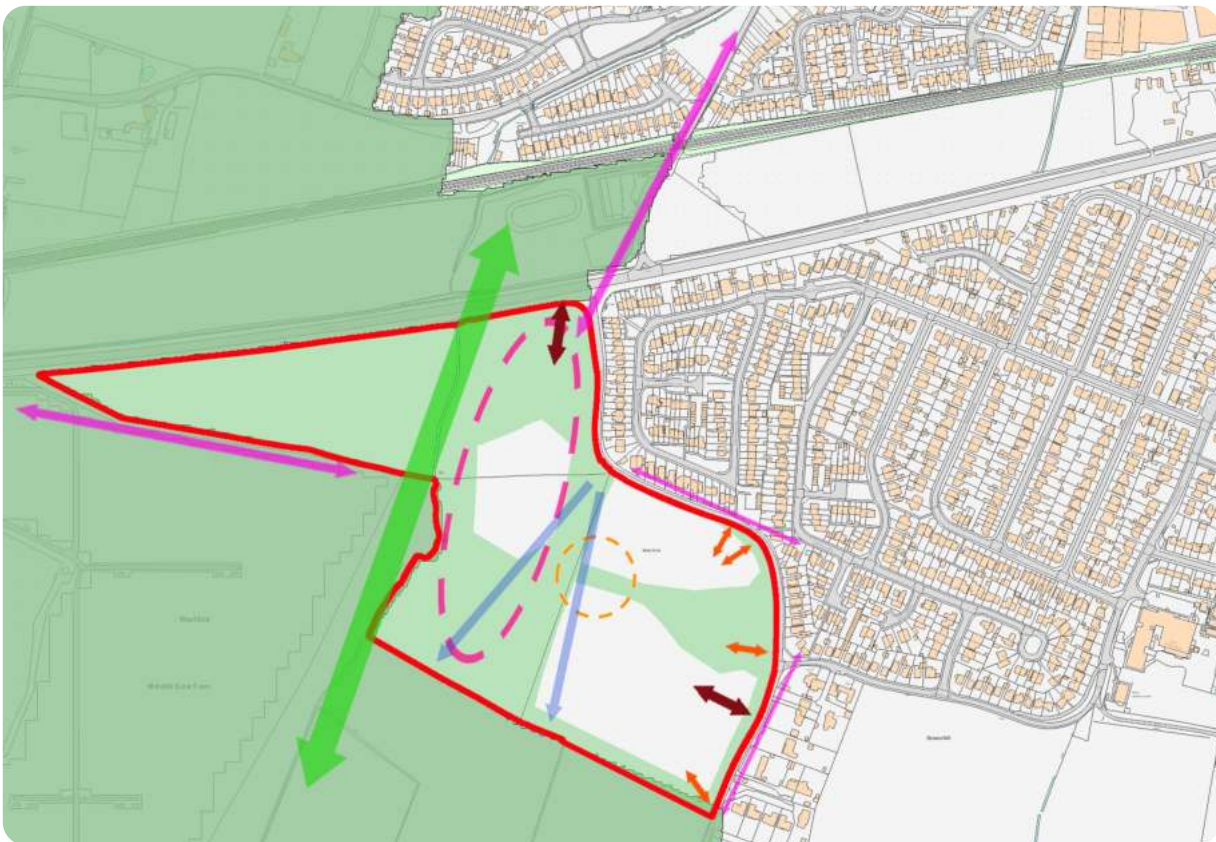
4.5 Land to the West of Thornden Wood Road presents an opportunity to deliver a new secondary for Herne Bay and the coastal area. There is currently an imbalance in the location of secondary school provision across the district, with many pupils from the coastal area travelling to schools in Canterbury. There are limited sites of sufficient size in the coastal area to provide a new secondary school, and although designated as Green Gap in the Canterbury District Local Plan (2017), this site, along with Site W6, presents an opportunity

to deliver a new secondary school for the local area, to allow pupils to attend a school near to where they live.











4.6 The school and associated playing fields will be sensitively located on the west side of the site to maintain openness and separation to Chestfield. To support the delivery of the school, residential development will be permitted on the eastern side of the site. New local shopping and community facilities will be provided to serve new and existing local residents.

Policy HB4 - Land to the west of Thornden Wood Road

Land to the west of Thornden Wood Road - concept masterplan



Key

- | | |
|--|--|
|  Site boundary |  Opportunities to improve cycling/walking access and safety |
|  Open space/ biodiversity opportunities- Indicative locations |  Pedestrian and cycle access - Indicative locations |
|  Opportunities for green corridors |  Vehicle access - Indicative location |
|  Commercial and community uses- Indicative location |  Key views |
|  New Secondary school- Indicative location |  Proposed Green gap |

Site HB4 is allocated for mixed use development. Planning permission will be granted for development which meets the following criteria:

1. **Development mix**

Across the site, the development mix will include:

(a) Non-residential development:

- (i) Provision of a new 6FE secondary school, with 6th form (circa. 8.03ha);
- (ii) Provision of new local shopping and community facilities; and
- (iii) Proportionate land and build contributions towards early years, primary, secondary and SEND education plus proportionate contributions for primary healthcare and other necessary off-site community infrastructure.

(b) Approximately 150 new dwellings including affordable housing, accessible housing and an appropriate housing mix in line with Policies DS1 and DS2.

(c) Open space: new on-site open space will be provided in line with Policy DS24.

2. **Design and layout**

The design and layout of the site should:

- (a) Through masterplanning, demonstrate a comprehensive approach to development, long-term management and stewardship. Consideration should be given for wider community use of the school sports facilities;

(b) Provide a high quality built environment in line with Policy DS6, with an average net density of approximately 35 dph sitewide;

(c) Provide development that relates to the pattern, scale and character of existing development in the surrounding area;

(d) Locate the secondary school and associated facilities to the north and the west of the site with the playing fields adjacent to Thanet Way to maintain the openness of this area;

(e) Locate the community facilities and services adjacent to the secondary school in a central position within the site;

(f) Ensure that no residential development is located within Flood Zones 2 and 3; and

(g) Provide a Minerals Assessment in accordance with the Kent Minerals and Waste Local Plan and other material considerations.

3. **Landscape and green infrastructure**

(a) The green and blue infrastructure strategy for the site should:

(b) Provide sustainable urban drainage making use of the existing topography and natural features of the site where appropriate;

(c) Provide 20% biodiversity net gain, in line with Policy DS21;

(d) Assess the site's potential to be functionally linked land for golden plover, in line with Policy DS17;

(e) Incorporate opportunities for landscape and biodiversity enhancements identified within the

Local Character Area C1: Chestfield Gap and Greenhill set out in Canterbury Landscape Character and Biodiversity Appraisal;

- (e) Provide habitat, pollinator and ecological connectivity across the site and with the surrounding landscape; and
- (f) Provide a landscape buffer along the western and southern boundaries of the site to provide visual separation between development and surrounding countryside.

4. Access and transportation

The access and transport strategy for the site should:

- (a) Provide safe and convenient pedestrian and cycle connectivity including:
 - (i) High quality walking and cycling links to Whitstable, Greenhill and Herne Bay, including toucan crossing on A2990 Thanet Way;
 - (ii) New and improved walking and cycling connections to Herne Bay and Chestfield & Swalecliffe Railway Stations;

- (iii) New and improved walking and cycling connections to the wider countryside to the south and west; and

- (iv) Improvements to the PRow network crossing and around the site as required, including the diversion of CH12 outside of the secondary school site.

- (b) Provide primary vehicle access to the new secondary school from Thanet Way and primary access to the residential development from Thornden Wood Road; and

- (c) Provide a Transport Assessment to demonstrate the connectivity of the site with the existing highway network, any necessary mitigation and measures to minimise the need for use of private cars.

5. Phasing and delivery

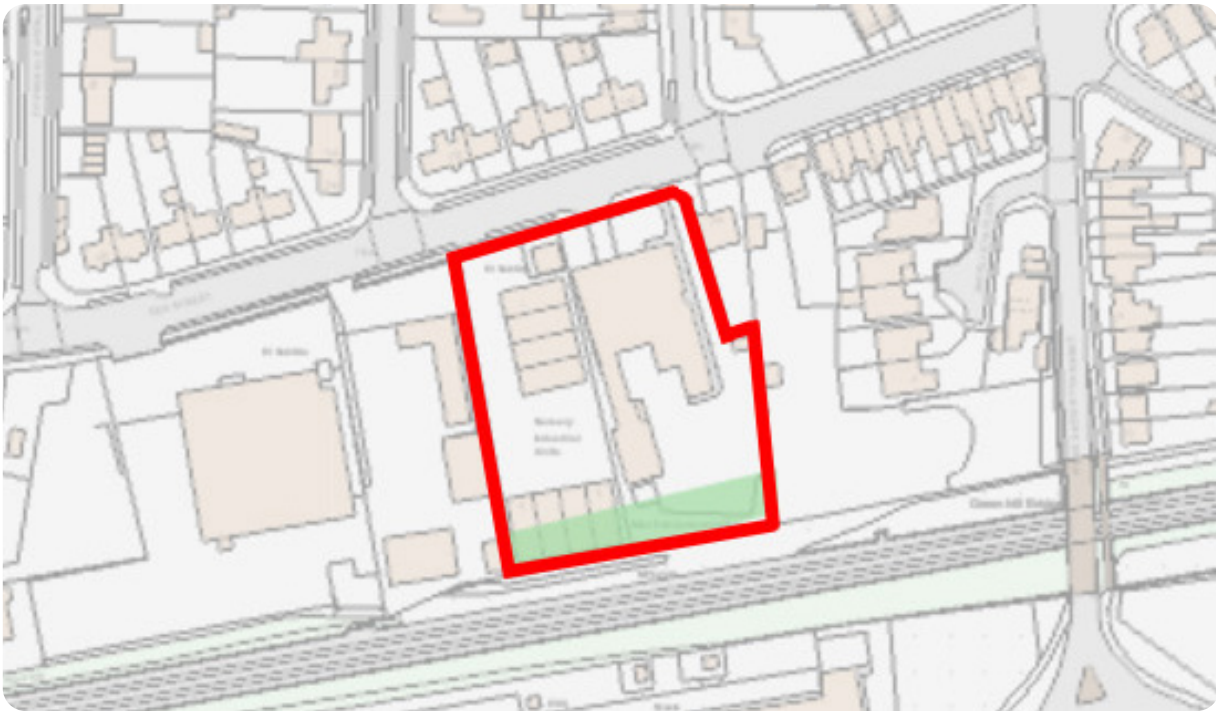
- (a) The secondary school site must be transferred to KCC at 'nil consideration' and fulfil KCC's General Transfer Terms, on commencement of development.

- (b) The local shopping and community facilities must be delivered prior to occupation of 50% of the total dwellings.



Policy HB5 - Land comprising Nursery Industrial Units and former Kent Ambulance Station

Land comprising nursery industrial units and former Kent Ambulance Station - concept masterplan



Key

- Site boundary
- Open space/biodiversity opportunities - Indicative locations

Site HB5 is allocated for a residential development. Planning permission will be granted for development which meets the following criteria:

1. **Development mix**

Across the site, the development mix will include:

- (a) Approximately 14 new dwellings including affordable housing, accessible housing and an appropriate housing mix in line with Policies DS1 and DS2.

- (b) Proportionate land and build contributions towards early years, primary, secondary and SEND education plus proportionate contributions for primary healthcare and other necessary off-site community infrastructure; and

- (c) Open space: open space will be provided in line with Policy DS24.

2. **Design and layout**

The design and layout of the site should:

- (a) Provide a high quality built environment, in line with Policy DS6,

with an average net density of around 35 dph, appropriate in relation to context and depending on type and mix of homes provided; and

- (b) Provide development that relates to the character and scale of the surrounding area and considers the adjoining employment uses.

3. Landscape and green infrastructure

The green and blue infrastructure strategy for the site should:

- (a) Provide a comprehensive and integrated sustainable urban drainage network;

- (b) Provide 20% biodiversity net gain, in line with Policy DS21;

- (c) Provide habitat, pollinator and ecological connectivity across the site and with the surrounding landscape, including with the tree belt alongside the railway line; and


- (d) Provide a landscape buffer containing natural and semi natural open space to the south of the site to provide a buffer to the railway line.

Policy HB6 - Hawthorn Corner

Hawthorn Corner - concept masterplan



Key

-  Site boundary
-  Open space/biodiversity opportunities - Indicative locations
-  Opportunities to improve cycling/walking access and safety
-  Vehicle access - Indicative location

Site HB6 is allocated for employment development. Planning permission will be granted for development which meets the following criteria:

1. **Development mix**

Across the site, the development mix will include:

- (a) Approximately 9,800sqm of business or employment floorspace, a limited amount of alternative compatible uses may be appropriate where this supports the main business / employment use.

2. **Design and layout**

The design and layout of the site should:

- (a) Provide development that reflects the character, scale and massing of adjacent development and the edge of settlement location;
- (b) Assess Areas of Archaeological Potential and mitigate any adverse impacts on heritage assets; and
- (c) Provide a Minerals Assessment in accordance with the Kent Minerals and Waste Local Plan and other material considerations.

3. **Landscape and green infrastructure**

The green and blue infrastructure strategy for the site should:

- (a) Provide sustainable urban drainage making use of the existing topography and natural features of the site where appropriate;
- (b) Provide 20% biodiversity net gain, in line with Policy DS21;
- (c) Incorporate opportunities for landscape and biodiversity

enhancements identified within the Local Character Area C5: Hillborough Arable Farmlands set out in Canterbury Landscape Character and Biodiversity Appraisal;

- (d) Provide habitat, pollinator and ecological connectivity across the site and with the surrounding landscape, including with priority habitats;
- (e) Retain an undeveloped section of land which shall be landscaped appropriately to protect the amenity and privacy of existing neighbouring residents; and
- (f) Provide a landscape buffer along the southern boundary of the site to provide visual separation between development and surrounding road network.

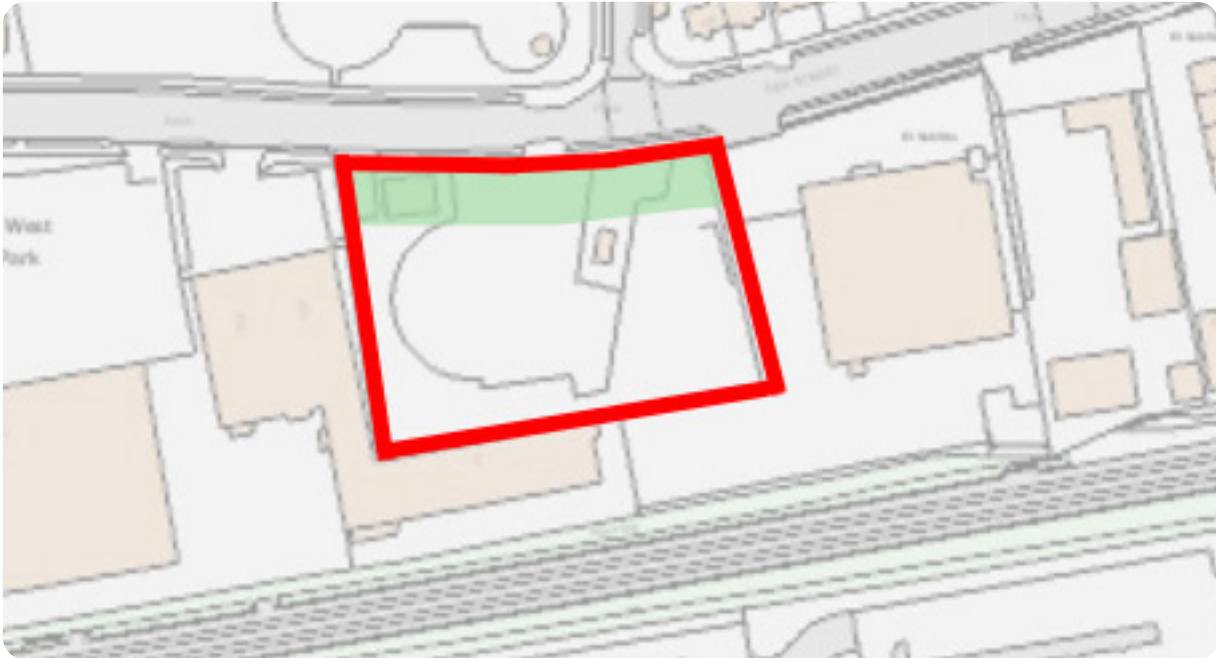
4. **Access and transportation**

The access and transport strategy for the site should:

- (a) Provide safe and convenient pedestrian and cycle connectivity to Site 3 in Policy CF1, to the west, which continues along the northern boundary of the site connecting to the existing residential properties on May Street;
- (b) Provide primary vehicle access to the site from Sweechbridge Road; and
- (c) Provide a Transport Assessment to demonstrate the connectivity of the site with the existing highway network, any necessary mitigation and measures to minimise the need for use of private cars.

Policy HB7 - Former gas holder site

Former gas holder site - concept masterplan



Key

- Site boundary
- Open space/biodiversity opportunities - Indicative locations

Site HB7 is allocated for employment development. Planning permission will be granted for development which meets the following criteria:

1. **Development mix**

Across the site, the development mix will include:

- (a) Approximately 1,560sqm of business or employment floorspace.

2. **Design and layout**

The design and layout of the site should:

- (a) Provide development that reflects the character and scale of adjacent development.

2. **Landscape and green infrastructure**

The green and blue infrastructure strategy for the site should:

- (a) Provide a comprehensive and integrated sustainable urban drainage network;
- (b) Provide 20% biodiversity net gain, in line with Policy DS21;
- (c) Provide habitat, pollinator and ecological connectivity across the site and with the surrounding landscape; and
- (d) Provide landscaping along the site frontage.

Altira Business Park

4.7 Altira Business Park was protected for employment use in the Canterbury District Local Plan (2017). The Canterbury District Economic Development and Tourism Study (2020) highlights the need for additional flexibility to support the delivery of more business and employment space at this site.

4.8 The site currently consists of large-format retail and employment uses with a hotel and restaurant in the west of the site. The site remains a key opportunity for the delivery of commercial, business and employment uses, however the council recognises that development of the site has been slow to date. There is the potential for a small amount of

supporting residential development to come forward in the west of the site, to facilitate the delivery of the commercial, business and employment space.

4.9 Commercial uses proposed for the site should be for large format only, to meet the types of need that cannot be met in Herne Bay town centre and which are consistent with the complementary role and function of the Commercial Area.

4.10 The site also presents key opportunities for the delivery of improved walking and cycling links to the west, connecting to Eddington Business Park (Site HB10), and Herne Bay railway station.

Policy HB8 - Altira

Altira - concept masterplan



Key

- | | |
|---|---|
|  Site boundary |  Mixed Commercial and Business development |
|  Residential development |  Opportunities for green corridors |
|  Commercial development |  Opportunities to improve cycling/walking access and safety |
|  Employment development |  Pedestrian and cycle access - Indicative locations |
|  Business development |  Vehicle access from Margate Road and Hillborough site - Indicative location |

Site HB8 is allocated for business and commercial led, mixed use development with a limited amount of residential development. Planning permission will be granted for development which meets the following criteria:

1. Development mix

Across the site, the development mix will include:

- (a) Non-residential development:
 - (i) Parcel A - Approximately 9,000sqm of commercial floorspace;
 - (ii) Parcel B - Approximately 4,800sqm of mixed business, commercial or compatible uses;
 - (iii) Parcel C - Approximately 5,200sqm of business floorspace; and
 - (iv) Parcel D - Approximately 1,245sqm of employment floorspace.
- (b) Approximately 67 new dwellings in the western section of the site on Parcel E including affordable housing, accessible housing and an appropriate housing mix in line with Policies DS1 and DS2.
- (c) Proportionate land and build contributions towards early years, primary, secondary and SEND education plus proportionate contributions for primary healthcare and other necessary off-site community infrastructure; and
- (d) Open space: open space will be provided in line with Policy DS24.

2. Design and layout

The design and layout of the site should:

- (a) Be developed in accordance with a masterplan, demonstrating a comprehensive approach to development, long-term management and stewardship;
- (b) Provide a high quality built environment, in line with Policy DS6, at an appropriate density. The proposals should comprise a high level of architectural and landscape design, including elevational composition, proportions, materials and detailing, and should reflect the character of the surrounding context;
- (c) Provide flats on Parcel E at around 80 dph on the eastern part of the parcel opposite the existing hotel. Houses at a minimum of 35 dph would be suitable on the western part of the parcel adjacent to the heritage assets. The applicant should consider if there are opportunities to increase the density to make efficient use of the land;
- (d) Provide non residential development of a similar height and massing to the existing buildings on and around the site. Buildings should be broken up visually in massing, height and appearance;
- (e) Assess Areas of Archaeological Potential;
- (f) Residential development must be carefully designed and located to ensure any potential conflicts with neighbouring commercial uses are minimised;

- (g) Mitigate any adverse noise impacts from the adjacent railway line; and
- (h) Provide the commercial floorspace as a large format only, consistent with the complementary role and function of the Commercial Area to the Town Centre.

3. Landscape and green infrastructure

The green and blue infrastructure strategy for the site should:

- (a) Provide sustainable urban drainage making use of the existing topography and natural features of the site where appropriate;
- (b) Provide 20% biodiversity net gain, in line with Policy DS21;
- (c) Assess the site's potential to be functionally linked land for golden plover, in line with Policy DS17;
- (d) Provide habitat, pollinator and ecological connectivity across the site and with the surrounding landscape, including with priority habitats, tree belts and open spaces; and
- (e) Provide appropriate landscape buffers to protect the amenity and privacy of existing neighbouring residents and future residents.

4. Access and transportation

The access and transport strategy for the site should:

- (a) Provide safe and convenient pedestrian and cycle connectivity including:
 - (i) New and improved walking and cycling routes within the site connecting the different land uses;
 - (ii) Enhanced walking and cycling connectivity to the Albert Hugo Friday Bridge; and
 - (iii) New and improved walking and cycling connections to Herne Bay Railway Station via Talmead Road and Eddington Lane, including new crossing locations on Margate Road.
- (b) Primary vehicle access should be taken from within Altira Business Park (no additional vehicle access to Margate Road);
- (c) Safeguard land for vehicle access and pedestrian and cycle connectivity to Site 3 in Policy CF1, to the east; and
- (d) Provide a Transport Assessment to demonstrate the connectivity of the site with the existing highway network, any necessary mitigation and measures to minimise the need for use of private cars.



Policy HB9 - Former Metric site

Former metric site - concept masterplan



Key

- Site boundary
- Open space/biodiversity opportunities - Indicative locations

Site HB9 is allocated for a residential development. Planning permission will be granted for development which meets the following criteria:

1. Development mix

Across the site, the development mix will include:

- (a) Approximately nine new dwellings including an appropriate housing mix in line with Policy DS2.
- (b) Open space: open space will be provided in line with Policy DS24.

2. Design and layout

The design and layout of the site should:

- (a) Provide a high quality built environment, at an appropriate density, in line with Policy DS6;
- (b) Provide development that relates to the character of the surrounding

area and protects the amenity and privacy of residents from the adjacent existing employment uses; and

- (c) Assess Areas of Archaeological Potential and protect and enhance nearby heritage assets.

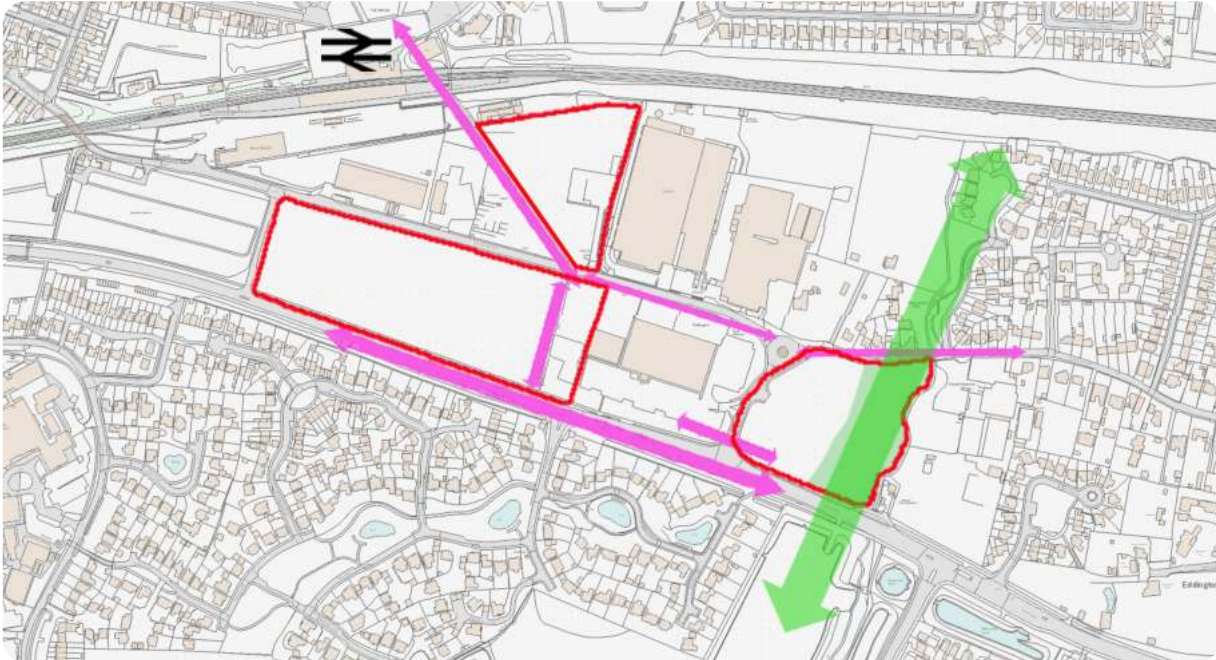
3. Landscape and green infrastructure

The green and blue infrastructure strategy for the site should:

- (a) Provide a comprehensive and integrated sustainable urban drainage network;
- (b) Provide 20% biodiversity net gain, in line with Policy DS21;
- (c) Provide habitat, pollinator and ecological connectivity across the site and with the surrounding landscape; and
- (d) Provide landscape screening to the south of the site to the adjacent existing employment site.

Policy HB10 - Eddington Business Park

Eddington Business Park - concept masterplan



Key

- | | | | |
|---|---|--|-------------------------------|
|  | Site boundary |  | Opportunities to improve cycl |
|  | Open space/ landscape buffer - Indicative locations |  | Railway station |
|  | Opportunities for green corridors | | |

Site HB10 is allocated for business development to provide 25,280sqm of additional E(g) floorspace over the period of the Local Plan.

The council will support a limited amount of residential development within the site where it can be demonstrated that the residential development will directly facilitate the delivery of the allocated business space. The council will use appropriate mechanisms to secure the delivery of business space alongside any residential development.

Any proposals for residential development will need to demonstrate that they will not compromise the ability of the site to deliver the allocated amount of business floorspace and must be accompanied by a sitewide masterplan demonstrating alignment with other policies in this plan such as for

transport and infrastructure, community facilities and services and open space, to be agreed with the council.

Any residential development should be provided at optimal densities, making use of the sustainable location of the site, and should be located outside of Flood Zones 2 and 3.

Development should also relate to the character of the surrounding area and protect the amenity and privacy of residents from the adjacent existing employment uses.

Improvements to walking and cycling routes should form part of the development and a transport assessment should be provided to demonstrate the connectivity of the site with the existing highway network, any necessary mitigation and measures to minimise the need for use of private cars.

5. Rural areas

Rural service centres

5.1 Of the various rural settlements across the district the Rural Settlement Study (2020, 2023) identifies a number of highly sustainable settlements where residents can meet most of their day-to-day needs within the settlement itself. These “Rural Service Centres” provide access to key services such as primary schools, nurseries/pre-schools, GP surgeries, community halls and convenience stores; and serve both residents within the settlement and in nearby smaller rural settlements.

5.2 These Rural Service Centres therefore play a critical role in supporting our rural communities and this plan looks to ensure this function continues over the period of the Local Plan by supporting appropriate growth within these settlements and by ensuring that community facilities and services are protected and enhanced.

5.3 Settlement boundaries have been produced for these Rural Service Centres, following the methodology set out in the Development Topic Paper (2024). However, infilling may not always be acceptable as open spaces within the settlement boundary can often make an important contribution to the character of the settlement. Development needs to be considered in context with the size and character of the settlement it is planned for. Land outside of these settlement boundaries are within the countryside and should be considered in line with Policy R19.

5.4 Designated Neighbourhood Plan areas are given an identified housing need figure based on the spatial strategy and historical windfall development. The policy identifies this need over the entire plan period until 2040/41. Further information on the methodology used is available in the Development Topic Paper (2024).



Policy R1 - Rural service centres

1. Within the settlement boundaries of the designated Rural Service Centres of Sturry, Blean, Bridge, Chartham, Hersden and Littlebourne new housing development will be supported where it is:
 - (a) Allocated for development in Policies R2 - R10, in an adopted Neighbourhood Development Plan or through the Carried Forward policies (Chapter 8);
 - (b) The redevelopment of previously developed land, including at first-floor level or above existing commercial or community premises, where this is of a scale and form appropriate to the size and character of the settlement; or
 - (c) Minor development including infilling on appropriate sites.
2. The council will seek to protect and enhance the sustainability of the Rural Service Centres by:
 - (a) resisting the loss of community facilities and services and business or employment premises, and supporting proposals which further enhance the community and business offer, within the settlement boundaries;
 - (b) protecting the network of valued open spaces and sports and recreation opportunities at the settlements;
 - (c) supporting improvements to sustainable transport infrastructure and connectivity by active travel, including the PRoW network at the settlements; and
 - (d) supporting proposals for new community facilities and services, business or employment space and tourism facilities outside settlement boundaries, where:
 - (i) there is an identified local need for the proposal which outweighs any harm;
 - (ii) the development is well related to and would be proportionate to the scale of the existing settlement;
 - (iii) the development is appropriately accessible by sustainable transport, including by walking and cycling; and
 - (iv) the development would not undermine the viability of existing provision within the settlement.
3. The Neighbourhood Plan housing requirement figure, between 2020/21 and 2040/41 is 42 dwellings for Bridge and 42 dwellings for Chartham.

Blean

5.5 Blean is classified as a Rural Service Centre in the District Settlement Hierarchy with good access to community facilities and services such as a primary school, GP surgery, local shops and community hall. The settlement is located within close proximity to Canterbury and is predominantly linear in form, built along the main route between Canterbury and

5.6 Whitstable. As a result, Blean benefits from good bus connections between the city centre and the coast. To the west of the settlement is Blean Woods SAC and SSSI and to the north the landscape is dominated by Childs Forstal ancient woodland. To the south, designated Green Gap separates Blean and Canterbury.

Bridge

5.7 Bridge is classified as a Rural Service Centre in the District Settlement Hierarchy with good access to community facilities and services such as a primary school, GP surgery, local shops and a community hall. Located adjacent to the A2 to the south east of Canterbury, and situated entirely within the Kent Downs AONB, Bridge offers good connections to both the city and coast as well as direct bus connections to Canterbury, Dover and Folkestone. A designated Green Gap to the north separates Bridge from Canterbury.

5.8 Great Pett Farmyard (Policy R2) is located to the west of the village on brownfield land. The allocation will provide a farmstead-type development, which will sensitively integrate with the locally listed buildings and existing rural character of the site and its surroundings. The site will be well connected to Bridge with improved walking and cycling connections, and will be screened from the countryside with natural landscape buffers.






Policy R2 - Great Pett Farmyard

Great Pett Farmyard – concept masterplan



Key

-  Site boundary
-  Open space/ landscape buffer - Indicative locations
-  Opportunities to improve cycling/walking access and safety

Site R2 is allocated for residential development. Planning permission will be granted for development which meets the following criteria:

1. Development mix

Across the site, the development mix will include:

- (a) Approximately 13 new dwellings including affordable housing, accessible housing and an appropriate housing mix in line with Policies DS1 and DS2.
- (b) Proportionate land and build contributions towards early years,

primary, secondary and SEND education plus proportionate contributions for primary healthcare and other necessary off-site community infrastructure.

- (c) Open space: open space will be provided in line with Policy DS24.

2. Design and layout

The design and layout of the site should:

- a) Provide a high quality built environment, in line with Policy DS6, with an appropriate density;
- (b) Provide a sensitive farmstead-type development, in keeping with the

character of the historic farmstead to the north and informed by the Kent Downs AONB Farmstead Guidance;

- (c) Assess Areas of Archaeological Potential and protect and enhance nearby heritage assets, including Bourne Park Conservation Area, the Grade 2 Listed Building Great Pett Farmhouse, Pett Hill (West Side); and
- (d) Sensitively integrate the Locally Listed buildings: Pett Hill Bridge/Barn at Great Pett Farm into the design of the residential development.

3. Landscape and Green infrastructure

The green and blue infrastructure strategy for the site should:

- (a) Provide sustainable urban drainage measures;
- (b) Provide 20% biodiversity net gain, in line with Policy DS21;
- (c) Incorporate opportunities where possible for landscape and biodiversity enhancements with regard to The Kent Downs AONB Management Plan;

(d) Provide habitat, pollinator and ecological connectivity across the site and with the surrounding landscape;

(e) Conserve or enhance the PRoW network across the site ensuring key views from the network are protected and that the network provides multiple benefits such as being designed as part of green corridors; and

- (f) Provide a substantial landscape buffer to the east, south and west of the site to provide visual separation between development and surrounding countryside.

4. Access and transportation

The access and transport strategy for the site should:

- (a) Provide safe and convenient pedestrian and cycle including:
 - (i) Improved walking and cycling connections to Bridge, including via PRoW CB300.

Chartham

5.9 Chartham is located to the south west of Canterbury, adjacent to the Kent Downs AONB. The Rural Service Centre is located on the main route between Canterbury and Ashford, and benefits from good bus connections to both areas while Chartham train station provides good connection to Canterbury West, Ashford, Maidstone, as well as London St Pancras.. The Great Stour Way also provides a popular walking and cycling route to Canterbury city centre. Chartham benefits from good access

to community facilities and services including two GP surgeries, a number of local shops, a primary school and community hall.

5.10 Land at Ashford Road (east) (Policy R3) and Land at Ashford Road (west) (Policy R4) will deliver employment and commercial development to meet the needs of the local economy. Development will integrate well within the existing commercial setting, while also providing opportunities for green corridors and biodiversity net gain.

Development allocations

Policy R3 - Land at Ashford Road (east)

Land at Ashford Road (east) – concept masterplan



Key

-  Site boundary
-  Other proposed sites
-  Open space/ landscape buffer - Indicative locations
-  Opportunities for green corridors
-  Vehicle access - Indicative location

Site R3 is allocated for employment development. Planning permission will be granted for development which meets the following criteria:

1. Development mix

Across the site, the development mix will include:

- (a) Approximately 1,480sqm of commercial, business or compatible uses (such as a car showroom).

2. Design and layout

The design and layout of the site should:

- (a) Provide development that reflects the design, scale and massing of adjacent development and the edge of settlement location.

3. Landscape and green infrastructure

The green and blue infrastructure strategy for the site should:

- (a) Provide sustainable urban drainage making use of the existing topography and natural features of the site where appropriate;
- (b) Provide 20% biodiversity net gain, in line with Policy DS21;
- (c) Incorporate opportunities for landscape and biodiversity enhancements identified within the Local Character Area H1: Harbledown Fruit Belt as set out in Canterbury Landscape Character and Biodiversity Appraisal;
- (d) Provide a landscape buffer along the northern boundary of the site to provide visual separation between development and surrounding countryside;
- (e) Provide habitat, pollinator and ecological connectivity across the site and with the surrounding landscape; and
- (f) Provide landscaping along the site frontage.

4. Access and transportation

The access and transport strategy for the site should:

- (a) Priority should be given to providing primary access either via the existing development to the north-east or from Site R4.



Policy R4 - Land at Ashford Road (west)

Land at Ashford Road (west) – concept masterplan



Key

- Site boundary
- Other proposed sites
- Open space/ landscape buffer - Indicative locations
- ➔ Opportunities for green corridors
- ↔ Vehicle access - Indicative location
- ⊙ Relocation of existing dwelling - Indicative location

Site R4 is allocated for employment development. Planning permission will be granted for development which meets the following criteria:

1. Development mix

Across the site, the development mix will include:

- (a) Approximately 2,600sqm of commercial, business or compatible uses (such as a car showroom).

2. Design and layout

The design and layout of the site should:

- (a) Provide development that reflects the design, scale and massing of adjacent development and the edge of settlement location; and
- (b) Sensitive relocate the existing dwelling to the western side of the site, adjacent to the existing residential properties to the west.

3. Landscape and green infrastructure

The green and blue infrastructure strategy for the site should:

- (a) Provide sustainable urban drainage making use of the existing topography and natural features of the site where appropriate;
- (b) Provide 20% biodiversity net gain, in line with Policy DS21;
- (c) Incorporate opportunities for landscape and biodiversity enhancements identified within the Local Character Area H1:Harbledown Fruit Belt as set out in Canterbury Landscape Character and Biodiversity Appraisal;
- (d) Provide a landscape buffer along the northern boundary of the site to

provide visual separation between development and surrounding countryside;

- (e) Provide a landscape buffer between the relocated dwelling and the new employment development to create separation between the uses;
 - (f) Provide habitat, pollinator and ecological connectivity across the site and with the surrounding landscape; and
 - (g) Provide landscaping along the site frontage.
- ### 4. Access and transportation
- The access and transport strategy for the site should:
- (a) Provide primary vehicle access via Ashford Road.

Hersden

5.11 Hersden is situated on the A28 between Canterbury and Margate, north of the Stodmarsh National Nature Reserve. Hersden benefits from good bus connections between the city centre and Thanet. As a Rural Service Centre, Hersden benefits from a wide range of local facilities and services that include a secondary school, primary school, local convenience store and community centre. There is also a large business park to the east offering a variety of services and employment opportunities.

5.12 Hersden has seen significant development through the Canterbury District Local Plan (2017) and more limited development is now proposed, along with a new Green Gap between Hersden and Westbere.

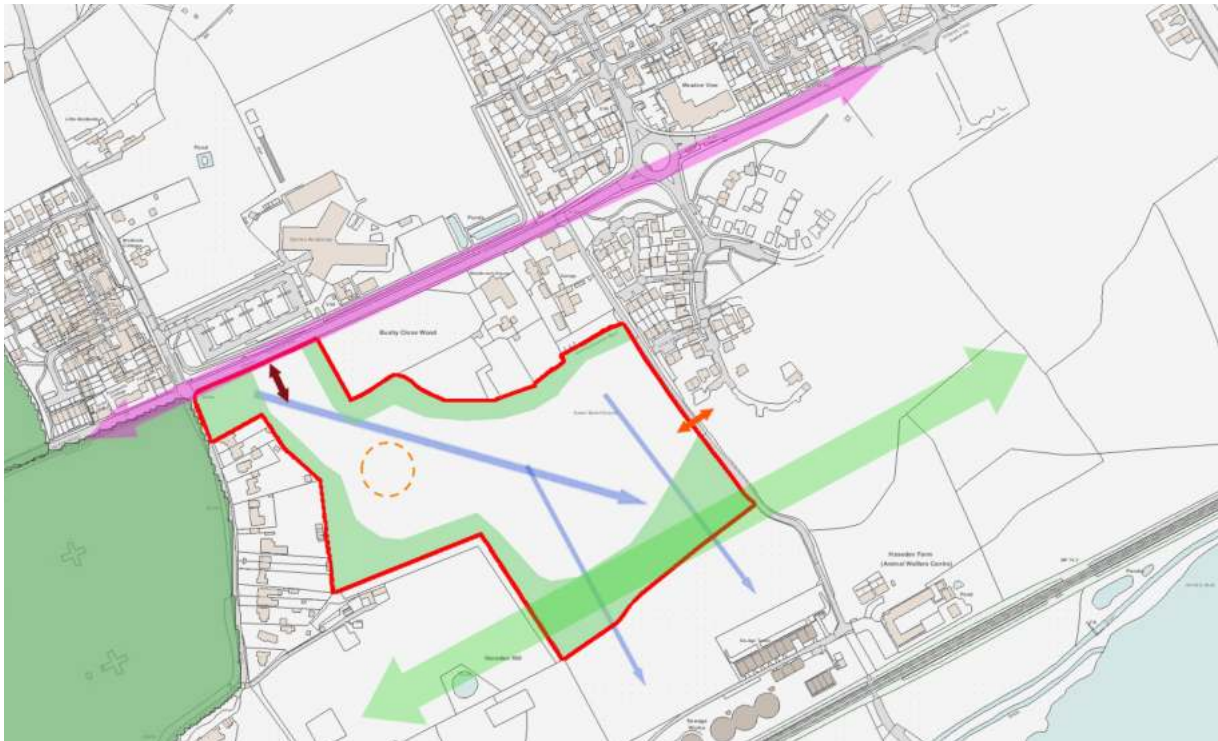
5.13 Bread and Cheese Field (Policy R5) will provide an extension of the settlement to the South West, adjacent to the Hoplands development site. A mixture of housing types will be provided, and development will deliver appropriate walking and cycling connections to the Hoplands site, as well as to Sturry, to improve connectivity. Key views to the south will be preserved and a landscape buffer will ensure visual separation between the site and surrounding countryside.










5.14 Land at Hersden (Policy R6) will provide a small parcel of development adjoining the strategic Land North of Hersden site (Site 8, Policy CF1). This will be appropriately designed to integrate well with existing development in the area, with opportunities for improving green corridors, including a natural buffer separating the Little Joiner's Wood.

Development allocations

Policy R5 - Bread and Cheese Field

Bread and Cheese Field – concept masterplan



<u>Key</u>			
	Site boundary		Proposed Green Gap
	Open space/ landscape buffer - Indicative locations		Opportunities to improve cycling/walking access and safety
	Opportunities for green corridors		Vehicle access - Indicative location
	Community hub - indicative locations		Opportunities for new cycling/walking connections
			Key views

Site R5 is allocated for residential development. Planning permission will be granted for development which meets the following criteria:

1. **Development mix**

Across the site, the development mix will include:

- (a) Approximately 150 new dwellings including affordable housing,

accessible housing and an appropriate housing mix in line with Policies DS1 and DS2.

(b) Non-residential development:

- (i) Consideration of need for additional local shopping and community facilities; and
- (ii) Proportionate land and build contributions towards early years, primary, secondary

and SEND education plus proportionate contributions for primary healthcare and other necessary off-site community infrastructure.

- (c) Open space: new on-site open space will be provided in line with Policy DS24.

2. Design and layout

The design and layout of the site should:

- (a) Provide a high quality built environment, in line with Policy DS6, with an average net density of around 35 dph;
- (b) Be coordinated with existing and planned development on nearby sites to allow for a comprehensive and coordinated approach to growth of the village;
- (c) Relate to pattern, scale and character of existing development and ensure that development does not result in coalescence between Hersden and Westbere;
- (d) Assess Areas of Archaeological Potential and protect and enhance nearby heritage assets;
- (e) Provide a Minerals Assessment in accordance with the Kent Minerals and Waste Local Plan and other material considerations; and
- (f) Provide an Odour Assessment and ensure no residential development is located in areas subject to odour from the adjacent Wastewater Treatment Works.

3. Landscape and green infrastructure

The green and blue infrastructure strategy for the site should:

- (a) Provide sustainable urban drainage making use of the existing topography and natural features of the site where appropriate;
- (b) Provide 20% biodiversity net gain, in line with Policy DS21;
- (c) Incorporate opportunities for landscape and biodiversity enhancements identified within the Local Character Area F3: Hersden Ridge as set out in Canterbury Landscape Character and Biodiversity Appraisal;
- (d) Provide a landscape buffer in the form of natural and semi-natural open space to the south of the site, and to the north of the site adjacent to the ancient woodland;
- (e) Retain all ancient woodland and ancient or veteran trees, ensuring they are not damaged nor is their future retention threatened, in line with Policy DS18;
- (f) Provide viewing corridors to the Stour Valley and surrounding countryside to the south of the site;
- (g) Provide habitat, pollinator and ecological connectivity across the site and with the surrounding landscape, including with priority habitats and fragmented woodland; and
- (h) Consider the protection, enhancement and restoration of Turtle Dove habitats within the site, consistent with RSPB guidance.

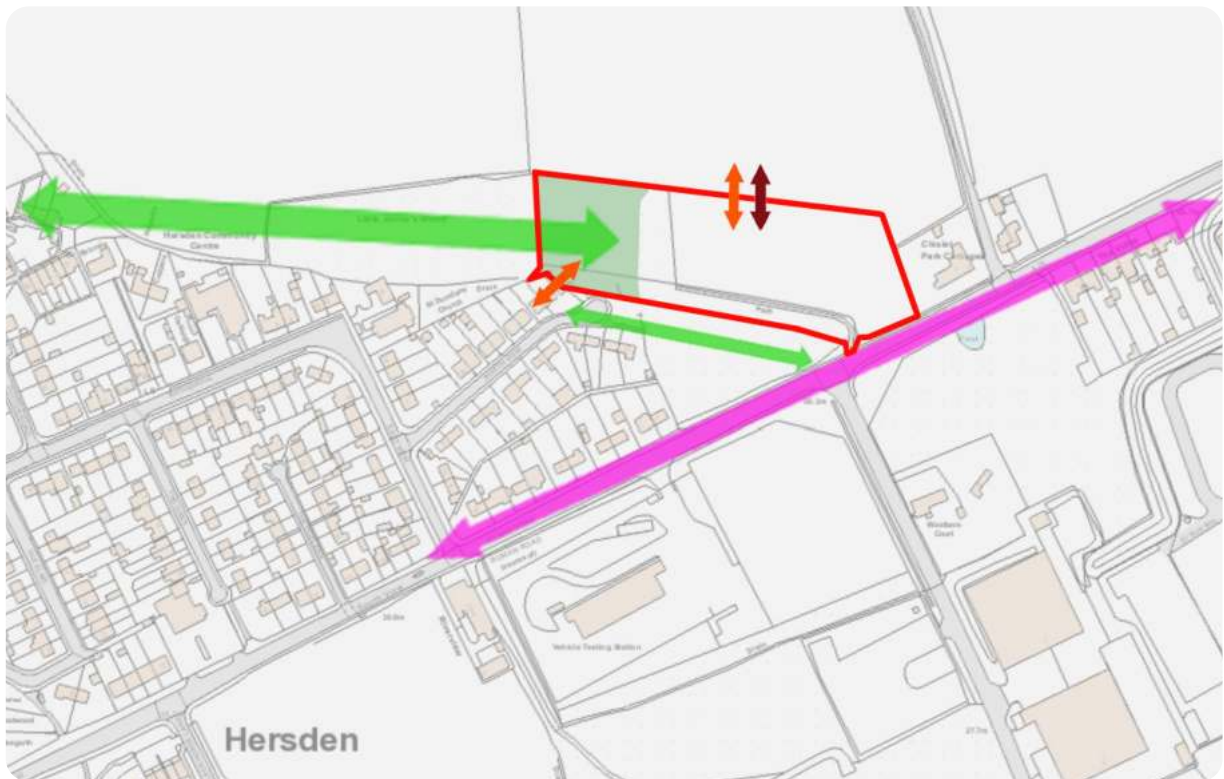
4. Access and transportation

The access and transport strategy for the site should:

- (a) Provide safe and convenient pedestrian and cycle connectivity including:
 - (i) New and improved walking and cycling connections to amenities and services within Hersden including the adjacent Hoplands development;
 - (ii) New and improved walking and cycling connections to Sturry; and
- (b) Provide a Transport Assessment to demonstrate the connectivity of the site with the existing highway network, any necessary mitigation and measures to minimise the need for use of private cars.
- (c) Provide proportionate contributions to highway improvements to enable delivery of the Sturry Relief Road.
- (ii) Improvements to the PRow network crossing and around the site as required.

Policy R6 - Land at Hersden

Land at Hersden – concept masterplan



Key

-  Site boundary
-  Open space/ landscape buffer - Indicative locations
-  Opportunities for green corridors
-  Opportunities to improve cycling/walking access and safety
-  Opportunities for new cycling/walking connections
-  Vehicle access - Indicative location

Site R6 is allocated for residential development. Planning permission will be granted for development which meets the following criteria:

1. **Development mix**

Across the site, the development mix will include:

- (a) Approximately 18 new dwellings including affordable housing, accessible housing and an appropriate housing mix in line with Policies DS1 and DS2.
- (b) Proportionate land and build contributions towards early years, primary, secondary and SEND education plus proportionate contributions for primary healthcare and other necessary off-site community infrastructure; and
- (c) Open space: open space will be provided in line with Policy DS24.

2. **Design and layout**

The design and layout of the site should:

- (a) Provide a high quality built environment, in line with Policy DS6, with an average net density of around 35 dph;
- (b) Be coordinated with existing and planned development on neighbouring sites to allow for a comprehensive and coordinated approach to growth of the village;
- (c) Provide development which relates to the pattern, scale and character of existing development in the area and proposed development at Land North of Hersden (Site 8 in Policy CF1); and

- (d) Assess Areas of Archaeological Potential and protect and enhance nearby heritage assets.

3. **Landscape and green infrastructure**

The green and blue infrastructure strategy for the site should:

- (a) Provide sustainable urban drainage making use of the existing topography and natural features of the site where appropriate;
- (b) Provide 20% biodiversity net gain, in line with Policy DS21;
- (c) Incorporate opportunities for landscape and biodiversity enhancements identified within the Local Character Area F3: Hersden Ridge and H2: Hoath Farmlands as set out in Canterbury Landscape Character and Biodiversity Appraisal;
- (d) Provide a landscape buffer to the west of the site adjacent to the ancient woodland; and
- (e) Provide habitat, pollinator and ecological connectivity across the site and with the surrounding landscape, including the fragmented woodland to the west and south of the site.

4. **Access and transportation**

The access and transport strategy for the site should:

- (a) Priority should be given to providing primary vehicle access via Site 8 in Policy CF1; and
- (b) A walking and cycling link should be provided through the site connecting to Site 8 in Policy CF1.

Littlebourne

5.15 Littlebourne is located to the east of Canterbury, on the A257 road to Sandwich. There are regular bus connections to Canterbury and Sandwich, and a wide range of local services including a primary school, GP surgery, local convenience store and post office.

5.16 The Hill (Policy R7) will provide an extension to the settlement to the south west, sensitively bordering the Howletts Wild Animal Park. A mixture of housing will be provided to meet local needs. The site will also provide a link road connecting The Hill to Bekesbourne Lane, as well as improvements to the A257 for safer pedestrian and cycle

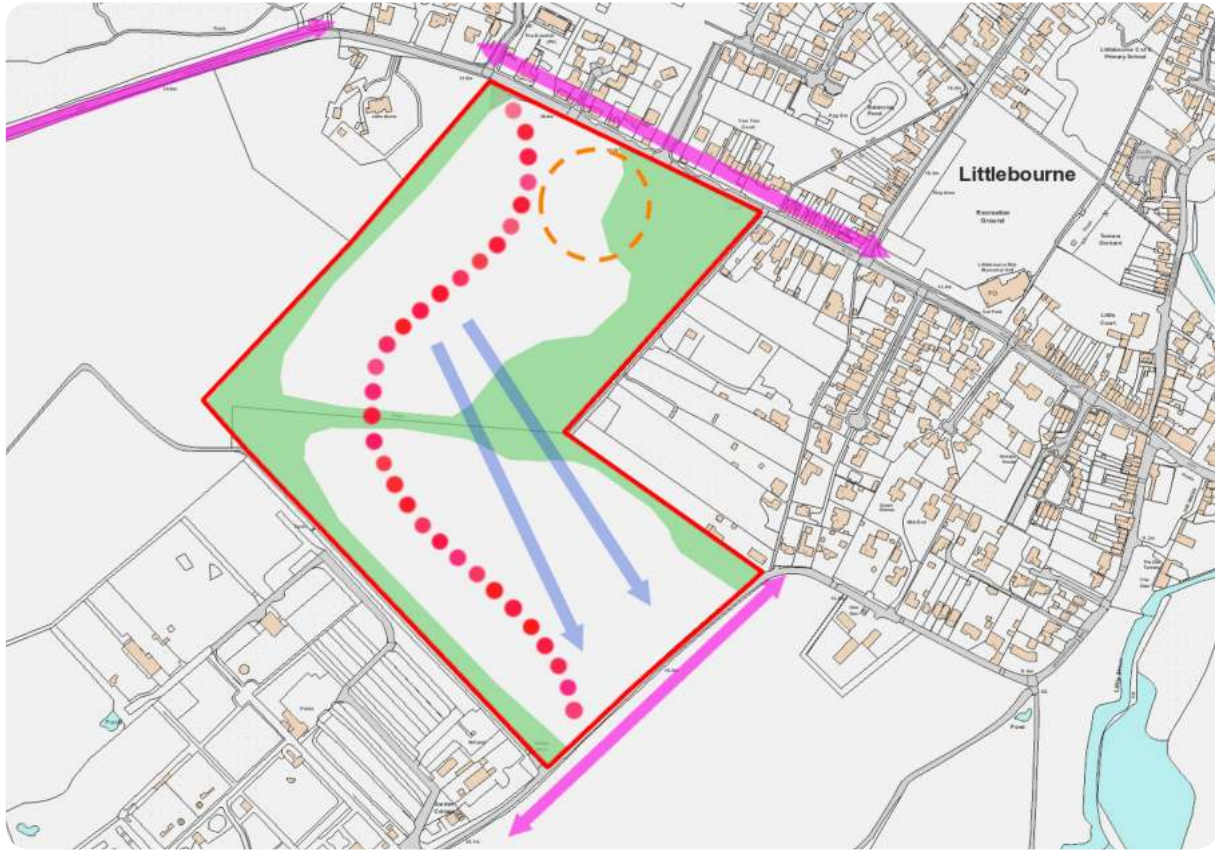
accessibility to local services. New local shopping and community facilities will also be provided along the main road for the benefit of both new and existing residents. Key countryside views to the south will be preserved, and a large amount of natural and semi natural open space will be integrated within the site including on the perimeters to create a visual separation between the site and surrounding countryside.

5.17 Land north of Court Hill (Policy R8) will provide new homes as well as a small area of business space. Natural screening will be provided on the northern and western boundaries to provide visual separation between the site and countryside.









Policy R7 - The Hill, Littlebourne

The Hill – concept masterplan



Key

- | | |
|--|--|
|  Site boundary |  Key views |
|  Open space/ biodiversity opportunities- Indicative locations |  Link Road-Indicative route |
|  Community and commercial uses- Indicative location | |
|  Opportunities to improve cycling/walking access and safety | |

Site R7 is allocated for mixed-use development. Planning permission will be granted for development which meets the following criteria:

1. Development mix

Across the site, the development mix will include:

- (a) Approximately 300 new dwellings including affordable housing, older

persons housing, accessible housing, self building housing and an appropriate housing mix in line with Policies DS1 and DS2.

(b) Non-residential development:

- (i) Provision of new local shopping and community facilities, including a shop/cafe, to serve new and existing residents;

- (ii) Provision of a new high quality waste water treatment works at an appropriate location within the site; and
- (iii) Proportionate land and build contributions towards early years, primary, secondary and SEND education plus proportionate contributions for primary healthcare and other necessary off-site community infrastructure.
- (c) Open space: new on-site open space will be provided in line with Policy DS24.

2. Design and layout

The design and layout of the site should:

- (a) Be developed using garden city principles and be in accordance with a masterplan and detailed design code, demonstrating a comprehensive approach to development, long-term management and stewardship;
- (b) Create a compact and well-connected extension to the existing village community, with new community services and facilities located on the eastern part of The Hill to contribute to the enhanced sustainability of Littlebourne and to maximise integration with the existing built form of the settlement;
- (c) Provide a high quality built environment, in line with Policy DS6, with an average net density of around 35 dph (excluding the older persons housing);
- (d) Provide a significant amount of the required open space alongside the community facilities towards the north-east of the site to maximise accessibility for existing and future residents and to contribute to the character and vitality of the village;
- (e) Incorporate development in the north and eastern parts of the site that relates to the pattern, character and frontages of existing development in the surrounding area;
- (f) Provide a landscape buffer containing natural and semi natural open space to the north and west of the site to provide visual separation between development and surrounding countryside and Howletts Wild Animal Park;
- (g) Assess Areas of Archaeological Potential and protect and enhance nearby heritage assets, including Littlebourne Conservation Area, the Grade 2 Listed buildings at 28, 28a and 28B The Hill, the Locally Listed Buildings Foresters Lodge and Even Hill Public House; and
- (h) Provide a Minerals Assessment in accordance with the Kent Minerals and Waste Local Plan and other material considerations.

3. Landscape and green infrastructure

The green and blue infrastructure strategy for the site should:

- (a) Provide a comprehensive and integrated sustainable urban drainage network which makes use of the existing topography and natural features of the site where appropriate;
- (b) Provide 20% biodiversity net gain, in line with Policy DS21;

- (c) Incorporate opportunities for landscape and biodiversity enhancements identified within the Local Character Area H6: Littlebourne Fruit Belt set out in Canterbury Landscape Character and Biodiversity Appraisal;
- (d) Retain and enhance elements of historic landscape including field boundaries and hedgerows and incorporate these where possible and appropriate into the design and layout of the development;
- (e) Provide habitat, pollinator and ecological connectivity across the site and with the surrounding landscape, including with priority habitats; and
- (f) Incorporate long distance views towards the countryside to the south-east with viewing corridors within open space.

4. Access and transportation

The access and transport strategy for the site should:

- (a) Provide safe and convenient pedestrian and cycle connectivity including:
 - (i) New and improved walking and cycling connections to Littlebourne Church of England Primary School, Littlebourne Surgery and Bekesbourne Rail Station, including improvements to the access track from

Bekesbourne Hill and step free access to the London bound platform;

- (ii) Improvements to A257 for pedestrian and cycle accessibility and safety, including the junction of Nargate Street and the A257;
 - (iii) New and improved walking and cycling connections to Wickhambreaux, Bekesbourne, Patrixbourne and wider countryside to the east and west; and
 - (iv) Improvements to the PRoW network crossing and around the site as required.
- (b) Provide a link road through the site connecting The Hill with Bekesbourne Lane; and
 - (c) Provide a Transport Assessment to demonstrate the connectivity of the site with the existing highway network, any necessary mitigation and measures to minimise the need for use of private cars.

5. Phasing and delivery




- (a) Waste water treatment works should be delivered at the earliest possible stage in the development.
- (b) The local shopping and community facilities must be delivered prior to occupation of 50% of the total dwellings.

Policy R8 - Land north of Court Hill

Land north of Court Hill – concept masterplan



Key

-  Site boundary
-  Open space/ landscape buffer - Indicative locations
-  Vehicle access - Indicative location
-  Business space

Site R8 is allocated for mixed-use development. Planning permission will be granted for development which meets the following criteria:

1. **Development mix**

Across the site, the development mix will include:

- (a) Approximately 50 new dwellings including affordable housing,

accessible housing and an appropriate housing mix in line with Policies DS1 and DS2.

(b) Non-residential development:

- (i) Business or commercial space (minimum 400sqm); and
- (ii) Proportionate land and build contributions towards early years, primary, secondary and SEND education plus

proportionate contributions for primary healthcare and other necessary off-site community infrastructure; and

(iii) Re-provision of the existing storage facilities for Scout Group.

(c) Open space: space will be provided in line with Policy DS24.

2. Design and layout

The design and layout of the site should:

(a) Provide a high quality built environment in line with Policy DS6, with an average net density of around 35 dph;

(b) Provide development that relates to the character of the surrounding area;

(c) Locate the business/ commercial space adjacent to the access of the site;

(d) Assess Areas of Archaeological Potential and protect and enhance nearby heritage assets;

(e) Provide a Minerals Assessment in accordance with the Kent Minerals and Waste Local Plan and other material considerations.

3. Landscape and green infrastructure

The green and blue infrastructure strategy for the site should:

(a) Provide sustainable urban drainage

making use of the existing topography and natural features of the site where appropriate;

(b) Provide 20% biodiversity net gain, in line with Policy DS21;

(c) Incorporate opportunities for landscape and biodiversity enhancements identified within the Local Character Area H7: Wickhambreaux Horticultural Belt set out in Canterbury Landscape Character and Biodiversity Appraisal;

(d) Provide habitat, pollinator and ecological connectivity across the site and with the surrounding landscape; and

(e) Provide an open space buffer containing natural and semi natural open space to the north and east of the site to provide visual separation between development and surrounding countryside.

4. Access and transportation

The access and transport strategy for the site should:

(a) Provide primary vehicle access from Court Hill Road.

5. Phasing and delivery

(a) The business/ commercial space should be provided as fully serviced land prior to the occupation of 50% of the total dwellings.

Sturry

5.18 Sturry is a Rural Service Centre which benefits from numerous services including two primary schools, a number of local shops, a library, dental surgery and cafes/pubs. Regular bus routes run through the settlement providing connections to Canterbury, Herne Bay and Thanet. Sturry train station also provides a direct link to London Victoria.

5.19 Sturry has seen very significant levels of growth through the Canterbury District Local Plan (2017), and the Sturry Relief Road is due to be delivered in the coming years. More limited development is now proposed, together with an extended Green Gap between the settlement and Broad Oak.

5.20 Land north of Popes Lane (Policy R9) will provide a modest extension of the settlement

to the north. Development will deliver a mixture of housing types to meet local needs, and will be designed in keeping with the existing development. The existing Green Gap between Sturry and Broad Oak will be significantly extended to protect against coalescence between the two settlements.

5.21 Land at The Paddocks, Shalloak Road (Policy R10) will provide a small parcel of housing to the west of Site 2 in Policy CF1. Access to the site will be from Site 2 only, and new residents will also be able to benefit from the community facilities provided as part of this development. Open space will largely be provided to the north of the site, which provides good opportunities to improve green corridors.



Development allocations

Policy R9 - Land north of Popes Lane

Land north of Popes Lane – concept masterplan

Site R9 is allocated for residential development. Planning permission will be granted for development which meets the following criteria:

1. Development mix

Across the site, the development mix will include:

- (a) Approximately 110 new dwellings including affordable housing, accessible housing and an appropriate housing mix in line with Policies DS1 and DS2.
- (b) Proportionate land and build contributions towards early years, primary, secondary and SEND education plus proportionate contributions for primary healthcare and other necessary off-site community infrastructure.
- (c) Open space: new on-site open space will be provided in line with Policy DS24.

2. Design and layout

The design and layout of the site should:

- (a) Provide a high quality built environment, in line with Policy DS6, with an average net density of around 35 dph;
- (b) Provide development focused in the southern section of the site, which relates to the existing pattern, scale, character and frontages of development in the area;

(c) Ensure that the development does not contribute to coalescence of the settlements of Sturry and Broad Oak by providing open space on the area covered by the gas pressure pipeline buffer zone; and

(d) Assess areas of Archaeological Potential and protect and enhance nearby heritage assets including the Grade 2 Listed Stable Block at Sweech Farm, Sweech Farmhouse, and the Barn at Sweech Farmhouse.

3. Landscape and green infrastructure

The green and blue infrastructure strategy for the site should:

- (a) Provide sustainable urban drainage making use of the existing topography and natural features of the site where appropriate;
- (b) Provide 20% biodiversity net gain, in line with Policy DS21;
- (c) Incorporate opportunities for landscape and biodiversity enhancements identified within the Local Character Area F3: Hersden Ridge set out in Canterbury Landscape Character and Biodiversity Appraisal;
- (d) Preserve and enhance any long distance views towards the surrounding countryside from open space and PRowS crossing the site;
- (e) Provide habitat, pollinator and ecological connectivity across the site and with the surrounding

landscape, including with priority habitats; and

- (f) Provide a landscape buffer in the form of natural and semi natural open space to the north and east of the site adjacent to the countryside containing ancient woodland and Local Wildlife Site.

4. **Access and transportation**

The access and transport strategy for the site should:

- (a) Provide safe and convenient pedestrian and cycle connectivity including:
- (i) New and improved walking and cycling connections to local amenities and services;

- (ii) New and improved walking and cycling connections to Hersden and Canterbury; and

- (iii) Improvements to the PRoW network crossing and around the site as required.

- (b) Provide a Transport Assessment to demonstrate the connectivity of the site with the existing highway network, any necessary mitigation and measures to minimise the need for use of private cars.

- (c) Provide proportionate contributions to highway improvements to enable delivery of the Sturry Relief Road.

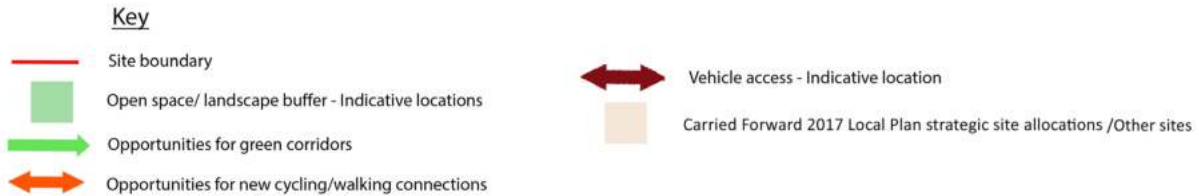
5. **Phasing and delivery**

The Sturry Relief Road must be fully operational prior to the occupation of any dwellings on the site.



Policy R10 - Land at The Paddocks, Shalloak Road

Land at The Paddocks, Shalloak Road – concept masterplan



Site R10 is allocated for residential development. Planning permission will be granted for development which meets the following criteria:

1. Development mix

Across the site, the development mix will include:

- (a) Approximately 50 new dwellings including affordable housing, accessible housing and an appropriate housing mix in line with Policies DS1 and DS2.
- (b) Proportionate land and build contributions towards early years,

primary, secondary and SEND education plus proportionate contributions for primary healthcare and other necessary off-site community infrastructure.

- (c) Open space: open space will be provided in line with policy DS24.

2. Design and layout

The design and layout of the site should:

- (a) Provide a high quality built environment, in line with Policy DS6, with an average net density of around 35 dph; and

- (b) Provide development focused in the southern section of the site, which relates to the scale and character of the adjacent Site 2 (Policy CF1).

3. Landscape and green infrastructure

The green and blue infrastructure strategy for the site should:

- (a) Provide sustainable urban drainage making use of the existing topography and natural features of the site where appropriate;
- (b) Provide 20% biodiversity net gain, in line with Policy DS21;
- (c) Provide a landscape buffer in the form of natural and semi-natural open space to the west of the site adjacent to Shalloak Road and a landscape buffer to the ancient woodland to the east;
- (d) Provide open space in the northern part of the site including the area covered by the gas pressure pipeline; and

- (e) Provide habitat, pollinator and ecological connectivity across the site and with the surrounding landscape, including with ancient woodland and priority habitats.

4. Access and transportation

The access and transport strategy for the site should:

- (a) Provide vehicle access through Site 2 in Policy CF1. No vehicle access shall be permitted to Shalloak Road;
- (b) Provide walking and cycling connections from the site to Site 2 (Policy CF1);
- (c) Consider opportunities to improve bridleway connectivity; and
- (d) Provide proportionate contributions to highway improvements to enable delivery of the Sturry Relief Road.



Local service centres

5.22 Settlements identified as Local Service Centres within the Rural Settlement Study (2020, 2023) provide a more limited range of services and facilities for residents but are considered to be relatively sustainable in the wider context of the district. Many of these settlements have their own primary schools and shops, and will also serve residents in nearby smaller rural settlements.

5.23 These Local Service Centres therefore play an important role in supporting our rural communities and this plan looks to ensure this function continues over the period of the Local Plan by supporting limited growth within these settlements and by ensuring that community facilities and services are protected and enhanced.

5.24 Settlement boundaries have been produced for these Local Service Centres, following the methodology set out in the

Development Topic Paper (2024). However, infilling may not always be acceptable as open spaces within the settlement boundary can often make an important contribution to the rural character of the settlement. It is important to protect and retain areas of high landscape value or of ecological or environmental importance. Development needs to be considered in context with the size and rural character of the settlement it is planned for. Land outside of these settlement boundaries are within the countryside and should be considered in line with Policy R19.

5.25 Designated Neighbourhood Plan areas are given an identified housing need figure based on the spatial strategy and historical windfall development. The policy identifies this need over the entire plan period until 2040/41. Further information on the methodology used is available in the Development Topic Paper (2024).



Policy R11 - Local service centres

1. Within the settlement boundaries of the designated Local Service Centres of Adisham, Barham, Broad Oak, Harbledown, Hoath, Lower Hardres, Petham, Rough Common, Stuppington, Westbere and Wickhambreaux, new housing development will be supported where it is:
 - (a) Allocated for development in Policies R12 - R18, in an adopted Neighbourhood Development Plan or through the Carried Forward Policies (Chapter 8);
 - (b) The redevelopment of previously developed land, including at first-floor level or above existing commercial or community premises, where this is of a scale and form appropriate to the size and character of the settlement and protects the rural character of the settlement; or
 - (c) Minor development including infilling on appropriate sites.
2. The council will seek to protect and enhance the sustainability of the Local Service Centres by:
 - (a) Resisting the loss of community facilities and services and business or employment premises, and supporting proposals which further enhance the community and business offer, within the settlement boundaries;
 - (b) Protecting the network of valued open spaces and sports and recreation opportunities at the settlements;
 - (c) Supporting improvements to sustainable transport infrastructure and connectivity by active travel, including the PRoW network at the settlements; and
 - (d) Supporting proposals for new community facilities and services, business or employment space and tourism facilities outside settlement boundaries, where:
 - (i) There is an identified local need for the proposal which outweighs any harm;
 - (ii) The development would be well related to and proportionate to the scale of the existing settlement and protects the rural character of the area;
 - (iii) The development is appropriately accessible by walking and cycling; and
 - (iv) The development would not undermine the viability of existing provision within the settlement.
3. In addition to the 1,150 dwellings on Site 11 (Policy CF1), 800 new dwellings allocated on Site C7, 95 homes allocated on C9 and 36 homes allocated on C10, between 2020/21 and 2040/41, the neighbourhood plan housing requirement figure for Thanington Parish is 0 dwellings.
4. In addition to 17 dwellings allocated on R18 - Land at Church Farm, the neighbourhood plan housing requirement figure for Hoath is 0 dwellings.

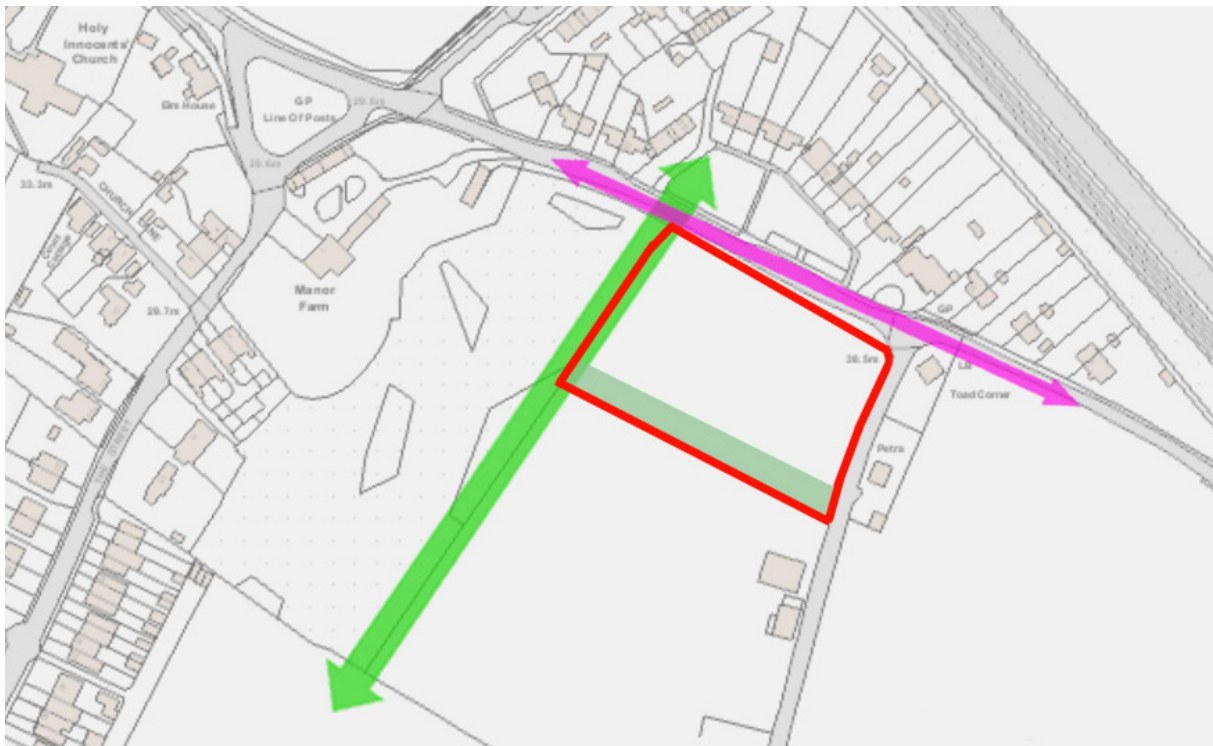
Adisham

5.26 Adisham is a rural settlement close to the eastern edge of the district's administrative boundary with access to the Canterbury East rail line. The village is predominantly linear in nature with a small area of development adjacent to Station Road and has access to some key services including a primary school and a village hall.





5.27 Land west of Cooting Lane and south of Station Road (Policy R12) is located at the northern end of the village, close to Adisham Station, and will form a modest extension to the settlement with development limited to the frontage of Station Road itself.

Policy R12 - Land west of Cooting Lane and south of Station Road

Land west of Cooting Lane and south of Station Road – concept masterplan



Key

-  Site boundary
-  Open space/ landscape buffer - Indicative locations
-  Opportunities for green corridors
-  Opportunities to improve cycling/walking access and safety

Site R12 is allocated for residential development. Planning permission will be granted for development which meets the following criteria:

1. Development mix

Across the site, the development mix will include:

- (a) Approximately 10 new dwellings including affordable housing, accessible housing and an appropriate housing mix in line with Policies DS1 and DS2.
- (b) Proportionate land and build contributions towards early years, primary, secondary and SEND education plus proportionate contributions for primary healthcare and other necessary off-site community infrastructure.
- (c) Open space: open space will be provided in line with Policy DS24.

2. Design and layout

The design and layout of the site should:

- (a) Provide a high quality built environment, in line with Policy DS6, with an appropriate density with frontage to Station Road only; and

- (b) Provide development which relates to the existing pattern, character and scale of development in the area, including Adisham and Blooden Conservation areas.

3. Landscape and Green infrastructure

The green and blue infrastructure strategy for the site should:

- (a) Provide sustainable urban drainage measures;
- (b) Provide 20% biodiversity net gain, in line with Policy DS21;
- (c) Incorporate opportunities where possible for landscape and biodiversity enhancements identified within the Local Character Area I1: Adisham Arable Downland set out in Canterbury Landscape Character and Biodiversity Appraisal;
- (d) Provide habitat, pollinator and ecological connectivity across the site and with the surrounding landscape, including with the fragmented trees and hedgerows;
- (e) Provide a substantial landscape buffer to the south of the site; and
- (f) Protect and enhance the existing trees on the frontage to Station Road following provision of an access.



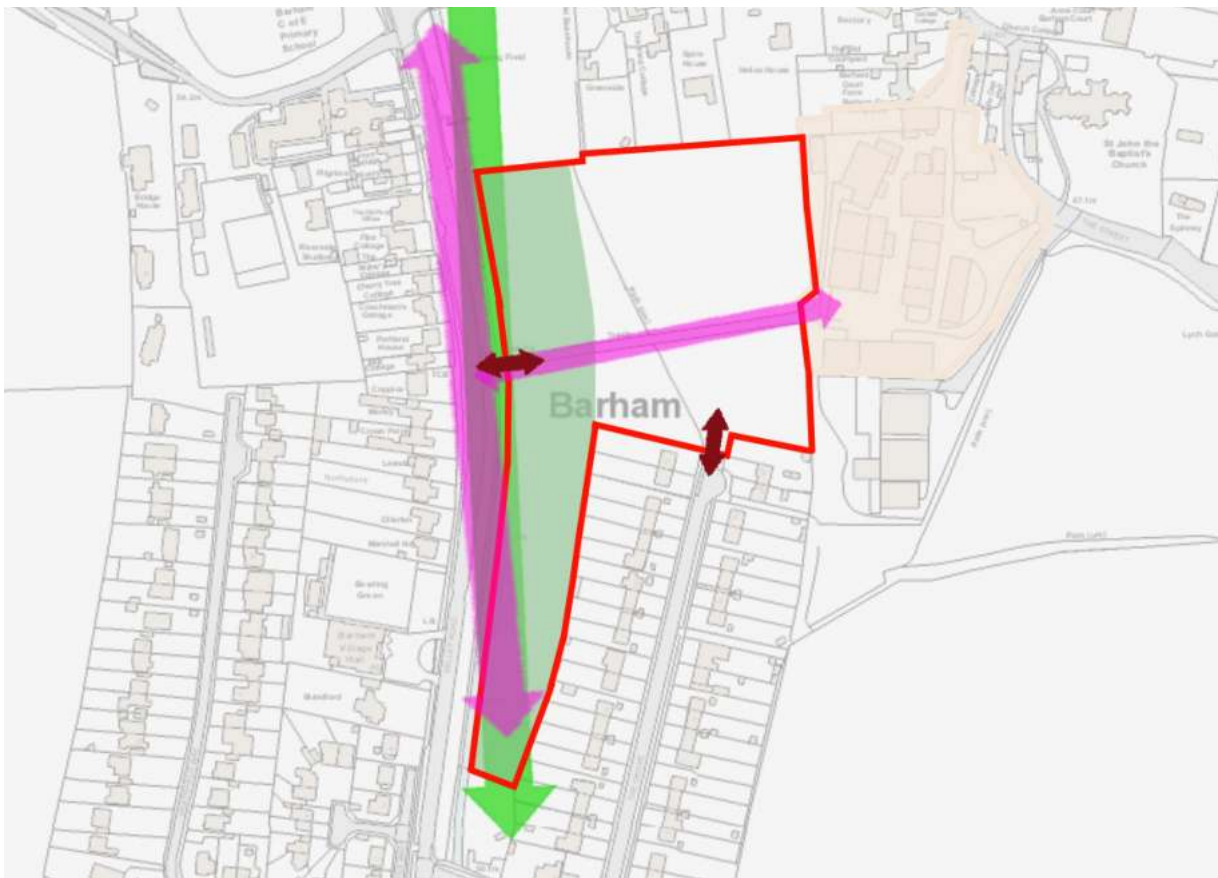
Barham

5.28 Barham is located to the south east of Canterbury, just west of the A2, and situated entirely within the Kent Downs AONB. The rural settlement is easily accessible from Canterbury and Dover has a good range of community facilities with a primary school, nursery/pre-school and a local shop.

5.29 The proposed development is intended to complement the Barham Court Farm site (Policy CF2) with a modest extension, together with the protection and improvement of the open space which forms part of the site and is unsuitable for development due to its location within the Flood Zone.

Policy R13 - Land adjacent to Valley Road

Land adjacent to Valley Road – concept masterplan



Key

-  Site boundary
-  Open space - Indicative locations
-  Opportunities for green corridors
-  Opportunities to improve cycling/walking access and safety
-  Carried Forward 2017 Local Plan housing allocations
-  Vehicle access - Indicative location

Site R13 is allocated for residential development. Planning permission will be granted for development which meets the following criteria:

1. **Development mix**

Across the site, the development mix will include:

- (a) Approximately 20 new dwellings including affordable housing, accessible housing and an appropriate housing mix in line with Policies DS1 and DS2.
- (b) Open space: open space will be provided in line with Policy DS24.

2. **Design and layout**

The design and layout of the site should:

- (a) Provide a high quality built environment, in line with Policy DS6, with an average net density of 20 dph;
- (b) Provide development in the east of the site which relates to the pattern, character and scale of development along The Grove, Barham Conservation Area and allocation HD4: Barham Court Farm;
- (c) Ensure that no residential development is located within Flood Zones 2 and 3; and
- (d) Outdoor sports and play open space should be provided in the north-west corner of the site adjacent to the existing playing field.

3. **Landscape and Green infrastructure**

The green and blue infrastructure strategy for the site should:

- (a) Provide sustainable urban drainage making use of the existing topography and natural features of the site where appropriate;
- (b) Provide 20% biodiversity net gain, in line with Policy DS21;
- (c) Incorporate opportunities where possible for landscape and biodiversity enhancements with regard to the Kent Downs AONB Management Plan; and
- (d) Provide habitat, pollinator and ecological connectivity across the site and with the surrounding landscape.

4. **Access and transportation**

The access and transport strategy for the site should:

- (a) Safeguard and/or delivery of as appropriate, access and connectivity from Valley Road to Barham Court Farm (Policy CF2);
- (b) Provide a pedestrian crossing across Valley Road and new footways on the eastern side of the road; and
- (c) Provide an upgraded bridge over the Nailbourne to serve as an access point.

Broad Oak

5.30 The village of Broad Oak sits to the north-west of Sturry and has seen significant levels of development through the Canterbury District Local Plan (2017).

5.31 More limited development is now proposed and the proposed sites R14, R15 and R16 represent small scale extensions which

broadly align with the existing pattern of the village.

5.32 The proposed reservoir and country park to the north of the village will provide a significant asset for the local community with pedestrian and cycle routes, leisure facilities, water sports, an educational centre, birdwatching, sensory trails and picnic areas.

Development allocations

Policy R14 - Land at Goose Farm, Shalloak Road

Land at Goose Farm, Shalloak Road – concept masterplan



Key

-  Site boundary
-  Other proposed sites
-  Open space/ landscape buffer - Indicative locations
-  Opportunities to improve cycling/walking access and safety
-  Business space

Site R14 is allocated for mixed-use development. Planning permission will be granted for development which meets the following criteria:

1. Development mix

Across the site, the development mix will include:

- (a) Approximately 26 new dwellings including affordable housing, accessible housing and an appropriate housing mix in line with Policies DS1 and DS2.
- (b) Non-residential development:
 - (i) Provision of business space (minimum 1,880sqm); and
 - (ii) Proportionate land and build contributions towards early years, primary, secondary and SEND education plus proportionate contributions for primary healthcare and other necessary off-site community infrastructure.
 - (iii) Open space: open space will be provided in line with Policy DS24.

2. Design and layout

The design and layout of the site should:

- (a) Provide a high quality built environment, in line with Policy DS6, with an average net density of 20 dph;
- (b) Provide development which relates to the existing pattern, scale and character of development in the area;
- (c) Ensure housing development in the north of the site should be focused to the eastern side to be in keeping with the existing settlement; and

- (d) Assess Areas of Archaeological Potential and protect and enhance nearby heritage assets.

3. Landscape and green infrastructure

The green and blue infrastructure strategy for the site should:

- (a) Provide sustainable urban drainage which makes use of the existing topography and natural features of the site where appropriate;
- (b) Provide 20% biodiversity net gain, in line with Policy DS21;
- (c) Incorporate opportunities for landscape and biodiversity enhancements identified within the Local Character Area F2: Stour Valley Slopes as set out in Canterbury Landscape Character and Biodiversity Appraisal;
- (d) Provide a landscape buffer to the west of the site adjacent to the existing agricultural buildings;
- (e) Provide a landscape buffer in the form of natural and semi-natural open space to the north-west of the site; and
- (f) Provide habitat, pollinator and ecological connectivity across the site and with the surrounding landscape.

4. Access and transportation

The access and transport strategy for the site should:

- (a) Maintain access to neighbouring existing agricultural buildings and land use where appropriate.

5. Phasing and delivery

The business space should be provided as fully serviced land prior to the occupation of 50% of the total dwellings.

Policy R15 - Land at Shalloak Road

Land at Shalloak Road – concept masterplan



Key

- Site boundary
- Other proposed sites
- ↔ Vehicle access - Indicative location

Site R15 is allocated for residential development. Planning permission will be granted for development which meets the following criteria:

1. Development mix

Across the site, the development mix will include:

- (a) Approximately 12 new dwellings, including affordable housing, accessible housing and an

appropriate housing mix in line with Policies DS1 and DS2.

- (b) Open space: open space will be provided in line with Policy DS24.

2. Design and layout

The design and layout of the site should:

- (a) Provide a high quality built environment, in line with Policy DS6, with an average net density of 20dph;

- (b) Provide development which relates to the existing pattern, scale and character of development in the area, including on the frontage to Shalloak Road; and
- (c) Assess Areas of Archaeological Potential and mitigate any adverse impacts on heritage assets.

3. **Landscape and green infrastructure**

The green and blue infrastructure strategy for the site should:

- (a) Provide sustainable urban drainage which makes use of the existing topography and natural features of the site where appropriate;
- (b) Provide 20% biodiversity net gain, in line with Policy DS21;
- (c) Incorporate opportunities for

landscape and biodiversity enhancements identified within the Local Character Area F2: Stour Valley Slopes as set out in the Canterbury Landscape Character and Biodiversity Appraisal; and

- (d) Provide habitat, pollinator and ecological connectivity across the site and with the surrounding landscape.

4. **Access and transportation**

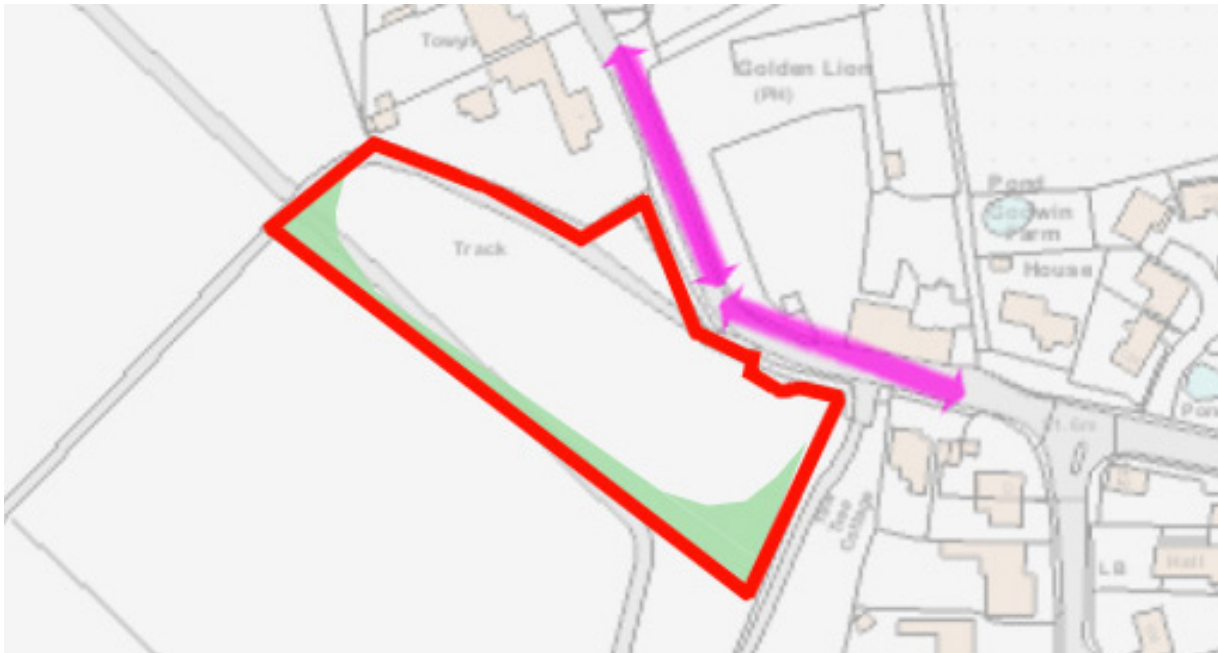
The access and transport strategy for the site should:

- (a) Provide vehicular access from the northern boundary of the site only. No new vehicular access onto the main Shalloak Road will be permitted.






Policy R16 - Land fronting Mayton Lane

Land fronting Mayton Lane – concept masterplan



Key

-  Site boundary
-  Open space/ landscape buffer - Indicative locations
-  Opportunities to improve cycling/walking access and safety

Site R16 is allocated for residential development. Planning permission will be granted for development which meets the following criteria:

1. Development mix

Across the site, the development mix will include:

- (a) Approximately 8 new dwellings including an appropriate housing mix in line with Policy DS2.
- (b) Open space: open space will be provided in line with Policy DS24.

2. Design and layout

The design and layout of the site should:

- (a) Provide a high quality built environment, in line with Policy DS6, with an average net density of 20dph;
- (b) Provide development which relates to the existing pattern, scale and character of development in the area, facing Mayton Lane; and
- (c) Protect and enhance the Locally Listed Golden Lion Public House.

3. Landscape and green infrastructure

The green and blue infrastructure strategy for the site should:

- (a) Provide sustainable urban drainage which makes use of the existing topography and natural features of the site where appropriate;
- (b) Provide 20% biodiversity net gain, in line with Policy DS21;
- (c) Incorporate opportunities for landscape and biodiversity enhancements identified within the Local Character Area F2: Stour Valley Slopes as set out in Canterbury Landscape Character and Biodiversity Appraisal;
- (d) Provide habitat, pollinator and ecological connectivity across the site and with the surrounding landscape; and
- (e) Provide a landscape buffer to the south and west of the site.

Broad Oak Reservoir and Country Park

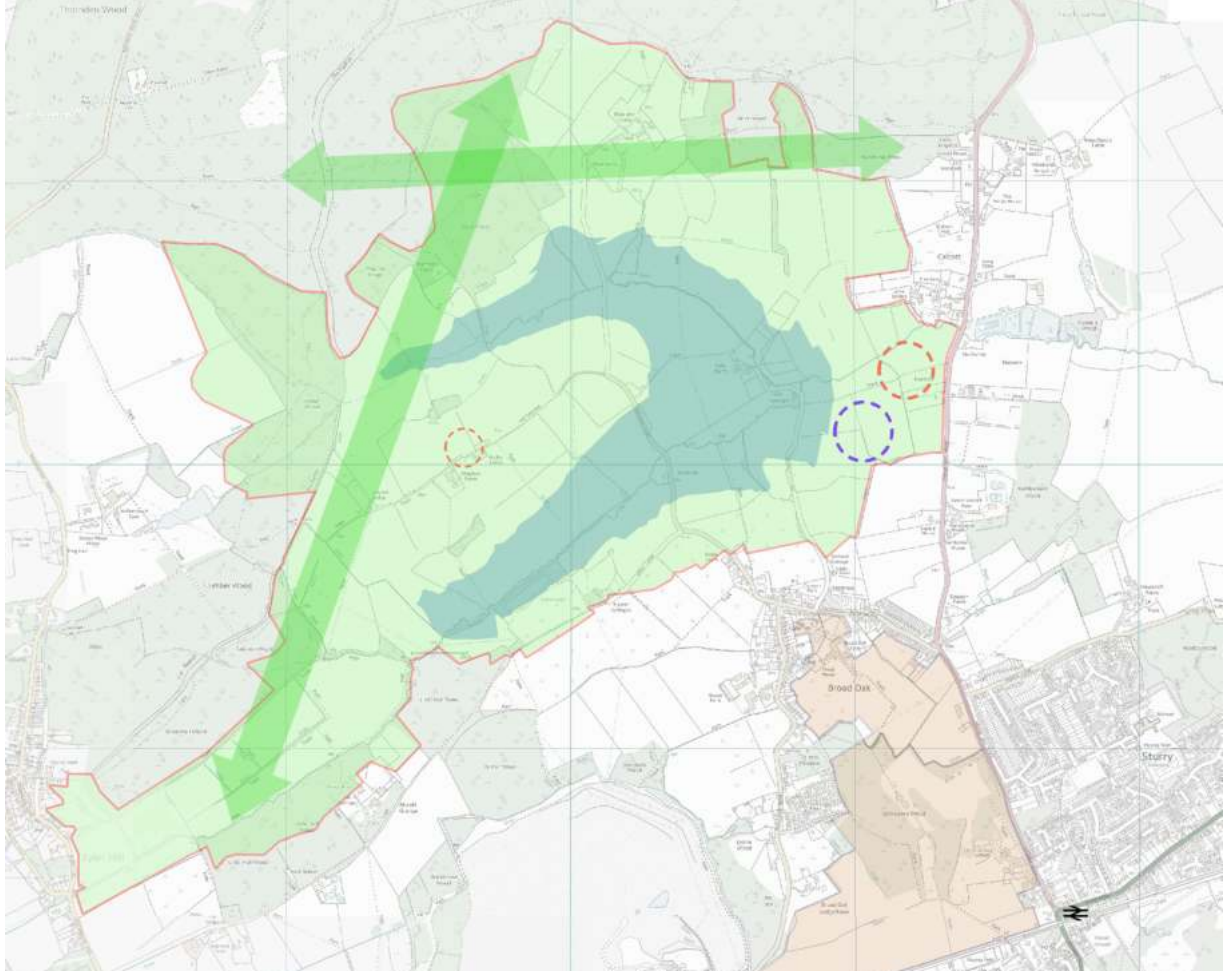
5.33 Site R17 is allocated for a new reservoir and country park. The site presents a key opportunity for water infrastructure to support development in the district and wider area - as outlined in South East Water's

adopted Business Plan. The provision of leisure facilities on the site is a unique offering for the district and allows the site to deliver both functional and recreational benefits for local communities.



Policy R17 - Broad Oak Reservoir and Country Park

Broad Oak Reservoir and Country Park – concept masterplan



Key

	Site boundary		Visitor centres- Indicative locations
	Indicative extent of country park		Water treatment works -Indicative location
	Indicative extent of reservoir		Opportunities for green corridors
	Carried Forward 2017 Local Plan strategic site allocations		

Site R17 is allocated for a reservoir and Country Park and associated development. Planning permission will be granted for development which meets the following criteria:

1. **Development mix**

Across the site, the development mix will include:

- (a) 77ha fresh water reservoir with water treatment works, associated

infrastructure and realignment of Sarre Penn, if appropriate;

- (b) Water sports including access into the reservoir and associated infrastructure;
- (c) Cafe/restaurant;
- (d) Education/Visitor Centre including community uses;
- (e) Sports and leisure uses such as outdoor pursuits;
- (f) Birdwatching walks including birdwatching hides or shelters;
- (g) Pedestrian and cycle routes including family friendly, wheelchair accessible, and art and sensory trails;
- (h) Picnic areas; and
- (i) Cycle and car parking.

2. Design and layout

The design and layout of the site should:

- (a) Be developed in accordance with a masterplan demonstrating a comprehensive approach to development, long-term management and stewardship;
- (b) Provide development that is sensitively designed to reflect the rural character and ensure design, scale and materials reflect the location;
- (c) The community, education, sports uses and water treatment facilities should be located on the eastern side of the site, sharing an access and parking facilities. Consideration should be given to the scope of the reuse of existing buildings on western side of the site to further

expand the range of facilities available;

- (d) Appropriate relocation, reconstruction and enhancement of the Grade 2 listed building, Vale Farmhouse, Barnetts Lane within the site, in consultation with relevant specialists including the County Archaeologist and Historic England;
- (e) Protect and enhance nearby heritage assets including the Grade 2 Listed Building Blaxland Farmhouse, Locally Listed Building Little Mayton, Mayton Lane Sturry and Tyler Hill Conservation Area;
- (f) Mitigate any adverse noise impacts from the proposed water treatment works; and
- (g) Provide a Minerals Assessment in accordance with the Kent Minerals and Waste Local Plan and other material considerations.

3. Landscape and green infrastructure

The green and blue infrastructure strategy for the site should:

- (a) Provide sustainable urban drainage which makes use of the existing topography and natural features of the site where appropriate;
- (b) Provide 20% biodiversity net gain, in line with Policy DS21;
- (c) Assess the site's potential to be functionally linked land for golden plover, in line with Policy DS17;
- (d) Incorporate opportunities for landscape and biodiversity enhancements identified within the Local Character Area E2: Sarre Penn Valley set out in Canterbury

Landscape Character and Biodiversity Appraisal;

- (e) Retain and where appropriate enhance the ancient woodland and West Blean & Thornden Woods Site of Special Scientific Interest;
- (f) Ensure a substantial buffer between any development and the West Blean & Thornden Woods Site of Special Scientific Interest, ancient woodland and Little Hall and Kemberland Woods and Pasture Local Wildlife Site;
- (g) Aim to retain as much priority habitat as possible, and provide adequate mitigation where this is not possible;
- (h) Provide habitat, pollinator and ecological connectivity across the site and with the surrounding landscape, including with fragment woodland, ancient woodland and priority habitats; and
- (i) Conserve or enhance the PRow network across the site ensuring key views from the network are protected and that the network provides multiple benefits such as being designed as part of green corridors.

4. Access and transportation

The access and transport strategy for the site should:

- (a) Maximise safe and convenient pedestrian and cycle connectivity to existing routes and nearby settlements including provision of a Herne Bay to Canterbury cycle route;
- (b) Deliver a comprehensive network of safe walking and cycling accessible routes and trails for all levels of mobility, incorporating the PRow network. PRow routes should be sensitively realigned where required;
- (c) Provide primary access from Herne Bay Road;
- (d) Provide appropriate access arrangements and vehicle and cycle parking facilities for community, education, sports uses and water treatment facilities;
- (e) Maintain access to existing residential buildings to the north (and east) of the site; and
- (f) Provide a Transport Assessment to demonstrate the connectivity of the site with the existing highway network, any necessary mitigation and measures to minimise the need for use of private cars.

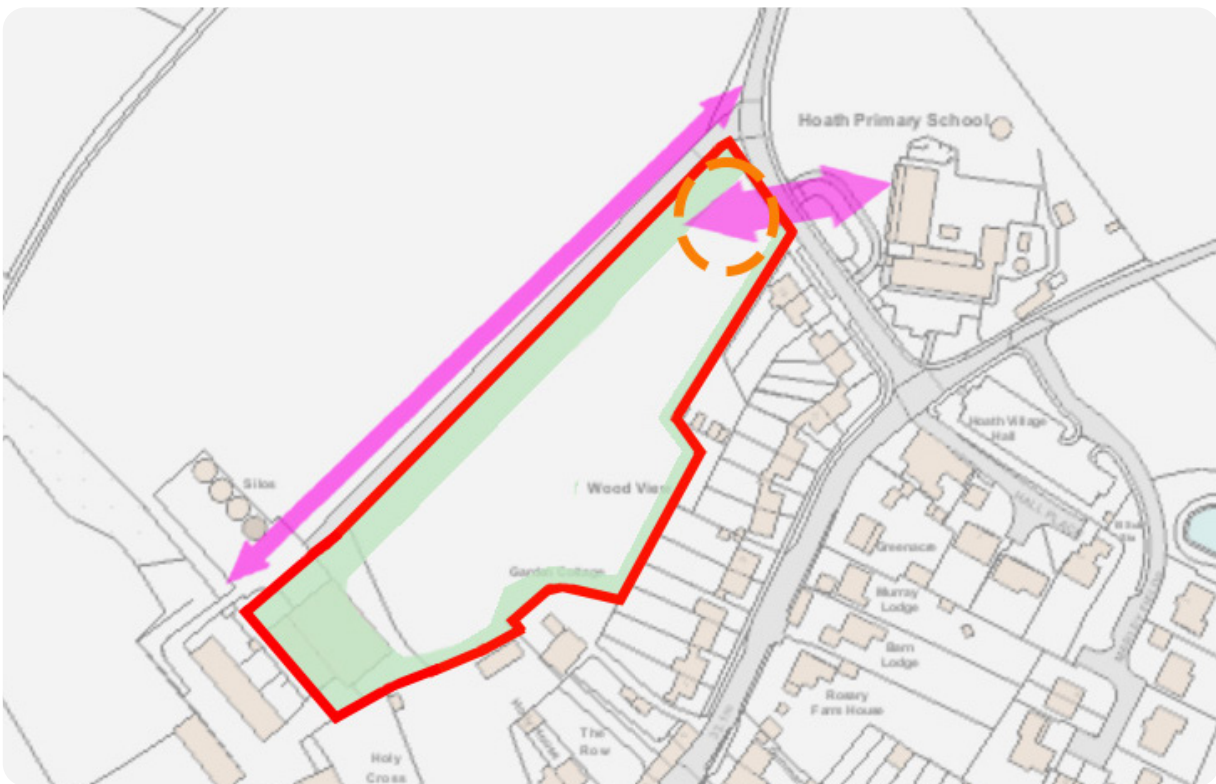
Hoath

5.34 Hoath is a small village in the north east of the district, with a good range of services including a primary school and village hall.





5.35 The proposed allocation would provide a modest extension to the village to deliver an appropriate mix of homes, including some affordable housing, together with an opportunity for a village shop.

Policy R18 - Land at Church Farm

Land at Church Farm – concept masterplan



Key

-  Site boundary
-  Open space/ landscape buffer - Indicative locations
-  Opportunities to improve cycling/walking access and safety
-  Non residential uses - Indicative location

Site R18 is allocated for mixed-use development. Planning permission will be granted for development which meets the following criteria:

1. **Development mix**

Across the site, the development mix will include:

- (a) Approximately 17 new dwellings including affordable housing, accessible housing and an appropriate housing mix in line with Policies DS1 and DS2.
- (b) Non-residential development:
 - (i) Provision of new local shopping and community facilities (approximately 0.07ha); and
 - (ii) Proportionate land and build contributions towards early years, primary, secondary and SEND education plus proportionate contributions for primary healthcare and other necessary off-site community infrastructure.
- (c) Open space: open space will be provided in line with Policy DS24.

2. **Design and layout**

The design and layout of the site should:

- (a) Provide a high quality built environment in line with Policy DS6, with an average net density of 20 dph;
- (b) Provide development that relates to the character of the surrounding area;
- (c) Locate local shopping and community facilities plus associated car parking adjacent to the access of the site from School Lane; and

- (d) Protect and enhance nearby heritage assets including Hoath, Rushbourne And Tile Lodge conservation area.

3. **Landscape and green infrastructure**

The green and blue infrastructure strategy for the site should:

- (a) Provide sustainable urban drainage measures;
- (b) Provide 20% biodiversity net gain, in line with Policy DS21;
- (c) Incorporate opportunities for landscape and biodiversity enhancements identified within the Local Character Area H2: Hoath Farmlands set out in Canterbury Landscape Character and Biodiversity Appraisal;
- (d) Provide a substantial landscape buffer to the north of the site to provide visual separation between development and surrounding countryside; and
- (e) Provide habitat, pollinator and ecological connectivity across the site and with the surrounding landscape.

4. **Access and transportation**

The access and transport strategy for the site should:

- (a) Provide safe and convenient pedestrian and cycle connectivity including a pedestrian crossing point on School Lane.

5. **Phasing and delivery**

The local shopping and community facilities plus associated car parking should be provided prior to the occupation of 50% of the total dwellings.

Countryside

5.36 Rural settlements in the district classified as Villages or Hamlets in the Rural Settlement Study (2020, 2023) have either no services or very limited services and are generally considered to be unsustainable locations for new housing development. All parts of the district outside of settlement boundaries of the Urban Areas, New Rural Settlement (Policy C12), Rural Service Centres and Local Service Centres are therefore defined as countryside, where priority will be given to protecting the rural character of the district.

5.37 Within the countryside the plan seeks to support agricultural development, including viticulture, and enable the protection

and sensitive enhancement of existing community facilities and businesses to support the district's rural economy. Designated green gaps which prevent coalescence between settlements will be protected from development which would harm the openness of these areas.

5.38 Designated Neighbourhood Plan areas are given an identified housing need figure based on the spatial strategy and historical windfall development. The policy identifies this need over the entire plan period until 2040/41. Further information on the methodology used is available in the Development Topic Paper (2024).



Policy R19 - Countryside

1. Outside of urban or rural settlement boundaries, as defined on the policies map, within the countryside, new housing development will only be supported where it protects the rural character and appearance of the countryside and:
 - (a) it represents appropriate infill development within the Villages and Hamlets identified in Policy SS3; or
 - (b) it is required for agricultural or forestry purposes; or
 - (c) it meets the requirements for the conversion of existing rural buildings as set out in Policy DS4; or
 - (d) it meets the requirements for Rural Exception Sites or community-led development sites set out at Policy DS4; or
 - (e) it meets the requirements for isolated homes in the countryside as set out in Policy DS4.
2. Proposals for agricultural development in the countryside, including viticulture, which support the district's rural economy will be encouraged where any adverse impacts on the landscape, historic and rural character of the countryside are appropriately mitigated.
3. Within the countryside proposals for new community facilities and services, business space and tourism facilities will only be supported where proposals meet the requirements of Policy R1 (2) (d), Policy R11 (2) (d) or Policy C17, or where:
 - (a) there is an identified local need for the proposal which outweighs any harm;
 - (b) the development protects the rural character of the area, including in terms of any cumulative impacts of similar developments, and any adverse impacts on the landscape and heritage are appropriately mitigated;
 - (c) the development can be accommodated by the local highway network, has appropriate vehicular access is appropriately accessible by public transport and walking and cycling; and
 - (d) the development would not undermine the viability of existing provision within the area.
4. The council will resist the loss of existing community facilities and services and existing business premises within the countryside, which support local communities and the district's rural economy. Proposals to improve or expand existing provision will be supported where this protects the rural character of the area and any adverse impacts on the landscape are appropriately mitigated.
5. The council will protect the network of valued open spaces, green infrastructure and sports and recreation opportunities that exist within the countryside and will resist development which affects the openness of designated green gaps which would erode the separation between, or the character or setting of, individual settlements.
6. The neighbourhood plan housing requirement figure, between 2020/21 and 2040/41, for Upper Hardres Parish is 0 dwellings and for Fordwich Parish it is 0 dwellings.

6. District-wide strategic policies

Housing and new communities

Affordable housing

6.1 The affordability of housing in the district continues to present a significant challenge to those seeking to buy or rent housing, and particularly for households who are unable to access housing at market levels.

6.2 The Housing Needs Assessment (2021) confirms a very significant level of need for affordable housing over the period of the Local Plan to ensure access to housing - including both rented and home ownership accommodation - and so it is important that qualifying developments continue to provide at least 30% affordable housing with an appropriate mix of tenures.

6.3 The Canterbury District Local Plan Viability Study (2022) confirms that this is achievable across the district, and further provides evidence that proposals for student

accommodation and sheltered housing can viably make contributions to affordable housing provision in the district.

6.4 Where financial contributions for affordable housing provision are secured from development, the council will endeavour to spend the money locally. In particular should contributions be secured from development within the Kent Downs AONB, the council will aim to spend the funds within the Kent Downs AONB.

6.5 Policy DS1 aims to disperse affordable housing throughout a development to create a cohesive community. However, some grouping of affordable housing will be permitted where this is supported by a registered provider's identified management needs.



Policy DS1 - Affordable housing

1. Development proposals for 10 or more dwellings, or on sites of 0.5 hectares or greater, will provide at least 30% affordable housing. Affordable housing should be provided onsite.
2. The following tenure mix should be provided for affordable housing:
 - (a) 66% for affordable or social rent;
 - (b) 25% First Homes; and
 - (c) 9% other affordable home ownership models.

Development proposals should accord with the requirements of the council's most up-to-date Housing Strategy.
3. Development proposals for student accommodation, for sheltered housing or for extra care housing will be required to make financial contributions towards the provision of off-site affordable housing, in line with requirements below and the council's Commuted Sums Calculator:
 - (a) Student accommodation (excluding shared living housing) - 30%;
 - (b) Sheltered housing - 30%; and
 - (c) Extracare housing (excluding brownfield sites) - 20%.

Proposals for student accommodation by either University of Kent or Canterbury Christchurch University necessary for either university to maintain its student numbers will be exempted from this requirement.
4. In situations where the council has accepted viability evidence, in accordance with Policy DS7, the tenure and mix of affordable housing provision must be examined before any variation in the proportion of affordable housing.
5. Offsite financial contributions will only be considered where robust evidence is provided which clearly demonstrates that onsite provision is not suitable and/or achievable, having regard to the operational requirements of registered providers. In such cases, a financial contribution will be calculated in accordance with the council's Commuted Sums Calculator (Appendix 2).
6. On schemes of between 6 to 9 dwellings within the Kent Downs Area of Outstanding Natural Beauty commuted sums will be provided and paid prior to occupation of 50% of the units.
7. Affordable housing should be dispersed throughout the site, avoiding large clusters of affordable homes and integrated with the market housing. Affordable homes should accord with Policy DS6 so that quality and design is of an equally high standard to that of the private units on site.
8. In assessing proposals for development on a site that forms part of a site that is allocated for development within this plan, or that forms part of a site that has previously been granted planning permission, the council will apply the affordable housing requirements across the site as a whole.
9. Vacant building credit requests will be assessed on a site-by-site basis, where it can be demonstrated that the qualifying buildings are genuinely vacant. The vacant building credit applies where the building has not been abandoned, has not been made vacant for the sole purposes of redevelopment and is not covered by an extant or recently expired planning permission for the same or substantially the same development.

Housing mix

6.6 The Housing Needs Assessment (2021, 2024) identifies a clear need for a range of different housing types and sizes to respond to the housing needs of our communities. This mix changes for different parts of the district, and also varies depending on whether it is market housing or affordable housing. It is critical therefore that new developments provide an appropriate housing mix to reflect identified needs, particularly for large development sites, and these housing mixes have been shown to be viable in the Canterbury District Local Plan Viability Study (2022).

6.7 The provision of older persons housing is identified as a key issue in the Housing Needs Assessment (2021) and this plan seeks to ensure that new residential developments integrate provision within their sites. Other forms of housing development such self-build housing have also been considered as part of the Housing Needs Assessment (2021) however it is not considered proportionate to require a specific percentage of different forms of housing in new developments; instead the need should be considered at the planning application stage.

Policy DS2 - Housing mix

1. Development proposals which include new housing will provide sustainable mixed communities including a mix of

housing types and sizes to meet the needs of the community.

2. The housing mix requirements for new market housing are set out below:

	Canterbury	Coastal Towns	Rural North	Rural South
1 bed	4%	5%	4%	4%
2 bed	24%	34%	23%	24%
3 bed	46%	42%	41%	44%
4+ bed	26%	18%	32%	28%

To ensure new residential development delivers a range of dwelling sizes and types to meet identified market housing needs:

- (a) Proposals for more than 50 dwellings must include a market housing mix that is closely aligned with the Council's market housing mix requirements, subject to a 5% buffer for each dwelling size;
- (b) Proposals for between 11 and 50 dwellings should aim to be closely aligned with the council's market housing mix requirements, subject

to a 5% buffer for each dwelling size, unless site constraints, size and characteristics clearly indicate that the requirements cannot be achieved;

- (c) Proposals for 10 or fewer dwellings, or 100% flatted schemes should include a market housing mix that reflects evidence of local housing needs.

Development proposals should accord with the requirements of the council's most up-to-date Housing Strategy.

3. The housing mix requirements for new affordable housing are set out below:

	Social or Affordable Rent	Affordable Home Ownership (including First Homes)
1 bed	48%	16%
2 bed	28%	43%
3 bed	19%	37%
4+ bed	5%	4%

To ensure new residential development delivers a range of dwelling sizes and types to meet identified affordable housing needs:

- (a) Developers will be expected to identify a Registered Provider to take on the affordable housing early in the process; and
- (b) Proposals for more than 50 dwellings must include an affordable housing mix that is closely aligned with the council's affordable housing mix requirements, subject to a 5% buffer for each dwelling size; or
- (c) Proposals for up to 50 dwellings should provide an appropriate affordable housing mix for the size, type and location of development based on the affordable housing mix requirements, local needs and Registered Providers input.

Development proposals should accord with the requirements of the council's most up-to-date Housing Strategy.

4. Development proposals for more than 300 dwellings must consider whether there is an identified need that could be addressed proportionately on site for:
- (a) Self and custom built housing; and
 - (b) Build-to-rent housing.

Any provision would form part of the market housing, not affordable housing.

5. To ensure that new major residential developments provide for the needs of different groups within the community:
- (a) Proposals for 10 or more dwellings, or on sites of 0.5 hectares or greater, will provide a minimum of 15% of new dwellings built to M4 (2) standards, and 5% to be built to M4 (3) standards. Where appropriate, this may be provided as bungalows which must be designed to prevent their upwards extension or the creation of loft rooms, such as through a shallow roof pitch, and the council will apply a condition to remove the permitted development rights relating to upwards extension of these bungalows; and
 - (b) Proposals for 300 or more homes will provide a minimum of 10% of the homes as older persons housing. The type of provision should be based on local needs and the needs identified within the Housing Needs Assessment, or future updates.
6. Proposals for older persons housing and student accommodation will provide a minimum of 15% of new properties to be built to M4 (2) standards, and 5% to be built to M4 (3) standards. Proposals for self and custom built housing should

consider whether it is appropriate to be built to M4 (2) or M4 (3) standard. Proposals for gypsy and traveller pitches are not expected to provide a certain amount of M4 (2) or M4 (3) standard builds.

7. Proposals for older persons housing, student accommodation, gypsy and traveller accommodation, and self and custom built housing will not be expected to provide bungalows nor align with the bedroom mix set out above.

Estate regeneration

6.8 There are areas within the district with relatively poor quality social housing stock which would benefit from improvements, such as through retrofitting or redevelopment to improve the living environment for residents and improve the energy efficiency of homes.

6.9 The council will prepare a new Housing Strategy for the district to set out its plans to improve social housing stock in the district.

6.10 Within the period of this plan to 2040, it is anticipated that work to progress some redevelopment or regeneration within existing social housing areas may take place so this plan sets out a clear set of parameters, including in respect of affordable housing provision, to guide any such development.

Policy DS3 - Estate regeneration

1. The Council will work with its partners and local communities to examine opportunities for the long term regeneration of existing urban social housing estates, with a particular focus on areas of poor quality housing and opportunities to improve energy efficiency.
2. Estate regeneration schemes will be supported where they accord with other policies in this plan and:
 - (a) All affordable housing floorspace is re-provided on an equivalent basis, or provide 30% affordable housing in line with Policy DS1, whichever is the highest amount of affordable housing; and
 - (b) The housing mix provided reflects the particular needs of both existing and prospective future residents of the estate, taking consideration of Policy DS2; and
 - (c) Proposals make efficient use of land and, should the scheme propose a lower total number of homes than the existing, this should be robustly justified; and
 - (d) Proposals for estate regeneration schemes must be accompanied by a masterplan, which shall have been subject to extensive community engagement and design review, and shall robustly demonstrate the overall social, economic, environmental and health benefits of the proposal.

Rural housing

6.11 As set out elsewhere in this plan, housing development in the countryside, defined as any parts of the district outside of the settlement boundaries of the urban areas, rural service centres and local service centres, is generally considered to be unsustainable and will only be supported in very limited circumstances. Responding to the

requirements of national policies however, this plan sets out clear criteria for assessing proposals for affordable housing-led or first time buyer-led schemes which must, inter alia, be located directly adjacent to a settlement boundary, together with requirements for proposals for isolated dwellings in the countryside.

Policy DS4 - Rural housing

1. Proposals for the development of Rural Exception Sites, will be permitted where:
 - (a) They are designed to meet an identified affordable housing need, and it is demonstrated that this need cannot be accommodated in any other way;
 - (b) The need for the development, in terms of scale and mix of types and tenures, is justified through a local housing needs survey, conducted by an independent body;
 - (c) The development is directly adjacent to an Urban Area, Rural Service Centre or Local Service Centre;
 - (d) The development would be proportionate in scale to the existing settlement, appropriately accessible by sustainable transport, including by walking and cycling, and the need for the development outweighs any harm;
 - (e) The long term occupancy of the dwellings will be controlled through a legal agreement to ensure that the housing will continue to be available for a local need at an affordable price;
 - (f) The development will be subject to management by a registered provider, village trust, parish council or a similar organisation; and
 - (g) The market housing element will be limited to that required to make the scheme financially viable, and in all circumstances no more than 30% of the overall scheme. A viability assessment will be required with any application and will be validated by an independent assessor at the expense of the applicant.
2. For sites that would not otherwise be suitable as Rural Exception Sites, the development of exception sites for community-led development will be permitted where:
 - (a) Land is not already allocated for housing;
 - (b) The proposal comprises of one or more types of affordable housing;
 - (c) The market housing element will be limited to that required to make the scheme financially viable, and in all circumstances no more than 30% of the overall scheme. A viability assessment will be required with any application and will be validated by an independent assessor at the expense of the applicant;

- (d) The development site is not larger than one hectare;
 - (e) The development is directly adjacent to an Urban Area, Rural Service Centre or Local Service Centre; and
 - (f) The development is proportionate in size to the adjacent settlement and does not exceed 5% of the size of the existing settlement.
3. Planning permission for isolated dwellings in the countryside will only be granted if one of the following circumstances apply:
- (a) For the re-use of heritage assets where the proposed development would represent the optimal viable use of a heritage asset or would be appropriate enabling development to secure the future of heritage assets.
 - (b) For the re-use of existing buildings where:
 - (i) The development would re-use redundant or disused buildings and lead to an enhancement to the immediate setting; or
 - (ii) The development would involve the subdivision of an existing residential building.
 - (c) For a new dwelling where:
 - (i) The design of the development is truly outstanding, reflecting the highest standards in architecture;
 - (ii) Would help to raise standards of design more generally in rural areas;
 - (iii) Would significantly enhance its immediate setting; and
 - (iv) Would be sensitive to the defining characteristics of the local area.
- (d) For Rural Workers Dwellings where a temporary dwelling is proposed:
- (i) There is a clearly established, existing functional need for agricultural, forestry or other full-time workers to live permanently at or near their place of work in the countryside. In such circumstances the council will require the applicant to produce an independent report demonstrating the need for the temporary dwelling and the financial viability of the business;
 - (ii) Be provided as a caravan or a wooden structure that can be easily dismantled, or other temporary accommodation; and
 - (iii) The temporary dwelling will be removed and the land restored to its previous condition after a maximum of three years.
- (e) For Rural Workers Dwellings where a new permanent dwelling is proposed:
- (i) There is a clearly established, existing functional need for agricultural, forestry or other full-time workers to live permanently at or near their place of work in the countryside. In such circumstances the council will require the applicant to produce an independent report demonstrating the need for the dwelling and the financial viability of the business over a long term period and how accommodation cannot be met through temporary or similar units;

- (ii) Existing dwellings serving or closely connected with the holding do not provide sufficient accommodation for essential rural workers;
- (iii) There are no alternative buildings in the area which are or could be made suitable and available for occupation through conversion or change of use;
- (iv) The scale of the proposed dwelling is no larger than that required to meet the enterprises requirements; and
- (v) Where appropriate, it should be sited in association with existing groups of farm buildings.

Specialist housing provision

6.12 The Housing Needs Assessment (2021) considers a wide range of different housing needs over the period of the Local Plan, including for older persons, student accommodation, and self-build housing. The Gypsy and Traveller and Travelling Showperson Accommodation Assessment (2024) considers the need for gypsy and traveller, and Travelling

Showperson sites. The assessment identifies no need for Travelling Showperson sites, but there is a need for gypsy and traveller pitches. This plan therefore sets out clear criteria to ensure that these forms of housing are located and designed appropriately, and that existing provision for older persons housing is protected.

Policy DS5 - Specialist housing provision

1. Proposals for specialist older persons housing through new build, conversion or redevelopment and for extensions to existing nursing and residential care homes will be supported where:
 - (a) They help address an identified need for care homes, nursing homes, age exclusive housing, retirement/ sheltered housing, enhanced sheltered housing or extra care housing; and
 - (b) It is demonstrated through a local housing needs survey, conducted by an independent body, that the current facility or accommodation is no longer required.
2. The loss of specialist older persons housing will only be permitted where:
 - (a) A replacement facility is to be provided of a better quality, which meets policy requirements and does not provide fewer bedspaces. The replacement facility must be completed prior to the existing facility being lost to prevent a shortage of bedspaces; or
3. Proposals for purpose-built student accommodation within higher and further education campuses will be supported. Where this is not achievable, proposals must be located within a 10 minute walk of the relevant campus. In exceptional circumstances, where it can be demonstrated there are no suitable alternative sites, highly accessible locations may be considered.

4. Proposals for purpose-built student accommodation, including for higher and further education, must:
 - (a) Be of a scale comparable to an increase in academic or administrative floorspace resulting in increased student numbers, or supported by evidence of an identified need for student accommodation;
 - (b) Not compromise the delivery of sites allocated for general housing, employment or other uses within the Local Plan;
 - (c) Demonstrate that any existing use for employment, commercial, leisure or other main town centre uses is no longer viable;
 - (d) Not lead to an over-concentration of students in an otherwise residential area and therefore conflict with the purpose of HMO Policy DM3. A student management plan which appropriately mitigates potential harm to residential amenity agreed with the council will be required;
 - (e) Make provision for affordable housing in line with Policy DS1;
 - (f) Be located in an area well served by pedestrian and cycle routes and public transport, and easy access to local shops, community facilities and the establishment's existing educational facilities;
 - (g) Be a car free scheme, which provides sufficient levels of high quality cycle storage;
 - (h) Ensure parking requirements on site are kept to the operational minimum and include servicing, disabled and drop-off facilities, and demonstrate robustly that the proposal would not lead to an unacceptable level of car parking on the surrounding streets; and
 - (i) Be well-designed, providing appropriate space standards and facilities and capable of being adapted in the future to alternative residential use.
5. Temporary use of purpose-built student accommodation during vacation periods for ancillary uses including tourist accommodation will normally be supported provided it can be demonstrated that adequate access and parking provision can be provided.
6. The loss of existing purpose-built student accommodation will be supported where:
 - (a) It is demonstrated that the facility no longer caters for current or future needs;
 - (b) The floorspace is replaced by another form of residential accommodation that contributes towards identified housing needs, with consideration given to opportunities to provide commercial or leisure floorspace at ground floor level where appropriate; and
 - (c) It can be demonstrated that adequate access and parking provision can be provided for the proposed use(s).
7. The loss of existing gypsy and traveller accommodation will be supported where:
 - (a) It is demonstrated that the site no longer caters for current or future needs; or
 - (b) Acceptable replacement accommodation is provided, prior to the loss of the existing site.
8. In considering applications for seasonal, temporary or permanent use of land by to use of land by Gypsy and Travellers and Travelling Showpeople, planning permission will be permitted if the following criteria are met:

- (a) The site is within a reasonable distance of local services and facilities, including shops, public transport, schools, medical and social services, and would not place undue pressure on these services;
- (b) The site is capable of being provided with on-site services such as water supply, sewage disposal and power supply;
- (c) Where the site is within the built up area or on the outskirts of a settlement, it should be of a scale which respects, and does not dominate, the settled community;
- (d) The use of the site should not have an adverse impact on residential amenity or existing buildings or uses, either by the design, close proximity, activities or operations on the site which would be detrimental to the surrounding area;
- (e) Access to the site should not be detrimental to highway safety for vehicles and pedestrians;
- (f) Proposals for day rooms should be of a size commensurate with their function as outbuildings serving caravans; and
- (g) Proposals should incorporate a landscape strategy and an environmental management plan where appropriate.

In addition to the above requirements, proposals involving the use of land for Travelling Showpeople purposes should:

- (h) make adequate provision for the storage of vehicles, trailers, plant and other equipment required; and
 - (i) be located with suitable access to the primary road network.'
9. Build to rent schemes will be supported where developments of self-contained, private rented homes (dwellings or flats) meet the following criteria:

- (a) The homes are secured in single ownership providing solely for the rental market for an extended period minimum 20-year term with provision for clawback of affordable housing contributions should the covenant not be met;
 - (b) Tenancies for private renters are provided for an extended period above normal contract lengths (minimum of three years) with a break clause in the tenant's favour and structured and limited in-tenancy rent increases agreed in advance;
 - (c) High standard on-site management of the accommodation is provided; and
 - (d) 30% affordable or social rent housing is provided as part of the scheme.
10. The council will support development of, and serviced plots for, self and custom build housing where proposals accord with other policies within this plan. Planning applications for serviced plots for self and custom build housing must be accompanied by:
- (a) A Design Brief detailing: layout; design parameters, including the design code; phasing plan (if five or more dwellings); and evidence to demonstrate how the scheme meets the definition of self and custom build; and
 - (b) Evidence of local need, taking consideration of the council's self and custom build register including engagement with the council about the district's requirements.
11. The reversion of self-build or custom build housing/serviced plots to open market housing will be permitted if evidence is provided to the council that plots have been appropriately marketed for sale and a buyer has not been found within a 12-month period. The plot must have been reasonably priced reflecting prevailing market values.

Sustainable design

6.13 Ensuring high quality design is at the heart of the Local Plan and new developments are required to demonstrate net zero operational carbon emissions, provide high levels of water efficiency and high speed broadband and to optimise the use of land, particularly in the city and town centres.

6.14 The council will use a variety of tools such as design codes, design guides and design review to ensure the highest quality levels of design are delivered across the district, while detailed and comprehensive masterplans, informed by community engagement, will be required for large development sites. Where appropriate, proposals should also have regard to other strategies produced by the council such as the Canterbury District Heritage Strategy (2018), the Green

Infrastructure Strategy (2018) and the emerging Cultural Strategy.

6.15 Design should be considered at the very outset of any development scheme and this plan sets out a clear set of criteria which all developments must align with to be considered acceptable.

6.16 The council's Sustainable Design Guidance SPD provides additional support to developers in meeting sustainable design requirements. Design codes and/or guides will be prepared over the period of the Local Plan to set more detailed design parameters where necessary. The council will also consider the need for additional guidance to ensure that permitted schemes are implemented effectively to deliver for our communities.

Policy DS6 - Sustainable design

1. To minimise the carbon footprint of new residential and commercial development in the district:
 - (a) New development shall be designed to achieve a recognised calculated Net Zero operational carbon emissions standard in line with the council's Sustainable Design Guidance SPD and emissions must be verified and reported to the council at the completion stage;
 - (b) For development that does not achieve net zero operational emissions, the council will secure a financial contribution through a S106 agreement, in line with the council's carbon calculator, to mitigate any residual emissions. The calculation for a S106 contribution will be applied at full application or reserved matters stage. The overall contribution will be calculated over 30 years (the assumed lifetime of the development's services). The carbon price will be reviewed and published as necessary; and
 - (c) Proposals for major development will be required to submit a whole-life carbon assessment for the development in line with the council's Sustainable Design Guidance SPD, along with evidence that the design, selection of materials and construction methods has taken care to minimise the life cycle carbon emissions.
2. Proposals for the development of new business, employment or community uses should be designed to meet an A Energy Performance Certificate using the Standard Assessment Procedure.

In circumstances where this is not practical or feasible, the applicant will be required to demonstrate with robust evidence why this requirement cannot be met, and demonstrate

- how opportunities for optimal energy performance and carbon emissions have been maximised.
3. Proposals for new non-residential buildings will be required to meet BREEAM 'Excellent' unless it can be robustly demonstrated that this would not be technically feasible.
 4. All proposals for development should be designed to minimise the carbon footprint of the development and maximise energy efficiency including regulating internal and external temperatures through layout, orientation, design, materials and technologies, in line with the requirements of the council's Sustainable Design Guidance SPD.
 5. To maximise water efficiency of new residential development in the district:
 - (a) Proposals for ten or more homes, the water systems should be designed to achieve a per capita consumption of 90 litres per person per day;
 - (b) Proposals for fewer than ten homes will be required to meet 90 litres per person per day unless it can be robustly demonstrated that this would not be technically feasible. In all cases they must meet the design water consumption higher water efficiency standard as set out in the latest edition of the Building Regulations (currently 110 litres per person per day, Building Regulations 2015 Edition); and
 - (c) Proposals should demonstrate how the design will be achieved using the methodology set out in the Building Regulations, with the design performance presented as part of the Sustainable Design Statement.
 6. Development proposals should ensure the efficient and optimal use of land:
 - (a) Within and nearby to the City and Town Centres, higher density development, of at least 80 dwellings per hectare (net) for residential development, will be expected where this accords with other policies within this plan;
 - (b) Within the urban areas and rural service centres, residential development at around 35 dwellings per hectare (net) will be expected where this accords with other policies within this plan. Higher densities may be permitted where evidence shows this is appropriate in relation to the specific site context;
 - (c) On all sites development proposals should use a design-led approach to ensure appropriate densities; and
 - (d) Proposals which fail to make efficient use of land will be refused.
 7. The council will prepare design codes and/or guides, as necessary, which reflect local character and design preferences and provide a local framework for creating distinctive places with a consistent and high quality standard of design. The council will seek the involvement of local communities, including neighbourhood planning groups, in the production of these documents, so that they reflect local aspirations and are grounded in an understanding and evaluation of each area's defining characteristics.
 8. Reflecting other policies in this plan, including site allocation policies where relevant, masterplans for proposals of over 300 homes should:
 - (a) Be based on garden city principles;

- (b) Set out a vision, and a statement of aims and objectives which considers a wider strategic context and forms a brief for the spatial masterplan;
- (c) Set out strategies for:
- (i) Community engagement;
 - (ii) Development mix including affordable housing;
 - (iii) Community services, facilities and infrastructure;
 - (iv) Health, culture and heritage;
 - (v) Economic development;
 - (vi) Energy, water, resources and waste and recycling;
 - (vii) Open space, and green and blue infrastructure;
 - (viii) Sustainable transport and active travel;
 - (ix) Implementation, phasing and infrastructure delivery; and
 - (x) Long term management and community stewardship, including governance arrangements.
- (d) Provide a framework for the use of a design code.
9. The council places significant weight on high quality design, and expects all proposals for development to be genuinely design-led, contributing positively to the locality and to the council's objectives for healthy communities and for climate change. Development proposals for over 100 homes, non-residential developments of 10,000 sqm or more, or major developments within the City and Town Centres will be subject to design review.
- Development that is not well designed will be refused.
10. All proposals for development should:
- (a) Enable and support healthy lifestyles, and provide inclusive, accessible and safe environments, with well-designed buildings, and where appropriate, active, visually interesting frontages, active and continual use of public areas, opportunities for natural surveillance and appropriate external lighting;
 - (b) Promote social interaction and foster a sense of place, through legible public spaces and tree-lined streets accessible local facilities and, where appropriate, incorporating a mix of uses, contributing towards well-being, inclusion and cohesion;
 - (c) Integrate new public realm and open spaces with existing movement and networks and permeability, incorporating appropriate seating, shade and shelter, and improving the quality and function and legibility of existing routes where possible;
 - (d) Promote healthy lifestyles by making walking, cycling and low-carbon travel modes easy, safe and accessible, with wide footways and dedicated cycleways where possible which link to the off site walking and cycling network including PROW;
 - (e) Provide or contribute towards a comprehensive green and blue infrastructure network, incorporating existing and new natural features and open spaces into a multifunctional network that supports quality of place, biodiversity and water management, and provides climate change mitigation and resilience;

- (f) Provide or contribute towards an appropriate hierarchy of open spaces, including parks, squares, greens and pocket parks, to provide accessible and inclusive open spaces for play, food production, recreation and sport to encourage physical activity and promote well-being and social inclusion;
- (g) Be designed based on an understanding of the site and its context, and integrate with and positively respond to the local character, heritage and existing communities, including in terms of its connectivity and its landscape and visual impact;
- (h) Minimise adverse impacts on living conditions of neighbouring buildings and future occupiers including overshadowing, outlook, privacy and overlooking, sunlight and daylight;
- (i) Plan effectively for servicing, recycling and refuse, including in terms of highways design and parking management, so that they are well-integrated into developments and neighbourhoods;
- (j) Where necessary reflect the operational needs of affected utilities and associated infrastructure within the design; and
- (k) Ensure appropriate parking provision, including electric vehicle charging and secure cycle storage, is attractive, well-landscaped and sensitively integrated into the built form, so that it does not dominate the street scene and does not compromise safe walking and cycling routes.

All proposals should be designed to meet the principles contained within

Building for a Healthy Life and Secure by Design standard and/or designing out crime principles (or their successor documents). Proposals for more than 100 homes should include a Health Impact Assessment and a Crime Impact Statement as part of any planning application.

11. Proposals for residential and mixed use development within the urban areas, and for major residential and mixed use development elsewhere in the district, must deliver fibre to the premises (FTTP) infrastructure prior to first occupation. An FTTP Statement setting out how and when FTTP infrastructure will be delivered will need to be agreed with the council.

All other developments should provide for broadband connectivity in excess of 24mbps.

In circumstances where the delivery of FTTP is not practical or feasible, the applicant will be required to demonstrate with robust evidence why this requirement cannot be met, and demonstrate how opportunities for digital infrastructure have been maximised.

Proposals for major development across the district will be required to submit an assessment of the accessibility and quality of mobile data networks affecting the site and, where appropriate, examine opportunities to improve mobile data networks affecting the site.

Proposals to improve communications technology in the district, including for mobile data networks, will be supported where they are appropriately designed and located.

Infrastructure delivery

6.17 New development will generally place additional pressure on existing infrastructure, such as roads, schools, utilities infrastructure such as for water and power and community infrastructure such as community halls. It is critical that, through the new Local Plan, the impacts of new development are mitigated effectively. The council will use mechanisms such as the Community Infrastructure Levy and Section 106 Planning Agreements to ensure that developers make appropriate contributions towards necessary infrastructure improvements.

6.18 The timing of infrastructure delivery is an important consideration, and the council will expect a delivery programme to be developed and agreed, in consultation with infrastructure providers, to ensure that infrastructure is delivered at the right time to support growth.

6.19 The Canterbury District Local Plan Viability Study (2022) has tested the viability of policies in this plan and has demonstrated that the plan as a whole is viable and deliverable. The council will therefore not accept further viability evidence from developers at the planning application stage other than in extremely limited circumstances.

Policy DS7 - Infrastructure delivery

1. Where development creates a requirement for new or improved infrastructure beyond existing provision, developers will be expected to provide or contribute towards the additional requirement being provided to an agreed delivery programme.
2. Developments which cannot demonstrate that necessary infrastructure can be delivered at the right time to mitigate impacts will be refused.
3. Community infrastructure provided as part of new developments should be accessible to new and existing residents - preferably within 15 minutes walking time and always within 15 minutes cycling time - and should be designed to be flexible, adaptable and to promote social inclusion.
4. Development proposals should make provision for all the land required to accommodate any additional infrastructure arising from that development, or where it is demonstrated if it is not feasible to provide the required infrastructure on-site, set out a clear and effective strategy for provision off-site.
5. Dedicated Planning Agreements (S106 of the Town and Country Planning Act, 1990) will be used to secure the delivery of a range of site specific mitigation, and contributions towards strategic infrastructure mitigation, in accordance with the statutory tests, which will normally be provided on-site but may, where appropriate, be provided in an off-site location or via an in-lieu financial contribution.
6. The Community Infrastructure Levy will be used alongside S106 contributions to secure contributions to help fund the strategic infrastructure required to support the sustainable growth proposed in Canterbury District set out in this Local Plan and the Infrastructure Delivery Plan. The levy is applied to all

development that meets the qualifying criteria. The charges are set out in the CIL Charging Schedule.

7. Where critical infrastructure such as transport improvements, strategic environmental mitigation or utilities provision including sewerage is required ahead of development reaching a specific level of occupation, either as a whole, or separate phases of development, the council will use planning conditions and/or S106 agreements to manage the occupation of further release of land for development in line with the agreed infrastructure delivery programme. All types of infrastructure connections to existing footpaths and cycleways should be delivered prior to occupation.

8. To ensure that developments provide the necessary planning requirements to create and maintain sustainable settlements and neighbourhoods, deviation from policy requirements on grounds of viability will only be considered appropriate where one or more of the following have occurred to a significant degree since the adoption of the relevant development plan(s):

(a) Additional infrastructure or abnormal development costs which could not reasonably have been foreseen at the time of the development plan's adoption; or

(b) Adverse changes in building costs relative to sales values; or

(c) Worsening of local market conditions such as a prolonged recession or an extraordinary local event demonstrably affecting development values.

In these circumstances a viability appraisal of the development proposal will need to be submitted by the applicants explaining the circumstances which have led to the changes in viability since the relevant plan's adoption and justifying any variation proposed from the policy requirements. The council will recover from applicants all reasonable costs associated with an independent assessment of submitted viability appraisals where a deviation from policy requirements is sought. The submitted viability appraisal and the independent review will be published by the local planning authority with the planning application documentation.

9. Where policy requirements are not met due to an agreed viability reason the viability of the proposal will be reviewed every three years with a final review immediately prior to the completion of the development in accordance with the requirements of this policy to seek to achieve full policy compliance in later development phases.



Employment and the local economy

Business and employment areas

6.20 Business parks across the district play an important role in providing space for businesses to grow and thrive and make a significant contribution to the local economy and local employment. The Canterbury District Economic Development and Tourism Study (2020) confirms that these areas should be protected from inappropriate development through the period of the Local Plan, but recognises that flexibility is required to enable these areas to grow and evolve to respond to changes in the market.

6.21 Although business accommodation such as industrial space and storage space is largely

focussed within these designated areas, business and employment premises across the district are an important source of local employment and this plan seeks to protect such uses where they remain viable and to support proposals for new businesses at alternative locations where appropriate.

6.22 Business space has an important role to play in responding to climate change and proposals will be required to incorporate high levels of energy efficiency and high speed broadband within their designs.

Policy DS8 - Business and employment areas

1. The following sites are identified as designated Business and Employment Areas on the policies map:
 - (a) Barton Business Park, Canterbury
 - (b) Eddington Business Park, Herne Bay
 - (c) Hillborough Business Park, Herne Bay
 - (d) Joseph Wilson Business Park, Whitstable
 - (e) John Wilson Business Park, Whitstable
 - (f) St Augustines Business Park/ Tyler Way, Whitstable
 - (g) Lakesview Business Park/Canterbury Industrial Park, Hersden
 - (h) Canterbury Business Park, Highland Court
 - (i) Barham Business Park, Barham
2. Proposals for new business or employment premises, or the redevelopment, reconfiguration and intensification of existing premises will be supported within the Business and Employment Areas identified on the policies map.
3. Proposals for new business or employment premises on land adjoining the Business and Employment Areas identified on the policies map will be supported if they align with other policies in this plan and where:
 - (a) They are proportionate in scale to the existing designated area; and
 - (b) There is a demonstrable need for the development.
4. Proposals for other commercial uses which involve the loss of existing business or employment premises on land within the Business and

Employment Areas identified on the policies map will be supported where:

- (a) There is a demonstrable need for the development; and
- (b) The proposal does not compromise the primary employment and business function of the designated area.

Where such proposals are for main town centre uses, they will also need to demonstrate that there are no sequentially preferable locations in line with Policy DS10.

5. Proposals for new business and employment premises on land outside of the identified Business and Employment Areas or allocated sites, but within urban areas and settlement boundaries will be supported where they align with other policies in this plan and where:

- (a) There is a demonstrable need for the development; and
- (b) It can be demonstrated that there are no suitable available locations either within or adjoining the designated areas identified on the policies map.

Proposals for home-based businesses will be supported where there is no unacceptable harm to living conditions.

6. Outside of the designated Business and Employment Areas, proposals for development involving the loss of existing E(g), B2 or B8 floorspace will only be permitted where:

- (a) There is clear evidence to demonstrate that the existing floorspace is no longer needed; and

- (b) The use is no longer viable and the business has been actively marketed at a reasonable rate for a period of at least two years; or

- (c) The change of use is the only practical way to conserve a listed building; or

- (d) The building is no longer fit for purpose as business or employment uses.

If a change of use to residential accommodation is proposed then, in addition to the above, the applicant must also demonstrate that every reasonable effort has been made to first secure other appropriate cultural, tourism, economic or community uses for the building.

Proposals involving the loss of high quality office space in the district will be refused.

7. Proposals for new business or employment premises must deliver fibre to the premises (FTTP) infrastructure and any necessary on site sustainable transport infrastructure prior to first occupation.

In circumstances where this is not practical or feasible, the applicant will be required to demonstrate with robust evidence why this requirement cannot be met, and demonstrate how opportunities for digital infrastructure and sustainable transport access have been maximised.

Education and associated development

6.23 The district's education sector forms a significant part of the local economy, including the three universities, and it is important that this plan supports their continued growth and development appropriately.

6.24 The University of Kent's Canterbury Campus Framework Masterplan (2019) outlines a series of proposals to further develop the campus, including through the provision of high quality business space to support further start-up and grow-on businesses and a new hotel and conference facility. It is important that the University continues to act as a catalyst for the creation

of high skilled jobs in the area, alongside its ever improving academic offer.

6.25 Further development at Canterbury Christ Church University and the University of the Creative Arts is anticipated over the period of the Local Plan and this plan provides a positive framework to support the continued development of the education sector whilst ensuring this is appropriately located.

6.26 The Local Plan considers development across all levels of education and skills within the district and provides a positive policy framework to support growth and meet needs.

Policy DS9 - Education and associated development

1. Within the University of Kent campus boundary, as identified on the policies map:
 - (a) Proposals for educational buildings for teaching, research and administrative functions, student residential accommodation, sports facilities and other facilities directly related to the University's core business will be supported.
 - (b) Proposals for high quality business and commercial accommodation, including space for research and development and innovation, and hotel and conference facilities will be supported.
 - (c) Proposals for major developments involving increases in student accommodation or educational floorspace will be expected to be matched by a commensurate increase in high quality business and commercial accommodation within the campus.
 - (d) Proposals should reflect the design, landscape and masterplanning principles set out within the Canterbury Campus Framework Masterplan (2019) or subsequent update as agreed with the council.
2. Within the Canterbury Christ Church University campus boundary, as identified on the policies map, proposals for educational buildings for teaching, research and administrative functions, student residential accommodation, sports facilities and other facilities directly related to the University's core business will be supported.

Proposals for educational buildings for teaching, research and administrative functions and other facilities directly related to the University's core business will be supported in suitable locations within the Canterbury Urban Area.
3. Proposals for the ongoing enhancement and redevelopment of the University of the Creative Arts, including proposals to improve access and pedestrian and cycle

connectivity, will be supported where these align with other policies in this plan.

4. Elsewhere within the urban and settlement boundaries proposals for educational buildings or improvements to existing educational buildings will be supported in suitable locations and where proposals align with other policies in this plan.

5. The loss of existing educational facilities will only be permitted where:

- (a) It is demonstrated that there is no demand for the continued use of the premises education or associated uses; and
- (b) The use is no longer viable and the property has been actively marketed at a reasonable rate for a period of at least 12 months.

Town centres and community facilities

6.27 Centres across the district play a key role in contributing to the character and identity of our settlements and the quality of life of our residents; whether that is the city and town centres with their mix of retail, leisure and culture, or local and village centres which are often at the heart of local communities.

6.28 Even in the face of challenges, such as the rise of online shopping, it is critical that these centres continue to be the focus of commercial activity through the period of the Local Plan, as the Canterbury District Retail and Leisure Study (2020, 2022) concludes. Proposals for what national policy regards as main town centre uses should therefore be located within designated centres and will only be supported outside of these areas where they meet the criteria below.

6.29 Similarly, existing community facilities, medical facilities and sports and recreation facilities across the district provide residents with access to important services, as evidenced

in the Rural Settlement Study (2020, 2023), the Community Facilities Report (2023) and the Indoor Sports Facilities Strategy (2020). It is essential that this provision is protected over the period of the Local Plan, and that new and improved facilities are supported in appropriate locations.

6.30 Outside of the city and town centres, and the urban commercial areas, local and village centres play a key role in providing community facilities and services for urban neighbourhoods and rural communities respectively. Village centres in this context differ to settlements identified as villages in the settlement hierarchy outlined under Policy SS3. Local centres are located within residential areas within the urban areas, with services typically clustered together. Services within village centres are likely to be distributed across the settlement, but nonetheless act as a cluster to serve the local community and meet day to day needs.

Policy DS10 - Town centres and community facilities

1. The district's network and hierarchy of centres includes the designated City and District centres, supported by their edge of centre Commercial Areas, and also Local and Village centres across the

district, as defined on the policies map. Development within these designated centres should be appropriate to the function of the centre within which it is to be located.

Centre Type and Function	Centre
Sub regional/City Centre	Canterbury
District Centre	Whitstable Herne Bay
Commercial Areas	Wincheap Sturry Road Altira Estuary View
Local Centres	Wincheap, Canterbury St Dunstons, Canterbury Zealand Road, Canterbury Thanington Park, Canterbury St Stephens, Canterbury Tankerton Road, Tankerton Herne Bay Road/St Johns Road, Swalecliffe Faversham Road, Seasalter Reculver Road, Beltinge Sea Street, Herne Bay Canterbury Road, Herne Bay Hawe Farm Way, Broomfield, Herne Bay Poplar Drive, Greenhill, Herne Bay Hillborough, Herne Bay Former Herne Bay Golf Course, Herne Bay Strode Farm, Herne Bay Canterbury Road/ Herne Street, Herne
Village Centres	Sturry Blean Bridge Chartham Hersden Littlebourne Adisham Barham Broad Oak Harbledown Hoath Lower Hardres Petham Rough Common Westbere Wickhambreaux

2. Proposals for main town centre uses, including for the redevelopment, reconfiguration and intensification of existing commercial premises, will be supported within the City Centre, District Centres and designated Commercial Areas where these accord with other policies within this plan. Development should contribute positively to the street scene with active frontages and high quality public realm.
3. Proposals for main town centre uses outside the identified centre boundaries will be supported where it has been successfully demonstrated:
 - (a) That there are no other more suitably located and available sites within or better connected through sustainable transport to the identified centres for the town centre use(s) proposed, using a sequential approach to site identification;
 - (b) Flexibility in terms of format and scale;
 - (c) The site is accessible and well connected to the nearest centre through a range of transport modes other than the car, including good local public transport services, walking and cycling; and
 - (d) The proposed development does not have a significant detrimental effect on the highway network in terms of congestion, road safety and pollution.
4. When assessing applications for main town centre uses outside the identified centres boundaries, which are not in accordance with the Local Plan and with a floorspace that meets or exceeds 500sqm, the council will also require an impact assessment.

Should a planning application be made for an amount of retail floorspace that exceeds the total identified in Policy SS3 it should be accompanied by an impact assessment relating to the additional floorspace.

An impact assessment will include an assessment of:
 - (a) The impact of the development on existing, committed and planned public and private investment (including regeneration schemes) in a centre or centres in the catchment area of the proposal; and
 - (b) The impact of the proposal on town centre vitality and viability, including local consumer choice and trade in the town centre and wider area; up to five years (ten for major schemes) from the time the application is made.
- Development that fails the sequential approach to development or gives rise to significant adverse impacts will be refused.
5. Proposals for new local shopping or community facilities, including for the redevelopment, reconfiguration and intensification of existing premises, within or adjacent to Local Centres, and at the Village Centres, will be supported. Development should contribute positively to the street scene with active frontages and high quality public realm.
6. Within the Local Centres and at the Village Centres, planning permission will be only be granted for a loss of a shop or community facility where:
 - (a) The proposed use does not threaten the vitality and viability of the centre;
 - (b) The proposed use is not detrimental to residential amenity;
 - (c) The proposed use does not jeopardise the variety of services available in the centre to meet the needs of the local community; and

(d) The use of the premises for commercial or community use is no longer viable and the property has been actively marketed at a reasonable rate for a period of at least two years.

7. Outside of designated centres, proposals for new local shopping or community facilities, or for the improvement or enhancement of existing facilities, will be supported where the development accords with other policies in this plan.

Planning permission will only be granted for a loss of an existing shop or community facility where:

- (a) There is clear evidence to demonstrate that there is no need for the use of the facilities within the locality;
- (b) It is demonstrated that other uses to serve the local community could not operate from the buildings or land; and
- (c) The use is no longer viable and the property has been actively marketed at a reasonable rate for a period of at least two years.

8. Proposals for major residential development across the district will be expected to contribute to the improvement of local community halls where a new facility is not being provided within the site.

9. Proposals for new medical, health and social care facilities, or for the improvement or enhancement of existing facilities, will be supported on suitable sites across the district and the development accords with other policies in this plan.

Planning permission will only be granted for a loss of an existing medical, health and social care facilities where:

- (a) The disposal of the site is identified within an approved NHS strategy; or
- (b) There is clear evidence to demonstrate that there is no need for the facilities; and
- (c) It is demonstrated that other uses to serve the local community could not operate from the buildings or land.

10. Proposals for new indoor sports, recreation, fitness, swimming or skating facilities, or for the improvement or enhancement of existing facilities, will be supported on suitable sites across the district where there is a demonstrable local need for the proposal and the development accords with other policies in this plan.

Proposals for development which would result in the loss, in whole or in part, of existing indoor sports, recreation, fitness, swimming or skating facilities will only be supported where:

- (a) The site has first been considered for other indoor sports provision; and
- (b) It has been demonstrated that the facility is surplus to requirements having regard to the Indoor Built Facilities Strategy; or
- (c) There is an overriding need for the proposed development which outweighs the loss and the loss would be replaced by equivalent or better provision in terms of quantity and quality in a suitable location to serve the local community; or
- (d) The development is for a small part of the site; where it has been demonstrated that it will result in enhanced sport and recreational facilities.

Tourism development

6.31 Canterbury district is home to a wealth of tourist attractions, including the UNESCO World Heritage Site, and tourism makes a significant contribution to the local economy. The Canterbury District Economic Development and Tourism Study (2020) has assessed the existing offer and identifies opportunities for further growth in the sector of the period of the Local Plan.

6.32 While most tourism development should be focussed in and around the city and town centres, it is recognised that there is scope to increase rural tourism, such as

that related to environmental or viticultural tourism, provided these are sensitively located and designed.

6.33 Within the urban areas however, the continued proliferation of residential properties being used for short-term holiday lets is reducing the number of homes being available for our communities and Local Plan consultation responses have identified that these uses are affecting the character of some areas and the quality of life for residents. It is important therefore that further proliferation of short-term holiday lets is subject to controls through the planning applications process.

Policy DS11 - Tourism development

1. Proposals for new tourism development including hotels, guesthouses, bed and breakfast and new visitor attractions within or on the edge of the designated town centres will be supported, subject to the following considerations:
 - (a) The development is appropriately accessible by public transport, walking and cycling including in relation to existing tourist attractions; and
 - (b) The development will contribute positively to the diversification and quality of tourist attractions and accommodation in the district.
2. Using a residential property for the purposes of a short-term holiday let for more than 90 days each year is a material change of use and will require planning permission. Proposals for the change of use from a residential dwelling to use as a short-term holiday let, will be supported where:
 - (a) There is no adverse impact upon living conditions in nearby properties;
 - (b) The proposals would not lead to a level of car parking that would exceed the capacity of the street;
 - (c) The proposals could provide acceptable arrangements for bin storage and other shared facilities; and
 - (d) It can be demonstrated that the proposal would not lead to an overconcentration of short term holiday let properties in the area.
3. Outside of the urban areas, opportunities to promote tourism, including through rural diversification, will be encouraged where there is no overriding conflict with other policies in this plan. Environmental or agricultural focused tourism initiatives which foster environmental, ecological, agricultural, viticultural, gastronomic and/or cultural understanding, appreciation and conservation will be encouraged. New tourism development, change of use, conversion or extension of existing buildings to provide tourist

accommodation, attractions or facilities will be supported provided that:

- (a) The nature and scale of the proposal is in keeping with the character of the area;
- (b) The development will contribute positively to the diversification and quality of tourist attractions and accommodation in the district;
- (c) There is no adverse impact upon residential amenity;
- (d) The development takes all reasonable opportunities to maximise accessibility by sustainable and active travel; and
- (e) Where in the countryside, development complies with the requirements of Policy R19.

When considering proposals for self catering and bed and breakfast accommodation in rural areas the council will apply planning conditions to ensure the accommodation remains in holiday use.

4. Proposals for development involving the loss of visitor accommodation will only be permitted where:
 - (a) There is clear evidence to demonstrate that the existing accommodation is no longer needed; and
 - (b) The use is no longer viable and the business has been actively marketed at a reasonable rate for a period of at least two years; or
 - (c) The change of use is the only practical way to conserve a listed building; or

(d) The building is no longer fit for purpose as visitor accommodation.

If a change of use to residential accommodation is proposed then, in addition to the above, the applicant must also demonstrate that every reasonable effort has been made to first secure other appropriate cultural, tourism, economic or community uses for the building.

5. Proposals for new touring and static caravan tourist sites, or for the refurbishment and expansion of existing sites, will be supported provided that there is no overriding conflict with other policies in this plan. New sites will be subject to a legal agreement or similar mechanism to ensure the site remains in tourism use.
6. Proposals for development involving the loss of existing touring and static caravan tourist sites will only be permitted where it can be demonstrated that the use of the site does not make any positive contribution to the local economy.
7. Proposals for Marina provision and associated facilities will be supported where the development accords with other policies in this plan and where:
 - (a) The development would not result in any risk of flooding elsewhere, and any mitigation measures are completed in advance of the development; and
 - (b) A Habitats Regulations Assessment has been carried out to establish the impact on the surrounding internationally important sites for wildlife, such as Special Protection Area (SPA), Special Area for Conservation (SAC) and Ramsar; and

(c) Development which would materially harm the scientific or nature conservation interests, either directly, indirectly or cumulatively of the Sites of Special Scientific Interest (SSSI) and areas of known nature conservation interest is mitigated and any impacts can be adequately compensated; and

(d) If the proposals relate to Whitstable Harbour, any development is consistent with the Whitstable Harbour Strategic Plan and maintains a working harbour.

The council will expect a masterplan to be prepared in consultation with key stakeholders and the local community ahead of any planning application.

Rural economy

6.34 Within the countryside, the emphasis of this plan is to protect the rural character of the district while enabling existing rural businesses to grow and adapt, and where appropriate, to diversify through the period of the Local Plan.

6.35 Outside of urban and settlement boundaries, the best quality agricultural land should be protected from loss through development other than in exceptional circumstances.

Policy DS12 - Rural economy

1. The council will take a positive approach to the growth and diversification of the district's rural economy, including agriculture, agri-environmental schemes, equestrian, horticulture and viticulture businesses, to support the development of the rural economy and the adaptation of these industries over the period of the plan.
2. Proposals for new agricultural buildings, improvements to existing buildings, ancillary development and sensitive diversification of existing agriculture or viticulture operations will be supported where the development accords with other policies in this plan and where:
 - (a) The development is proportionate in scale to the existing operation; and
 - (b) There is a demonstrable need for the development which outweighs any harm; and
 - (c) The development protects the rural character of the area and any adverse impacts on the landscape are appropriately mitigated.
3. The council will seek to protect the best and most versatile agricultural land for the longer term. Any development on agricultural land will need to be supported by an Agricultural Land Classification Assessment. Development on unallocated agricultural land that would result in the significant loss of Grades 1, 2 and 3a agricultural land will only be permitted where it can be demonstrated to be necessary to meet a local housing, business or community need and a suitable site within urban areas and settlement boundaries or on poorer quality land cannot be identified.

Movement, transportation and air quality

Movement hierarchy

6.36 Transportation is one of the biggest challenges facing the district and affects both the local economy and residents' quality of life. Traffic congestion in particular is viewed as a constraint to growth by local businesses and contributes to high levels of carbon emissions and poor air quality.

6.37 The Kent and Medway Low Emissions Strategy (2020) and the emerging KCC Local Transport Plan 5 advocate the prioritisation of active and sustainable travel options, and low emissions vehicles, over that of other private

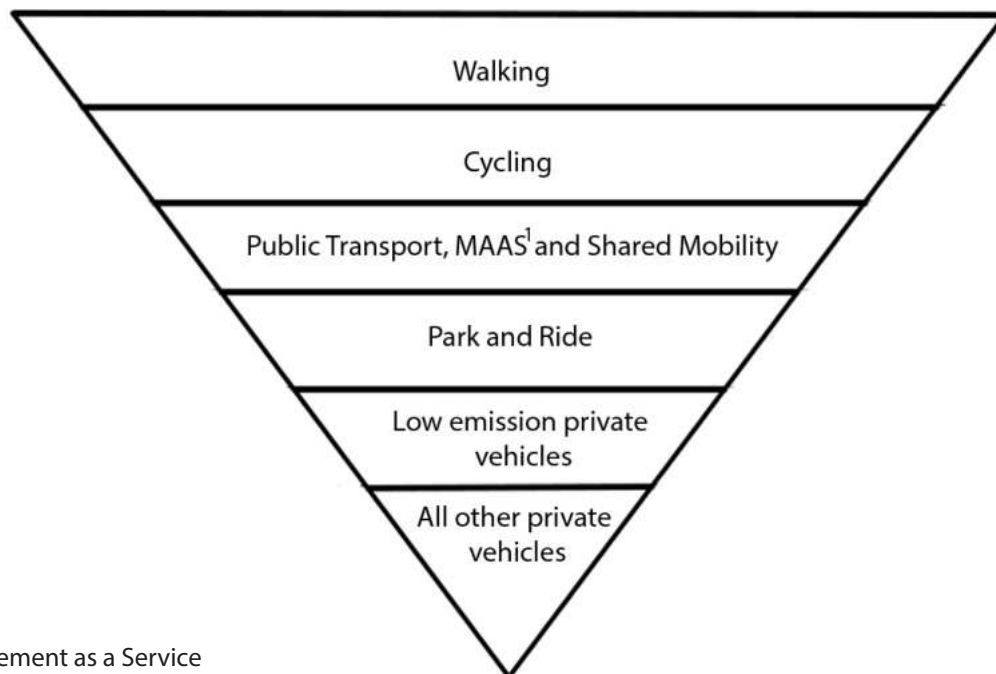
vehicles, and it is important that the Local Plan helps to facilitate the delivery of modal shift which makes it easier, safer and more convenient to take healthy and low carbon journeys than make trips by private car.

6.38 As part of the overall strategy for movement and transportation in the district, it is critical that all new developments follow the Movement Hierarchy to embed this prioritisation within the design and delivery of schemes.

Policy DS13 - Movement hierarchy

- Proposals for new development should align with the council's Movement Hierarchy which seeks to prioritise active and sustainable travel options in all new developments, to minimise additional

trips made by private vehicle, contribute to improvements in air quality and carbon emissions and support active and healthy lifestyles.



¹Movement as a Service

Active and sustainable travel

6.39 Optimising opportunities for walking and cycling, and linkages to the existing networks, should be considered at the very outset of any development proposal. Walking and cycling routes should generally be more convenient than vehicular routes and must be designed to meet the needs of all users, including those with disabilities. In many cases, this will require developers to contribute to improvements off-site and the council will use appropriate mechanisms to secure this.

6.40 Within the urban areas and, where appropriate, in Rural Service Centres and Local Service Centres, new residential developments should be located where residents can easily access bus services, which can also provide

onward access to rail and, where necessary, developers will be expected to integrate high quality bus infrastructure within development sites and to contribute to enhancements to bus services, either in routes or frequency or both.

6.41 Technological developments in transportation - both people and goods - are expected to offer alternative modes of travel over the period of the Local Plan. The very largest developments in the district will be expected to integrate mobility hubs within their designs which can provide spaces for new technologies such as shared transport services, which can further reduce the need to travel by private vehicles.

Policy DS14 - Active and sustainable travel

1. Proposals for development must demonstrate how they will maximise high quality walking and cycling connectivity both within the site and to local facilities, open spaces and public transport networks including bus and rail. Existing Public Rights of Way should be retained or, where necessary and where the need outweighs the harm, rerouted and upgraded to avoid development, providing a publicly accessible, high quality route, subject to KCC statutory processes. Developments will be expected to improve off-site routes to ensure high quality connectivity and accessibility where necessary. Proposals within settlement boundaries should be designed to ensure that walking and cycling routes from the development are more convenient than vehicular routes. Routes and access should be designed to be safe and inclusive and meet the needs of all pedestrians and cyclists, including disabled people and the mobility impaired.
2. Cycle parking should be provided in accordance with council's Parking Standards (Appendix 3), and must be conveniently sited, secure and overlooked to encourage their use. Any provision of new or upgraded cycle routes should be designed in accordance with Local Transport Note 1/20 or any subsequent updated guidance. Walking and cycling routes must be delivered at the earliest possible stage of a development and should be hard-surfaced and lit and, wherever possible, provide for ecological connectivity and pollinators.
3. Proposals for 10 or more homes within the urban areas should be located no more than 400 metres from a frequent bus service. Where appropriate,

developments should include bus priority measures within sites, and high quality bus stop infrastructure, including high kerbs, shelters and timetables, to maximise the convenience and attractiveness of public transport. The council will use appropriate legal mechanisms to secure a commuted sum to cover future maintenance and developers may be required to contribute to improvements in bus services.

4. Proposals for more than 300 homes should maximise opportunities for alternative and innovative travel options

from the site through the provision of a mobility hub in order to further reduce the need to travel by private car, such as through e-scooter* and cycle hire, parcel collection lockers, shared transport services and car clubs. Consideration should be given to opportunities for autonomous technologies for deliveries. Schemes should integrate effectively with existing networks and public transport, including through use of standard payment platforms. Consideration should be given to the scope for car-free areas and zero-emission transport zones as part of the scheme design.

*It is not legal at present to use e-scooters on the public highway.



Highways and parking

6.42 Even in the context of the prioritisation of active and sustainable travel options, most developments will generate additional vehicular trips and it is essential that the potential impacts on the highway network are effectively assessed and mitigated where necessary.

6.43 Transport statements and assessments are the key tools by which these impacts are assessed and it is critical that these technical documents are not only robust, but demonstrably reflect the Movement Hierarchy

and embed the transportation priorities set out within this plan.

6.44 Parking provision, including for disabled drivers, electric vehicles and cycles, must be sufficient for the type of development proposed, and will also differ by location, with the most centrally located developments providing very limited, if any, vehicle parking. This plan also seeks to support the decarbonation of freight and deliveries over the period of the Local Plan.

Policy DS15 - Highways and parking

1. Proposals for development must ensure adequate vehicle parking provision reflecting the scale, use and location of development, in line with the council's Parking Standards (Appendix 3), and should set out how any parking is to be controlled. Within and on the edge of the designated city and town centres, developments should be "car free" with on street parking controls introduced where necessary.
2. Parking provision within the curtilage of all new homes in the district should include a suitable connection for EV charging. Within parking areas provided as part of new developments, EV charging points should be provided to a minimum of 1 in 10 spaces, with a further cable route for the remainder of the spaces. If the parking is to be allocated then each space should have access to an EV charging point. For non-residential uses with off street car parking, EV charging points to a minimum standard of 7KW wifi enabled should be provided to a minimum of one in five spaces, with a further cable route for the remainder of the spaces.
3. Proposals for development that will generate a significant volume of traffic should be accompanied by a transport statement or assessment and a green travel plan. The requirement will be judged on a case by case basis taking into consideration the existing road network capacity and constraints, the anticipated trips generated and the level of parking proposed. These documents must be comprehensive, robust, and demonstrate clearly how the development meets the requirements of the council's movement policies, including how:
 - (a) The design and layout of the development aligns with the Movement Hierarchy;
 - (b) Walking and cycling mode share will be maximised, identifying opportunities for off-site improvements to routes connecting the development to local facilities and public transport networks;
 - (c) Public transport mode share will be maximised, considering opportunities for on- and off-site improvements to bus infrastructure, and rail infrastructure where appropriate;

- (d) Opportunities for additional interventions which further reduce the need to travel by private vehicle have been maximised;
 - (e) The impacts of any projected increase in vehicular traffic across the network will be mitigated;
 - (f) Opportunities to internalise trips have been maximised;
 - (g) The parking arrangements, including any EV charging points, will be delivered; and
 - (h) Any identified infrastructure improvements or mitigation schemes will be delivered, including timescales and funding arrangements.
4. Proposals for development will be refused where:
- (a) The development design and transport strategy does not follow the Movement Hierarchy; or
 - (b) The development would prejudice the delivery of the key transport infrastructure requirements; or
 - (c) The development would lead to unacceptable highway safety; or
 - (d) The residual cumulative impacts on the road network would be severe.
5. Neighbouring sites would be expected to work collaboratively on construction traffic management such as the rationalisation of access points, in order to minimise any adverse impacts on the living conditions of new and existing residents.
6. Relevant proposals should design for the sustainable development of freight and logistics by:
- (a) Supporting and encouraging the development of freight distribution and logistics systems in appropriate locations that can reduce carbon emissions including innovations such as freight consolidation and zero emissions last mile distribution;
 - (b) Enabling improvements to and a shift away from road-borne freight to suitable low carbon modes and technologies, including electrification of delivery vehicles, rail, water and pipelines; and
 - (c) Working with the freight industry to enable the sustainable movement of goods whilst ensuring the negative impacts of freight traffic are minimised.
- The council will additionally seek to enhance sustainable distribution by:
- (a) Utilising traffic management powers, where appropriate to do so, to manage access and egress from specific locations such as through pedestrianised urban centres and low traffic neighbourhoods; and
 - (b) Encouraging Heavy Goods Vehicles (HGVs) to use the primary route network, where possible.

Air quality

6.45 Poor air quality can have damaging effects on public health and the environment and the council continues to prioritise improving air quality in the district, including at the designated Air Quality Management Areas.

6.46 It is essential that new development does not contribute to any further deterioration in air quality and emissions should be assessed and mitigation identified as part of new developments.

Policy DS16 - Air quality

1. Proposals for major development in the district will be required to undertake an emissions mitigation assessment and cost calculation in line with the council's air quality guidance to demonstrate that the development will be air quality neutral and will not lead to a net increase in emissions. The assessment should:

- (a) Quantify the amount of residual emissions a development is likely to produce and the monetary value that is expected to be needed for funding measures to mitigate those impacts on- or off-site;
- (b) Integrate the active and sustainable travel, EV charging and green infrastructure measures required through this plan and quantify their impact on emissions;
- (c) Where any residual emissions are identified, integrate additional on-site measures, including nature-based solutions, to demonstrate neutrality; and
- (d) Where residual emissions still remain after additional on-site measures have been incorporated, or where it can be demonstrated that it is not practical or appropriate to incorporate additional on-site measures, identify additional off-site measures to demonstrate neutrality.

The council will use appropriate mechanisms to secure the delivery of any identified mitigation measures.

2. Proposals for major development within, or which would impact upon, designated Air Quality Management Areas will also be required to undertake an air quality assessment, in accordance with the council's air quality guidance. The assessment should:

- (a) Consider the development in the context of the cumulative effects on air quality from other proposed developments in the vicinity; and
- (b) Consider the impact of the development on any sensitive receptors; and
- (c) Demonstrate how any identified impacts will be mitigated.

The council will use appropriate mechanisms to secure the delivery of any identified mitigation measures.

3. Proposals for non-major development will be expected to show how emissions have been minimised through the design of the scheme.

4. Development which has an unacceptable impact on air quality, including sensitive receptors, will be refused.

Open space, natural and historic environment

Habitats of international importance

6.47 Canterbury district is home to a variety of important habitats, including international designations such as Special Areas of Conservation and Special Protection Areas. These designated areas provide irreplaceable habitats and it is critical that the impact of new development in the district is effectively mitigated in line with the Habitat Regulations (2017) (as amended).

6.48 The council has worked in partnership with key stakeholders and neighbouring authorities over a number of years to establish and implement a programme of management and monitoring for the protected habitats at the coast, where recreational impacts can lead to the disturbance of important bird species, and developments within the affected areas will continue to contribute to this scheme to ensure effective mitigation.

6.49 There is the potential for development within the district to impact on functionally linked land used by bird populations from the coastal SPA / RAMSAR designated sites. These pieces of land can support the functional integrity of these protected sites and it is essential that the potential for impacts is properly assessed. Where appropriate the mitigation hierarchy of avoid, then minimise, and then mitigate must be followed.

6.50 The council is working with partners to develop a catchment-wide strategy to deliver mitigation for the impacts of planned development affecting water quality at the

Stodmarsh protected site, where harmful nutrients such as phosphorus and nitrogen are adversely affecting the habitat. The draft Canterbury District Nutrient Mitigation Strategy (2024) is part of this work, and sets out a clear sequential approach to embedding mitigation within sites where possible - such as through the delivery of new high quality wastewater treatment facilities - while developing wetlands, which can remove harmful nutrients from the watercourses which feed into Stodmarsh, and other potential measures, to mitigate the impacts of developments which are unable to accommodate such mitigation within their sites.

6.51 In line with Natural England advice, development proposals for new overnight accommodation within the Stour Catchment, or proposals where sewage from a development would be treated at a wastewater treatment works that discharges into the River Stour or its tributaries, should utilise the current best practice nutrient neutrality guidance, including most up to date discharge guidance available on the Environment Agency's website, and nutrient budget calculator.

6.52 Part of the mitigation strategy includes the use of SuDS. Where a development includes SuDS it should use the best practice guidance available at the time, including but not limited to CIRIA guidance, and accord with Policy DS20.

Policy DS17 - Habitats of international importance

1. Proposals for development (plan or project) which may have an adverse effect on the integrity of a Special Area of Conservation (SAC), Special Protection Area (SPA) or Ramsar site, alone or in combination with other plans or projects, will not be permitted.
2. Where a plan or project's effects on a SAC, SPA or Ramsar site, alone or in combination, cannot be screened out during Habitat Regulations Assessment, an Appropriate Assessment in line with the Habitats Regulations 2017 (as amended) will be required.
3. Any development (plan or project) considered likely to have a significant adverse effect on a SAC, SPA or Ramsar site will need early consultation with the council and any other appropriate statutory consultee or authority as to the likely impacts and to identify appropriate mitigation as necessary.
4. Where mitigation measures are agreed by the council, the development will be required to fund and/or implement such mitigation measures. Any residual impacts may still require in-combination assessment.
5. In the event that the council is unable to conclude that there will be no adverse effect on the integrity of any internationally designated site, the plan, or project will be refused unless the tests of no alternative solutions and the imperative reasons of overriding public interest in accordance with Regulation 62 of the Habitats Regulations 2017 (as amended) are proven.
6. Where there is the potential for a site to be functionally linked land with a SPA, SAC and/or RAMSAR, an assessment of the potential value of the site must be undertaken. Any development considered likely to have significant effects must follow the mitigation hierarchy. Where mitigation measures are agreed by the council, the development will be required to fund and/or implement such mitigation measures.
7. All proposals for new residential development within the two identified Zones of Influence (Thanet Coast and Sandwich Bay SPA 7.2km and the Swale SPA 6km) will be required to comply with the relevant Strategic Access Management and Monitoring Strategy or Strategies (SAMMs) in order to mitigate against the likely in-combination effects of increased recreational disturbance from new development on the overwintering bird populations for which Thanet Coast and Sandwich Bay SPA and the Swale SPA are designated.

A financial contribution will be required in line with the tariff(s) towards the in-perpetuity Strategic Access Management and Monitoring Strategy or Strategies. This will be secured and collected via a S106 ahead of the commencement of the development.

Developments for other uses that would increase recreational activity causing disturbance to qualifying species will be assessed on a case by case basis under the Habitat Regulations and may be required to make full or partial contributions towards one or both SAMMs if appropriate.

8. Proposed development for new overnight accommodation within the Stour Catchment, or where sewage from a development will be treated at a Wastewater Treatment Works that discharges into the River Stour or its tributaries will need to ensure that it will not have an adverse effect on the integrity of Stodmarsh SAC/SPA/Ramsar site.

Applicants will be required to comply with the relevant Nutrient Mitigation Strategies and to demonstrate that the requirements of the Habitats Regulations will be met, such as by applying the advice on Nutrient Neutrality issued by Natural England.

New development will be expected to meet the following requirements, unless alternative, suitable mitigation can be clearly evidenced and approved by the council:

- (a) Proposals for more than 300 homes must provide high quality on-site regulated wastewater treatment facilities with permit levels set at Technically Achievable Limits (TAL), together with an on-site SUDS design which removes a minimum of 50% of P and N from the surface water;
- (b) Proposals for between 150 and 300 homes must examine all available opportunities for integrating high quality on-site regulated wastewater treatment facilities within the site to minimise the levels of P and N associated with foul water from the site. These developments must integrate an on-site SUDS design which removes a minimum of 50% of P and N from the surface water;
- (c) All other developments must integrate an on-site SUDS design which removes a minimum of 50% of P and N from the surface water, having regard for Policy DS20;
- (d) All developments should examine opportunities to connect sewerage infrastructure to existing or planned high quality on-site wastewater treatment facilities within the locality; and
- (e) The council will apply (a) and (b) flexibly where the proposal is for redevelopment or regeneration of a wholly brownfield site.

In addition to the allocated wetland at Policy C20, land is safeguarded for the delivery of strategic wetlands to mitigate the residual P and N generated by development within this plan as part of the Canterbury District Nutrient Mitigation Strategy. Any proposals which would prejudice the delivery of wetlands within the safeguarded area, as identified on the policies map, will be refused.

The council will work with its partners including Natural England and the Environment Agency to develop and implement a mitigation credits scheme to enable development to proceed while ensuring no adverse impact on the integrity of Stodmarsh SAC/SPA/Ramsar site.

Habitats and landscapes of national importance

6.53 Much of the southern part of the district falls within the Kent Downs Area of Outstanding Natural Beauty, which is a nationally important landscape where major development is not normally permitted. The council will continue to work with partners to support the implementation of the Kent Downs AONB Management Plan and to further the goals of this national landscape through implementation of Local Plan policies.

6.54 National policies set out a clear framework for the protection of important habitats such as at Sites of Special Scientific Interest and National Nature Reserves, and for proposals which may affect protected species.

The plan reflects this framework to ensure that these important ecological areas are protected over the period of the Local Plan. This includes impacts from new development such as damaging or fragmenting habitats; noise, lighting and dust pollution; construction work and transport.

6.55 Irreplaceable habitats, such as ancient woodland and ancient or veteran trees, are incredibly important and should only be lost for wholly exceptional reasons as set out within the Government's standing advice. As part of any mitigation strategy, appropriate buffers to irreplaceable or priority habitats should be included, having regard to best practice and guidance.

Policy DS18 - Habitats and landscapes of national importance

1. Proposals for major developments and proposals which conflict with the objective to conserve and enhance the Kent Downs Area of Outstanding Natural Beauty (AONB), or that endanger tranquillity, will not be permitted except in exceptional circumstances.
2. In considering proposals for development within the AONB, or its setting, the emphasis should be on proposals that are sustainably and appropriately located and designed to enhance and further the character of the AONB. The council will grant proposals which support the economy and social well being of the AONB and its communities, including affordable housing schemes, provided that they do not conflict with the aim of conserving and enhancing natural beauty by addressing location, scale, form, high quality design, materials and mitigation and have regard to the advice set out in the Kent Downs AONB Management Plan, and its supporting guidance.
3. Proposals which facilitate the delivery of the statutory Kent Downs AONB Management Plan and are desirable for the understanding and enjoyment of the area will be encouraged.
4. Proposals for development which would materially harm the scientific or nature conservation interest, either directly, indirectly or cumulatively, of sites designated as a Site of Special Scientific Interest (SSSI), National Nature Reserve (NNR) and Marine Conservation Zones (MCZ) for their nature conservation, geological, or geomorphological value will not normally be permitted.
5. Development that affects a Site of Special Scientific Interest, National Nature Reserve or Marine Conservation Zone must follow the mitigation hierarchy

of avoidance, mitigation and then compensation as a last resort. Having followed the mitigation hierarchy, proposals will only be permitted where an appraisal prepared by an appropriate specialist has demonstrated that:

- (a) The objectives and features of the designated area and overall integrity of the area would not be compromised; or
 - (b) Any adverse effects on the qualities for which the area has been designated which cannot be avoided (through locating on an alternative site with less harmful impacts) or adequately mitigated, are clearly outweighed by social or economic benefits and a suitable compensation strategy is proposed.
6. Proposals for development which would result in the loss, or damage to, or threaten the future retention of, irreplaceable habitat such as ancient woodland and ancient or veteran trees will be refused unless:
- (a) There are wholly exceptional reasons, where the need for, and public benefits of, the development in that location clearly outweigh the loss or specifically provided for within this plan; and
 - (b) Adequate mitigation and compensation measures and an implementation plan are agreed with the council. The council will use appropriate mechanisms to ensure any mitigation or compensation measures are secured and delivered.
7. Proposals which may affect protected and priority species, including great crested newts, or priority habitats must follow Natural England and other partners' advice and guidance and follow the mitigation hierarchy of avoidance, mitigation or compensation. If mitigation or compensation are agreed, these will be secured as part of the planning permission using planning conditions or planning obligations.



Habitats, landscapes and sites of local importance

6.56 Across the district there are a range of areas which have been identified as having local importance; areas and sites which are not covered by national or international designations, but which require additional protections or where specific considerations will apply. This plan sets out a clear approach to these different areas, reflecting the function and nature of the local designation, to ensure that development affecting these areas is managed appropriately.

6.57 The Canterbury District Landscape Character and Biodiversity Appraisal (2020) and the accompanying Local Landscape Designations Review (2020) assess the valuable contribution that locally designated sites and landscapes make to the character and biodiversity of our district. Development within these areas needs to be carefully managed to ensure these locally important landscapes are preserved and enhanced where possible.

6.58 Designated “Green Gaps” provide protection against coalescence between settlements, which would permanently harm

the character and identity of individual settlements. These are important protections that should outlast the period of any individual Local Plan. The Canterbury District Green Gaps Review (2022) confirms that new Green Gaps should also be designated alongside the proposed development allocations within this plan. The following Green Gaps are therefore shown on the policies map:

- Between the urban areas of Herne Bay and Whitstable;
- Between Whitstable and Radfall;
- Between Hersden and Westbere;
- Between Canterbury and Sturry;
- Between Sturry and Westbere;
- Between Sturry and Hersden;
- Between Sturry and Broad Oak;
- Between Blean and Rough Common;
- Between Canterbury and Tyler Hill;
- Between Canterbury and Bridge; and
- Between Canterbury and Chartham.



Policy DS19 - Habitats, landscapes and sites of local importance

1. Proposals for development likely to have an adverse effect, either directly or indirectly, on Local Wildlife Sites; Local Nature Reserves; or Regionally Important Geological / Geomorphological Sites will only be permitted where the justification for the proposals clearly outweighs any harm to the intrinsic nature conservation and/or scientific value of the site.

Where negative impact is unavoidable, measures should be taken to ensure that the impacts of the development on valued natural features and wildlife have been mitigated to their fullest practical extent. Where mitigation alone is not sufficient, adequate compensatory habitat enhancement or creation schemes will be required.
2. Proposals for development which do not detract from the unspoilt scenic quality or scientific value of the Undeveloped Coast, as shown on the policies map, will be permitted.
3. Within the Local Landscape Designation areas at Seasalter Marshes, North Downs, Blean Woods, Wantsum Channel and Stour Valley, as defined on the policies map, proposals for development will only be permitted where they conserve and, where appropriate, enhance the special qualities of the landscape. Consideration will be given to
 - (a) the extent to which the developments location, scale, design and materials would impact on, or protect, the local landscape character and its special qualities;
 - (b) whether the proposal would enhance the future appearance of the designated landscape; and
 - (c) whether there are significant impacts on the historic setting, archaeological or nature conservation interests.
4. Within the designated Local Green Spaces at Prospect Field, Joy Lane, Whitstable and Columbia Avenue Recreation Ground, Columbia Avenue, Whitstable, proposals for development that protects or enhances these Local Green Spaces will be permitted.

Proposals for development that would impact upon or change the character of the Local Green Space will only be permitted when the proposal is for:

 - (a) The construction of a new building that is an essential facility for outdoor sport or recreation, allotment use or community uses that does not conflict with the purpose or character of the Local Green Space; or
 - (b) A proportionate and essential extension or alteration of an existing building which does not harm the character of the area; or
 - (c) The re-use or replacement existing buildings provided that uses do not conflict with the character of the Local Green Space and any replacement building is not materially larger; or
 - (d) The carrying out of engineering or other operations required for public health and safety.
5. Within the designated Green Gaps, as defined on the policies map, only

proposals for sports and recreation uses will be permitted, and only where the development:

- (a) Is kept to the minimum necessary to support the proposed use; and
- (b) Does not significantly affect the open character of the Green Gap, or affect the separating function leading to coalescence between existing settlements; and
- (c) Is sensitively designed, including in terms of form and lighting; and
- (d) Is sensitively located and does not result in isolated and obtrusive development.

Proposals for development within the Herne Bay and Whitstable Green Gap will be subject to the criteria above, however education, outdoor leisure or allotments may also be considered as suitable uses. Any proposal must not result in a material expansion of the built confines of the urban areas of Herne Bay or Whitstable.

6. Within the designated green infrastructure spaces, as defined on the policies map, or sites provided as biodiversity net gain or safeguarded for biodiversity net gain through a Local Nature Recovery Strategy, only proposals that protect or enhance these spaces and their function will be permitted.



Flood risk and sustainable drainage

6.59 Many parts of the district are at risk of flooding, and the impacts of climate change are expected to increase this risk over the period of the Local Plan. New development should be appropriately located to avoid increasing the risk of flooding, and where proposals come forward in areas of existing risk, specific assessments will be required.

6.60 The Environment Agency publishes information relating to the Flood Zones affecting the district and keeps this information up to date. The current Flood Zones are identified within the council's Strategic Flood Risk Assessment (2024).

6.61 Undeveloped land within areas of flood risk should not normally be developed and strict controls such as the Sequential Test and the Exception Test will apply to ensure that any such proposals are supported by robust and comprehensive evidence. Development will

not be permitted within the Coastal Protection Zones, Overtopping Hazard Zone and the Coastal Change Area.

6.62 Managing surface water and drainage is fundamental to effective and resilient design and the council considers that all developments should integrate sustainable drainage systems as part of their designs and can help replenish depleted groundwater supplies through infiltration.

6.63 Source protection zones, which provide protection to safeguard drinking water, are identified on the Environment Agency website. Source protection zones should be taken into consideration when implementing Policy DS20, where appropriate. This includes having consideration for the specific requirements, set out by the Environment Agency, in relation to sustainable drainage systems in areas of groundwater vulnerability.

Policy DS20 - Flood risk and sustainable drainage

1. Proposals for development that would increase the risk of flooding on or off the development site, or would compromise the performance of flood defences will be refused.
2. Proposals for development within Flood Zones 2 and 3 and sites larger than 1 ha in Flood Zone 1 shall be subject to a site-specific flood risk assessment, which includes flood risk management measures in accordance with Policies DM14 and DM15, and the NPPF.
3. For new development on sites which have not been previously developed and are identified as requiring a site-specific flood risk assessment, the Sequential Test should be undertaken. Where required, the Exception Test should also be applied.

The Sequential Test is considered to be passed for the City and Town Centres and the Commercial Areas, as identified on the policies map, however qualifying developments within these areas should still be considered against the Exception Test.

In addition, the Sequential Test will not be required for the following types of development:

- (a) Sites that have been allocated within the Local Plan;
- (b) Minor development and changes of use as defined in the NPPF;
- (c) Development on previously developed land;
- (d) Extensions to existing properties; and
- (e) Replacement dwellings.

All development in Flood Zones 2 and 3, and/or identified as being at risk of flooding from other sources as part of a site-specific flood risk assessment should incorporate flood mitigation.

4. All proposals for development should include identified drainage provision suitable for the proposal and its location, taking account of advice and guidance from Kent County Council, the Lead Local Flood Authority. All proposals should integrate sustainable drainage systems (SuDs), incorporating naturalistic solutions into the design and soft landscaping of the development adhering to the following hierarchy:
 - (a) Discharge into the ground;
 - (b) Discharge to a surface water body;
 - (c) Discharge to a surface water sewer, highway drain or other drainage system;
 - (d) Discharge to a combined sewer where there are absolutely no other options, and only where agreed in advance with the relevant sewage undertaker.

SuDs provision within open spaces provided as part of development will only be acceptable where the open space continues to meet the quality standards set out in Policy DS24.

5. Proposals for development should not compromise Water Framework Directive objectives, and should ensure that the water environment does not deteriorate, both during construction and during

the lifetime of the development.

Where necessary, thorough risk assessments of the impact of proposals on surface and groundwater systems should be undertaken, considering appropriate avoidance measures before incorporating appropriate mitigation measures where required.

6. Proposals for new development within the Coastal Protection Zones and Overtopping Hazard Zone, as defined on the policies map will be refused.
7. Proposals for new or replacement dwellings at the Coastal Change Area at Seasalter, as defined on the policies map, will not be permitted. Within this area, the extension of existing dwellings will only be permitted where there is an exceptional justification.

Any proposals for development in this area must appropriately consider possible coastal change, flood risk, impact on future wetland habitat enhancements and public safety.

8. The Council will work with partners, including Thanet District Council, the Environment Agency, Natural England, Historic England and landowners to investigate and define (if necessary) a Coastal Change Management Area at Reculver, to include the potential extent of coastal retreat.

Any proposals for development in this area must appropriately consider possible coastal change, flood risk, impact on future wetland habitat enhancements and public safety.

Supporting biodiversity recovery

6.64 Improving biodiversity across the district is a clear priority of this plan and, exceeding the national policy minimum requirement, the council expects that new development (where required) will deliver a 20% net gain in biodiversity against existing conditions across the site.

6.65 Although the district benefits from the biodiversity hotspots including The Blean, the Kent Downs, The River Great Stour and the coast, biodiversity across these sites and neighbouring countryside and urban areas continues to decline. Recreational pressure, the impact of climate change, pollution and intensive farming all play a part in halting nature's recovery and furthering its decline.

6.66 The council will require biodiversity net gain at 20% to realise higher quality biodiversity outputs for Canterbury District. Where appropriate, this will include contributing to proposals identified in the Local Nature Recovery Strategy.

6.67 Major development sites, including those allocated within this plan, present important opportunities to contribute to improved biodiversity across the district; connecting ecological corridors, providing new habitats and integrating nature into the design of new communities. The very largest of these sites also provide opportunities to significantly increase the number of trees in the district and the council expects a minimum of 20% tree cover on these sites, in line with the Canterbury District Tree, Hedge and Woodland Strategy (2023) and Natural England's Urban Tree Canopy Cover Standard. Both approaches seek to increase tree canopy by an agreed percentage based on a locally defined baseline and taking into account local habitats, opportunities and constraints.

6.68 The district's Green Infrastructure Strategy (2018) set out a series of strategic and site based priorities for improving the quality, quantity and functionality of our green and blue spaces and should be taken into consideration when designing the green and blue infrastructure provision on new sites.

Policy DS21 - Supporting biodiversity recovery

1. All proposals for major development must be accompanied by a Green and, where appropriate, Blue Infrastructure Strategy which demonstrates:
 - (a) On new developments of over 300 homes, a minimum of 20% tree cover (existing and new) across the site, in line with the council's Tree Strategy. Where ecologically appropriate, the tree cover can contribute to SUDS, open space and Biodiversity Net Gain contributions. All new developments should incorporate woodlands, trees and/or street trees in keeping with the landscape character and to complement the intrinsic ecological interests of the development area;
 - (b) That existing open space, notable ecological features, and green and blue infrastructure, including ancient woodland, species rich or non improved grassland, hedgerows, trees, wetlands and river corridors, are conserved, enhanced, connected, and, where possible, extended;
 - (c) How the development will mitigate for and adapt to the effects of climate change and how this is

reflected in the planting species mix and site management and maintenance regimes;

- (d) An appropriate mix of green and blue infrastructure which conserves and enhances the distinctive character and special qualities of rural and urban landscapes, and the identity of settlements;
 - (e) That publicly accessible open space has been designed and integrated as part of the overall strategy, taking full advantage of the potential for balanced multiple benefits including increased physical activity, enhanced play, wildlife habitat, sustainable urban drainage, tree planting and landscape provision;
 - (f) How the development will provide for the needs of pollinators, such as through the selection and planting of pollinator friendly species, and the implementation of pollinators friendly management prescriptions;
 - (g) That the fragmentation of existing and proposed habitats and open spaces, within and adjacent to the site, has been avoided by maintaining, creating, extending or enhancing ecologically functioning networks, green corridors, and Public Rights of Way, including green bridges and tunnels where appropriate. These habitat connections should be managed over the long term as natural havens for wildlife and, where appropriate, multifunctional for leisure, amenity and recreational use supporting pedestrian and cycle movement; and
 - (h) Consideration, and inclusion where appropriate, of opportunities for
 - improving connectivity of habitats in strategically important Biodiversity Opportunity Areas and the emerging Local Nature Recovery Strategy; and
 - (i) Provision for the funded, resourced and monitored long-term maintenance and management of all new and existing natural and semi natural assets, including landscape character, associated with the development. This includes consideration of the multi-benefits of the green and blue infrastructure such as:
 - (i) Promoting and encouraging the economic use of woodlands and wood resources, including wood fuel as a renewable energy source;
 - (ii) Promoting the growth and procurement of sustainable timber products;
 - (iii) Providing opportunities for outdoor education; and
 - (iv) Promoting species rich grassland that are typical of the local area and are managed by either grazing or hay cuts.
2. Proposals for non-major development will be expected to incorporate green and, where appropriate, blue infrastructure proportionately to the size and location of the proposed development and its impacts. As a minimum proposals must:
- (a) Retain existing trees and hedgerows, and where possible increase tree cover and hedgerows;
 - (b) Ensure green and infrastructure provision is in-keeping with the local landscape character of the area;

- (c) Consider opportunities for the multi-benefits of any proposed green or blue infrastructure;
 - (d) Mitigate for and adapt to the effects of climate change;
 - (e) Mitigate, and wherever possible avoid, any habitat fragmentation; and
 - (f) Conserve and where possible enhance, connect or extend Public Rights of Way networks;
 - (g) Retain, protect and enhance notable ecological features of conservation value such as ancient woodland, semi improved grassland, hedgerows, trees, wetlands, river corridors and other water bodies, and habitats that offer breeding or feeding sites of local importance to populations of protected or targeted species; and
 - (h) Provide details on the funded, resourced and monitored long-term maintenance and management plans of the green and blue infrastructure.
3. All proposals for development, other than those exempt through national legislation, will be required to demonstrate and deliver a minimum of 20% biodiversity net gain calculated using the latest Natural England biodiversity metric (or an alternative metric set out in legislation), and taking consideration of any national or local guidance on what values / multipliers should be used.
- A biodiversity net gain plan, demonstrating how 20% ecologically functioning net gain will be achieved, will be required to be submitted to the council for approval. This should include information on:
- (a) The pre and post development biodiversity value of the onsite habitat;
 - (b) How the hierarchy has been followed, including the subsequent values within the metric:
 - (i) Avoid or minimise biodiversity impacts;
 - (ii) On-site net gain provision;
 - (iii) Off-site net gain provision, within the district;
 - (iv) Purchased biodiversity credits for proposals within the district;
 - (v) In exceptional circumstances, complaint to national BNG policy, off-site provision or purchased biodiversity credits for outside of the district.
 - (c) Should provision not be secured entirely on-site it must be demonstrated that on site biodiversity opportunities have been maximised, including consideration of whether the amount of development proposed is appropriate;
 - (d) Ensuring the provision of ecologically functioning biodiversity net gain does not hinder the delivery of publicly accessible open space in accordance with the accessibility, quality and quantity standards set out in Policy DS24;
 - (e) Both on and off-site biodiversity net gain proposals must demonstrate how they align with government policy and any subsequent local

guidance or strategies. Biodiversity net gain plans should incorporate appropriate opportunities identified within local strategies, such as Green Infrastructure Strategy, Pollinator Action Plan, Tree Strategy (Priority Creation Areas), Biodiversity Opportunity Areas, Local Nature Recovery Strategy, Kent Downs Area of Outstanding Natural Beauty Management Plan;

- (f) The monitoring and reporting mechanisms to be applied, and the frequency, to ensure the biodiversity net gain survives over its lifetime (as set out in national guidance, or subsequent local guidance);
 - (g) Biological data must be shared with Kent and Medway Biological Record Centre in a format suitable for the Record Centre; and
 - (h) Where ecologically appropriate, the provision of SuDS, the tree cover requirements and semi-natural habitat required as part of the open space typology provision, can contribute to biodiversity net gain above 10%.
4. Proposals for development which would result in the loss of, or damage to, or threaten the future retention of trees, hedgerows, woodland that make an important contribution to the amenity of the site and the surrounding area and which are important to wild flora and fauna, will only be granted where:
- (a) The need for, and benefits of, the development in that location clearly outweigh the loss; and
 - (b) Adequate mitigation and compensation measures and an implementation plan are agreed with the council. Where trees are unavoidably lost, ensure they are replaced with appropriate native species to a ratio of three new trees to every lost tree, and planting takes place within the first winter season and mechanisms are agreed to ensure the trees are maintained for two summers and replaced if they fail within three years.

Landscape character

6.69 The character of the landscape and seascape contributes significantly to the identity and the sense of place of different parts of the district, and new development should reflect and respond appropriately to the character of the landscape within which it sits, and where appropriate the seascape.

6.70 The Canterbury District Landscape Character Assessment and Biodiversity Appraisal (2020) has assessed in detail the landscape character of the district, highlighting the key features and sensitivities in character areas including historic landscapes, areas of tranquillity and areas of dark skies.

6.71 Within the countryside, tranquility is an important component of the character and identity of our rural areas, and proposals for development should ensure this is preserved. Areas of tranquility are identified in Map 3.9 in the Landscape Character Assessment and Biodiversity Appraisal (2020) and often correlate to identified areas of dark skies.

6.72 The document provides a clear framework which must, along with the Kent Downs AONB Landscape assessments and the South East Marine Plan (and supporting documents) where appropriate, inform the design of proposals for development in the district.

Policy DS22 - Landscape character

1. Proposals for development should demonstrate that they are informed by, and are sympathetic to, the landscape, and where appropriate seascape, character of the locality. Proposals will be expected to take every opportunity to reinforce, restore, conserve or improve, as appropriate, the landscape character of the area in which development is proposed.
2. Proposals for development will be permitted if the following criteria are satisfied:
 - (a) The key sensitivities and values of the Landscape Character Areas, as identified in the Canterbury District Landscape Character Assessment and Biodiversity Appraisal 2020 or Kent Downs AONB Landscape assessments (or subsequent updates), have demonstrably informed the design of the development;
 - (b) The location, layout, scale and design considers the sensitivity of a particular landscape to accommodate change, and conserves and/or enhances what is special or distinctive about landscape character and where appropriate seascape. This includes considering and, where appropriate, incorporating relevant Landscape Guidelines and Key Habitat Opportunities as identified in the Canterbury District Landscape Character Assessment and Biodiversity Appraisal 2020 or Kent Downs AONB Landscape assessments or the South East Marine Plan Seascape character assessment (or subsequent updates);
 - (c) The development does not have an adverse impact on important long distance views, including from vantage points, the PROW network and National Trails;
 - (d) The development retains, integrates or enhances distinctive local natural, semi-natural, historic or cultural features;
 - (e) The development avoids harm to the landscape and takes appropriate

opportunities to enhance landscape character;

- (f) The development avoids or mitigates any impacts on the character and landscape context of the historic City of Canterbury including the World Heritage Site; and

- (g) The development aims to protect tranquillity within the identified tranquil areas in the Landscape Character Assessment and Biodiversity Appraisal 2020 (or subsequent updates), minimising impacts and enhancing tranquillity where possible.

The Blean Woodland Complex

6.73 The Blean Complex SAC forms part of a wider Blean Woodland Complex to the north of the District. The Blean Woodland Complex, as defined on the policies map, provides an important habitat and is a fundamental component of the district's landscape character.

6.74 The Blean Woodland Complex is formed of blocks of ancient woodland across various designations, including the Blean Woodland

Complex SAC, SSSI, NNR and LWS, many of which are fragmented. Areas of land surrounding the Complex provide opportunities to restore connectivity and enhance the integrity of the Complex.

6.75 This plan seeks to protect the Complex from inappropriate development while supporting its sensitive restoration and improving connectivity and biodiversity including rewilding and wider landscape restoration, where appropriate.

Policy DS23 - The Blean Woodland Complex

1. The council will support projects that restore, enhance, expand and connect the valued woodland habitat of the Blean Woodland Complex, as defined on the policies map, and will work with partners to help achieve these objectives including rewilding, natural regeneration and wider landscape restoration, where appropriate.
2. Projects that support the landscape and nature recovery through informed, sensitive and traditional woodland practices will be encouraged as will those which support the timber market and wider local economy provided there is no conflict with the primary conservation goals of the Complex.
3. Proposals for development that would result in the loss, deterioration or damage to the character, ecology, connectivity and integrity of the Blean Complex SAC will be refused.
4. Development affecting the Blean Woodland Complex should provide opportunities for biodiversity improvement within the identified Biodiversity Opportunity Areas.
5. Proposals for development on land surrounding the Blean Woodland Complex, including Policy C12 - Land north of University of Kent and Policy R17 - Broad Oak Reservoir and Country Park, will need to ensure that development does not adversely affect the landscape, ecology or setting of the Blean Woodland Complex and should be designed to provide the best outcomes for the Complex.

Publicly accessible open space and sports

6.76 Access to a variety of high quality open spaces is essential for biodiversity, the quality of life of our residents and supporting healthy lifestyles and social interaction within communities. Publicly accessible open spaces are important community assets and new developments in the district are required to provide proportionate levels of high quality new open spaces, across the various typologies, to help maintain the district-wide provision.

6.77 The council’s Playing Pitch Strategy (2020) and the draft Canterbury District Open Spaces Strategy (2024) clearly identify the need for new and improved open spaces and sports facilities over the period of the Local Plan to respond to the pressures that additional growth will place on existing provision, including in areas of the district which already experience deficits in specific typologies of open space.

6.78 Alongside the provision of new open spaces, it is important that existing publicly accessible open spaces are protected for future generations. The draft Canterbury District Open Spaces Strategy (2024) has recommended that the Local Plan seeks to secure the legal status of open space provided through new developments and this plan also sets out strict controls to prevent the loss of any existing designated open spaces and sports facilities, other than in exceptional circumstances.

6.79 The council will also consider the need for additional guidance to ensure that open spaces secured through the planning system are delivered and managed effectively for our communities.

Policy DS24 - Publicly accessible open space and sports

1. Proposals for new residential and mixed-use development schemes will be required to deliver the following quantum of each category of publicly accessible open space provision in accordance with the specified quantity standards below:

Typology	Definition	Local standard per 1,000 people
Semi natural and natural space	Supports wildlife conservation, biodiversity and environmental education and awareness.	4 hectares per 1,000 people
Parks and gardens	Urban parks and formal gardens, open to the general public. Accessible, high quality opportunities for informal recreation and community events.	0.8 hectares per 1,000 people

Typology	Definition	Local standard per 1,000 people
Amenity green space and Green Corridors	<p>Opportunities for informal activities close to home or work or enhancement of the appearance of residential or other areas.</p> <p>Routes providing walking, cycling or horse riding, whether for leisure purposes or travel. May also offer opportunities for wildlife mitigation.</p>	2.25 hectares per 1,000 people
<p>Fixed play areas</p> <p><i>These comprise LAP and LEAP facilities for younger children, along with NEAP and Destination play facilities for older children and young people.</i></p>	Areas designed primarily for play and social interaction involving children and young people.	<p>Total of 0.55 hectares per 1,000 people</p> <p><i>Comprising:</i> <i>0.25ha LAP and LEAP facilities; and</i> <i>0.30ha NEAP and Destination play facilities</i></p>
LAP facilities	Local Area of Play targeted at 0 to 5 year olds.	Part of the 0.25 hectares per 1,000 people
LEAP facilities	Local Equipped Area for Play targeted at 5 to 12 year olds.	Part of the 0.25 hectares per 1,000 people
NEAP facilities	Neighbourhood Equipped Area of Play, targeted at 12 to 18 year olds, and provision for young people, such as skate parks.	Part of the 0.3 hectares of the 0.55ha per 1,000 people
Destination play facilities	Play facilities that have a distinctive feature and are part of a larger facility. Could include skate parks or multi-use games areas Targeted at 12 - 18 year olds.	Part of the 0.3 hectares per 1,000 people

Typology	Definition	Local standard per 1,000 people
Outdoor sports pitches	Grassed areas marked for pitch sports. This is in addition to any sports pitches provided as part of any on-site school provision.	0.87ha per 1000 population. The types of sports facilities provided should be informed by the Playing Pitch Strategy and Sport England's Play Pitch Calculator
Allotments	Provides opportunities for communities to grow their own produce. Added benefits include the long term promotion of sustainable living, health and social inclusion.	15 plots (0.375ha) per 1000 population
Civic Space	Provides a setting for civic buildings, public gatherings and community events.	One major civic space per urban centre

2. Development proposals should make appropriate space available to meet the quantity standards within the site as set out below:
- Developments of 7.5ha or greater will be required to provide all typologies in full within the site;
 - Developments of between 3.5ha and 7.4ha will be required to provide all typologies in full within the site, except outdoor sports and allotments;
 - Developments of less than 3.4ha and flattened schemes will be expected to provide open space that may consist of play and/or green corridors / amenity green space as appropriate to the site and its locality.
- Where the quantity standards are not met in full by open space provision within the site, the council will secure appropriate financial contributions towards qualitative investments to existing off-site open spaces, and on-going maintenance, to ensure the impact of the development is fully mitigated. The council has prepared an Open Spaces Calculator to help applicants quantify such contributions.
3. Where a development of over 3.5ha is proposed in an area of the district with identified deficiencies in the typologies for parks and gardens, play areas, allotments or outdoors sports, or where the specific characteristics of a development site present a strategic

- opportunity for provision of one of these typologies, the council will require the applicant to maximise the impact of the open space contribution to the local area and the district by apply flexibility between typologies, while maintaining the overall level of open space provision for the site.
4. The type of outdoor sports pitches must be determined based on the council's Open Space Strategy and Playing Pitch Strategy, or any subsequent updates to these strategies, or identified local need. Through early engagement with planning and through pre application advice, applicants should also have full regard to Sports England's Play Pitch Calculator to determine quantity and sub-typology of outdoor sport required.
 5. Proposals for development which include provision of new on site open space must ensure that new open spaces meet the specified quality standards below:
 - (a) Be designed as part of the green infrastructure network, contributing to local landscape character, connecting with local routes and green corridors for people and wildlife as well as providing multi-functional benefits such as addressing surface water management priorities (only appropriate for semi natural);
 - (b) Play provision is sufficiently diverse to encourage all appropriate ages and to reflect Making Space for Girls guidance;
 - (c) Play provision is to be designed to ensure appropriate play opportunities for users with disabilities (physical and mental) embedded in the overall design;
 - (d) Be fully accessible and incorporate natural and incidental play, to encourage physical activity to improve mental well-being & health inequalities;
 - (e) Provide a location and shape for the space which allows for meaningful and safe recreation and be sufficiently overlooked by active building frontages while maintaining appropriate distances from residential development;
 - (f) Be easily found and accessible walking and cycling, and public transport and road where appropriate, including by those with disabilities, with pedestrian crossings on roads where necessary;
 - (g) Make the entrances accessible for all users, of appropriate size and inviting with a welcoming sign and directions/map where appropriate;
 - (h) Provide clearly defined boundaries with fences or hedges where needed to ensure safety of users;
 - (i) Providing signage, seating, cycle furniture, litter bins and lighting, where appropriate, to ensure safety of users without adversely affecting wildlife;
 - (j) Provide cultural infrastructure such as public art in line with the council's Cultural Strategy;
 - (k) Provide a range of planting, with appropriate mix of predominantly indigenous species, suitable for a range of pollinators, maintained to a good standard;
 - (l) Promote biodiversity on-site through design, choice of species

and management practises, while ensuring that the space’s ability to perform as an accessible open space is not compromised; and

- (m) For developments of over 3.5ha:
 - (i) Provide an Open Space Layout and Design statement, to incorporate ecological management measures for approval by the council; and
 - (ii) Provide a Management Plan with adequate resources identified for on-going management and maintenance.

The council will have regard to these quality standards where it applies off-site financial contributions towards improving existing open space provision.

- 6. Proposals for development for more than 50 homes will be required, for the total on-site open space provision, to obtain the relevant designation (either Town / Village Green or Fields in Trust for the open space from the relevant body in line with the Council’s Open Space Strategy (2024).
- 7. Proposals for development for more that 500 homes will be required, for the total on-site open space provision, to:
 - (a) Positively explore with the local planning authority transferring the freehold ownership of the open space to an appropriate body including the council, a Parish Council, trust or Community Interest Company; and
 - (b) Positively explore with the local planning authority the establishment of a flexible and deliverable phased financial model to cover the agreed

management, maintenance and replacement costs of the open space in perpetuity, and the agreed resourced delivery and community governance model.

- 8. Proposals for development which include provision of new on-site open space should have regard to the specified accessibility standards below in determining the position of new open space provision within the site:

Typology	Accessibility distance
Parks and Gardens	Destination 2,000m Other 710m
Amenity and Green Corridors	Recreation amenity 710m Other 480m
LAPs facilities	100m or up to 1 minutes walk
LEAPs facilities	400m or up to 5 minutes walk
NEAPs facilities	1000m or up to 15 minutes walk
Destination play facilities	20 minutes drive time
Semi natural and natural	20ha site within 2,000m or 720m
Outdoor sports pitches	Applicants to seek use of Sport England’s Play Pitch Calculator to determine site specific requirements based on Play Pitch Strategy

The council will also have regard to these accessibility standards where it applies off-site financial contributions towards improving existing open space provision.

9. Proposals for development which would result in the loss of publicly accessible open space, as defined on the policies map, will only be permitted if:

(a) There would be no material harm to the contribution the open space makes to the visual or recreational amenity of the area, and the council has assessed the open space as making no positive contribution to its overall strategy on open space; or

(b) Where there would be material harm, this would be balanced against demonstrable need for the development in that specific location. Should there be no alternative site available to accommodate the proposed development, any harm must be offset by the provision of other open space of comparable accessibility, quality, size, character and usability in a suitable location, in addition to any open space requirements of the new development; or

(c) The proposal is for the construction of a new building that is an essential facility for outdoor sport, recreation, play or allotment use or other open space typology uses that does not conflict with the purpose, character or accessibility of the open space; or

(d) The proposal is for the re-use or replacement of existing buildings provided that the proposed uses do not conflict with the purpose, character or accessibility of the open

space; and any replacement building is not materially larger; or

(e) The proposal is for the carrying out of engineering or other operations required for public safety.

In addition, proposals for development which would result in the loss, in whole or in part, of sports or recreation facilities must also demonstrate that:

(f) The site has first been considered for other sport, open space, recreation, biodiversity or community uses; and

(g) It has been demonstrated that the playing field is surplus to requirements having regard to the council's Open Space Strategy or Playing Pitch Strategy; or

(h) There is an overriding need for the proposed development which outweighs the loss and the loss would be replaced by equivalent or better provision in terms of quantity and quality in a suitable location; or,

(i) The development is for a small part of the site; where it has been demonstrated that it will result in enhanced sport and recreational facilities.

10. Proposals for development that would result in the loss of publicly accessible open spaces provided as part of a planning permission for development will be refused.

11. Proposals for new sports and recreation facilities, either as stand alone facilities or as part of a mixed-use development, will be supported where the proposal meets the requirements of other policies in this plan, and where:

- (a) The new provision meets Sports England's criteria for the proposed use and any criteria issues by the relevant National Governing Body;
- (b) Appropriate ancillary facilities are proposed;
- (c) Where other sports facilities are proposed as part of the development, the facilities are co-located where appropriate;
- (d) There is no adverse impact upon living conditions;
- (e) The site is appropriately accessible by walking, cycling and, where appropriate, public transport;
- (f) Buildings are well designed, appropriate in scale and function to the use of the land, and meet the minimum size and quality standards to be usable as the proposed type of sport. This includes ensuring sufficient distance between the boundaries and nearby buildings, new and existing;
- (g) The scheme incorporates measures to improve resilience to the potential impacts of climate change; and
- (h) The application is supported by evidence of a management scheme which details the future ownership, management and maintenance of the site.

Renewable energy and carbon sequestration

6.80 Over the period of this plan, the provision of new renewable energy technologies is expected to make a significant contribution to the decarbonisation of the district's energy mix.

6.81 In addition to requiring new homes in the district to be net-zero for operational carbon emissions, the Local Plan provides clear support for proposals which can provide

existing homes and businesses with renewable or low-carbon sources of energy, provided these are appropriately located and designed.

6.82 Similarly, proposals which can provide carbon sequestration, including schemes for tree planting, will generally be supported and will be expected to maximise opportunities for co-benefits such as for biodiversity and public access to open space.

Policy DS25 - Renewable energy and carbon sequestration

1. Proposals for the utilisation, distribution and development of renewable and low carbon sources of energy of all scales, including freestanding installations, will be supported where this aligns with other policies in the plan. In considering such proposals, the council will give significant weight to the carbon emissions reduction and energy resilience that the projects can deliver.
2. Projects such as rooftop solar photovoltaic power generation for domestic or business use where the primary purpose is to provide power for use on the site where the generation is proposed will be encouraged subject to other policies in this plan.
3. In addition to the requirements of other policies in this plan, proposals for utility scale development for renewable and

low-carbon energy and infrastructure that is primarily for export to the national grid should:

- (a) Demonstrate a renewable energy and carbon reduction benefit to the district over the asset lifecycle; and
 - (b) Be prepared with the involvement of the local community and include the potential for local communities to be involved in the project through co-investment, a community benefit fund or similar; and
 - (c) Deliver environmental co-benefits such as biodiversity improvement or other ecosystem enhancements; and
 - (d) Seek to maximise other environmental, community and economic benefits; and
 - (e) Provide an end-of-life restoration or renewal plan.
4. Additional weight to be given to the benefits of renewable and low-carbon energy proposals which are community-led, or which can be shown to have the support of the local community.
5. Proposals for changes in land use that would provide additional carbon sequestration will be supported in suitable locations across the district. Such proposals will need to:
- (a) Evaluate the change in carbon sequestration rates using an accredited methodology recognised by Natural England; and
 - (b) Demonstrate suitable legal and management arrangements that guarantee the continuation of the carbon sequestration and carbon lock-in for a period in excess of 100 years; and
 - (c) Demonstrate that the potential for co-benefits from the proposal such as other ecosystem services suitable to the location, biodiversity gain and improved amenity have been maximised; and
 - (d) Provide a management scheme which details the future ownership, management and maintenance of the site.

Historic environment and archaeology

6.83 Canterbury district has a wealth of heritage assets, including the World Heritage Site and a host of Conservation Areas and listed buildings. These assets play a significant role in the character and identity of our district and need to be carefully managed and preserved for the benefit of future generations.

6.84 National policies establish a clear framework to protect the significance of

heritage assets, and this plan reflects these requirements while also providing a positive approach to the sensitive retrofitting of heritage assets to improve energy efficiency, in line with Historic England's guidance. The council will prepare a Retrofit and Energy Efficiency for Traditional Buildings SPD to provide further guidance on improving the energy efficiency of historic buildings.

Policy DS26 - Historic environment and archaeology

1. All proposals for development which have the potential to affect a heritage asset or its setting must be supported by a Heritage Statement. The Heritage Statement should include an assessment of the asset's historic, architectural or archaeological significance, the likely impact of the proposals on its significance, proportional to the importance of the asset and how any harm has been avoided, minimised or mitigated. This includes identifying any public benefits of the proposal, including 'heritage benefits'. Proposals for development within, or affecting the wider setting of, the UNESCO Canterbury World Heritage Site must be supported by a Heritage Impact Assessment (HIA), in line with UNESCO guidance, and should have an understanding of the cumulative impact of development.
2. Proposals for development will only be permitted when the significance of the Outstanding Universal Value of the UNESCO Canterbury World Heritage Site and its buffer zone setting are sustained and enhanced. This includes views into, out of and across the three parts of the World Heritage Site.
3. Proposals for development affecting the wider setting of the Canterbury World Heritage Site or strategic or other significant views to or from Canterbury Cathedral, St Augustine's Abbey, and St Martin's Church, will be required to demonstrate how they will conserve and enhance the Outstanding Universal Value of the World Heritage Sites.
4. Proposals for development which would sustain or enhance the District's Listed Buildings and structures, and their significance and make a positive contribution to local character and distinctiveness will be supported. Such proposals should have regard to:
 - (a) The building's historic fabric, architectural style and features of interest, plan form and room hierarchy, readability, curtilage, site layout, and use;
 - (b) The contribution of the building to its setting or group value with other buildings;
 - (c) Views that contribute to the significance of the building or structure or their setting;

- (d) The viable use of listed buildings and structures that is consistent with their on-going and long term conservation; and
- (e) Any residual harm to the significance of the listed building or structure that results from a proposed development must be robustly justified.
5. Proposals for development within a conservation area should preserve or enhance its special architectural or historic character or appearance and its setting. All new development and alterations in Conservation Areas should:
- (a) Respect the plan form, architectural features, materials, height, massing, building lines, roofscapes, scale, relationships between buildings and the spaces between them of the Area;
- (b) Retain trees, open spaces, walls, fences and other features where they contribute positively to the character and appearance of the Area;
- (c) Be appropriate in land use to the character, appearance and historic function of the area;
- (d) Not generate levels of traffic, parking or other environmental problems which would result in unacceptable harm to the character, appearance or significance of the Area; and
- (e) Not prejudice important views into or out of the Area.
- Proposals should be informed by the appropriate Conservation Area Appraisal and Design Guide where one is in operation.
6. Proposals for development which seek to protect and enhance the historic significance of those landscapes included in Historic England's register of Parks and Gardens and others identified to be of local interest shall be supported. Proposals should take into account the park and gardens character, fabric, features of interest, setting and/or views into and from the area.
7. Proposals that bring redundant or under-used historic buildings and areas, including those on the Heritage at Risk Register, into appropriate and viable use consistent with their conservation, will be encouraged.
8. Any harm to the significance of a designated heritage asset as a result of proposed development must be robustly justified, through a HIA, Heritage Statement and or options appraisal. Development will not be permitted where it will cause the total loss of, or substantial harm to, the significance of a designated heritage asset or its setting, unless it can be demonstrated that substantial public benefits will be delivered that outweigh the harm or loss caused, or:
- (a) Where the nature of the heritage asset prevents all reasonable or viable uses of the site, and no viable use of the heritage asset can be found in the medium term through appropriate marketing that will enable its conservation; and
- (b) Conservation through grant funding is not possible, and the harm to or loss of the asset is outweighed by the benefits of bringing the site back into use.
9. Where a proposal for development would lead to less than substantial harm to the significance of a designated heritage asset the council will weigh the harm against the public benefits of the proposals including, where appropriate,

securing the optimum viable use of the heritage asset.

10. Proposals for development affecting a non-designated heritage asset of local importance (including locally listed buildings) or its setting will be supported where it is demonstrated that the significance of the asset and its setting, and the conservation of the non-designated heritage asset, has informed the design of the proposed development.
11. In assessing proposals which would improve the energy efficiency or contribute to the decarbonisation of a heritage asset, such as through retrofitting, the council will be supportive where a sympathetic and tailored approach to design and specification is taken. Proposals will be required to show an understanding of the building's setting, traditional construction, current condition and a 'whole house approach' to retrofitting, to ensure that energy efficiency measures are suitable, robust, well integrated, properly coordinated and sustainable, in line with advice set out in Historic England's Guidance on energy efficiency in traditional buildings and the council's Retrofit and Energy Efficiency for Traditional Buildings SPD.
12. Proposals for development affecting shopfronts and advertisement affecting designated and non-designated heritage assets should follow guidance set out within the Council's Shopfront SPD or any subsequent update.
13. The archaeological and historic integrity of designated heritage assets such as Scheduled Monuments and other important archaeological sites, together with their settings, will be sustained and, where possible, enhanced. Development which would adversely affect them

will not be permitted. Proposals for development on sites where there is, or is the potential for, an archaeological heritage asset, must include an appropriate desk-based assessment of the asset. Where the desk-based assessment reveals that important or potentially significant archaeological heritage assets may exist, applicants will be required to, where necessary, arrange for field evaluations to be carried out by an appropriately qualified contractor in advance of the determination of the planning application. Such an evaluation should define:

- (a) The character, significance and condition of any archaeological deposits or structures within the application site;
- (b) The likely impact of the proposed development on the archaeology, its significance and setting (including the limits to the depth to which groundworks can go on the site); and
- (c) The means of mitigating the effect of the proposed development including a statement setting out the impact of the development.

Where the case for development affecting a heritage asset of archaeological interest is accepted, the archaeological remains should be preserved in situ. Where this is not possible or justified, appropriate provision for preservation by record may be an acceptable alternative dependent upon their significance. In such instances archaeological recording should be undertaken by an approved archaeological body, deposited with the Kent Historic Environment Record and should take place in accordance with a specification and programme of work to be submitted to and approved by the council in advance of development commencing.

7. Development management policies

Conversion of existing rural buildings

7.1 As set out elsewhere in this plan, new residential development in the countryside is generally unsustainable and will only be supported in very limited circumstances.

7.2 Proposals for the conversion of existing rural buildings to residential uses may be considered appropriate however, subject to the criteria set out below.

Policy DM1 - Conversion of existing rural buildings

Proposals for the conversion of existing agricultural or other rural buildings to residential use which require planning permission, will be supported where the following criteria are met:

- (a) It has been demonstrated to the satisfaction of the council that the building has been continuously actively marketed, for at least one year, for alternative uses such as business, tourism or community uses; or
- (b) The residential conversion is a subordinate part of a scheme for a business, tourism or community re-use, which will have a positive benefit on the local economy and community; or
- (c) The residential conversion meets an identified local housing need; or
- (d) The proposed development would represent the optimal viable use of a heritage asset or would be appropriate enabling development to secure the future of heritage assets.
- (e) There is sufficient land around the building to provide a reasonable level of outdoor space for the occupants which enhances the immediate setting; and
- (f) Any alterations or extensions to the building provide a form, bulk, scale and design which takes account of and reinforces landscape character without detracting from existing communities or local tranquillity; and
- (g) The building is of permanent, substantial and sound construction and is capable of conversion without major or complete reconstruction; and
- (h) Any alterations proposed as part of the conversion complements the landscape and local character in terms of materials used, design and form; and
- (i) No fences, walls or other structures associated with the use of the building or the definition of its curtilage or any sub-division of it are erected which would harm landscape character and visual amenity.

Where one of these criteria is engaged, the scheme must ensure:

Residential garden land

7.3 Residential gardens often contribute to the character of neighbourhoods and, although these locations are often sustainable, mostly being within settlement boundaries, inappropriate development

can be harmful to the character and appearance of the area. However, well designed proposals, appropriate to their location, can provide additional homes for our communities and will be supported.

Policy DM2 - Residential garden land

Proposals for development within urban areas, rural service centres and local service centres, within domestic garden land to create new dwellings, where the existing dwelling is retained, will be permitted provided the following criteria are met:

- (a) The higher density resulting from the development would not result in significant harm to the character and appearance of the area;
- (b) There would be no significant adverse effect on living conditions for adjoining properties and/or their curtilages;
- (c) Where the development would involve the net loss of private amenity space serving an existing dwelling, that

dwelling must be left with a sufficient area of private amenity space having regard to the standards in this plan;

- (d) Access of an appropriate standard can be provided to a suitable highway;
- (e) The scale, height, form, appearance and siting of the proposal would fit unobtrusively with the existing building and the character of the street scene; and
- (f) Wherever possible, development should retain garden trees and landscaping features that make a positive contribution to the residential environment.



Housing in multiple occupation (HMOs)

7.4 HMOs provide an important component of the district's housing supply, and provide access to housing for some of our communities with specific needs, such as students and young professionals.

7.5 Concentrations of HMOs in neighbourhoods however can change the character and identity

of areas, and the council has, over a number of years, used its planning controls to manage this. The plan continues this approach while recognising that in some areas where there is already an exceptionally high proportion of HMOs, it is appropriate to apply more flexibility.

Policy DM3 - Housing in multiple occupation (HMOs)

1. In order to maintain an appropriate area demographic, housing mix and to safeguard the character of local communities, the proportion of HMOs within the areas subject to Article 4 Directions should not exceed 10% of the total number of dwellings within a 100m radius of any application property.
2. Where the proportion of HMO's exceed this requirement the council will not permit:
 - (a) Change of use to a HMO(s); or
 - (b) A new build HMO(s); or
 - (c) Extensions to existing HMO(s) which would create additional bedrooms.

However, in areas where there is already an exceptionally high proportion of
3. In all cases, regard will also be had to the following factors:
 - (a) Whether the proposals would lead to a level of car-parking that would exceed the capacity of the street;
 - (b) Whether the proposals could provide acceptable arrangements for bin storage and other shared facilities; and
 - (c) Whether the design of any extension would be appropriate in terms of the property itself or the character of the area.



Reducing waste and supporting the circular economy

7.6 The effective management of waste, both through the construction phase of development and its operational lifetime, can support the improved rates of recycling and re-use of materials and contribute to a reduction in carbon emissions in the district.

7.7 Major developments in the district will be expected to carefully consider how to manage waste generated through development and, where appropriate, to re-use or recycle waste generated as part of any demolition works or groundworks.

Policy DM4 - Reducing waste and supporting the circular economy

1. Proposals for development should demonstrate the use of recycled or secondary materials.
2. Proposals for major development shall demonstrate how waste from the construction and lifecycle of the development has been minimised through a Construction Environmental Management Plans (CEMP) at full application or reserved matters stage.
3. As a minimum the CEMP should include an outline of the approach to site waste management including dust and vehicle movements, and how construction waste will be addressed following the waste hierarchy such as through the on-site re-use of materials such as soils.
4. Proposals for major development should also submit a Circular Economy Statement, either as a standalone document or as part of the CEMP, setting out:
 - (a) How materials arising from demolition and remediation works will be reused and/or recycled; and
 - (b) How the design and construction of the development will reduce material demands and enable building materials, components and products to be disassembled and re-used at the end of their useful life, following design for disassembly principles.
5. Relevant development at all scales must provide adequate, flexible and easily accessible waste management storage space and collection systems in line with the requirements of the Kent Design Guide (or successor documents). Proposals that meet these requirements or propose innovative approaches to waste management will be supported.



Parking design

7.8 Most new developments in the district will incorporate vehicle parking provision, in line with the council's parking standards, however the design and arrangement of parking can have a significant impact on the overall quality

of a development and the quality of life for residents. Proposals must ensure that any vehicle parking provision is carefully located and designed, and developments should meet the requirements set out below.

Policy DM5 - Parking design

Proposals for development involving the provision of vehicular parking should ensure that the parking provision is well-designed, function-well and be visually unobtrusive. The council considers that the arrangement of parking has a fundamental effect on the quality of a place or development, so new car parking should:

- (a) Be conveniently sited so that it is well used, and should be designed and located so that it is not more convenient or necessary for residents to park on footways and verges;
- (b) Be safe, secure and meet the needs of different users, including occupants, visitors and people with disabilities;
- (c) Be attractive, well-landscaped and sensitively integrated into the built form, so that it does not dominate the street scene and does not compromise safe walking and cycling routes;
- (d) Incorporate green infrastructure, including trees and shrubs, whilst still allowing for visibility, to soften the visual impact, help improve air quality and contribute to biodiversity;
- (e) Incorporate permeable paving;
- (f) Be appropriately lit and overlooked; and
- (g) For larger developments, include a range of parking solutions, accommodated in a variety of ways, in terms of location, allocation and design. Tandem parking, and large parking courts with no natural surveillance, should be avoided; and
- (h) Carefully locate electric vehicle spaces and charging points so they are appropriately sited and designed to allow for ease of access and to avoid street clutter; and
- (i) Consider parking controls, including ensuring that visitor parking spaces do not become overflow parking spaces for residents.



Extensions and alterations to existing buildings

7.9 Poorly designed changes or extensions to existing buildings can have a harmful impact on the character of streets and neighbourhoods, and

particularly on immediate neighbours. Such proposals should be sensitively designed to ensure they are appropriate for the existing building itself, and in terms of the character of the locality.

Policy DM6 - Extensions and alterations to existing buildings

Proposals for development involving extensions or alterations to existing buildings should:

- (a) Integrate coherently with the character of the original building in terms of design, layout, size, bulk, mass, height, choice of materials and position; and
- (b) Not result in unacceptable loss of privacy, overlooking or overshadowing to neighbouring properties; and
- (c) Not be detrimental to the living conditions and character of the locality and streetscape.

Health and crime impact assessments

7.10 Health Impact Assessments and Crime Impact Assessments are established tools for understanding the potential impacts of developments and identifying, through the development and design process, how any potential adverse impacts can be addressed by making changes to the scheme. The council

considered that these tools are particularly important for very large developments and should be used at an early stage of the design and masterplanning process. The council will produce guidance to support applicants in preparing the assessments.

Policy DM7 - Health and crime impact assessments

1. Proposals for development of 100 homes or more, or for non-residential developments of 10,000 sqm or more, and proposals for takeaways, betting shops and payday loan shops of any size, should include a Health Impact Assessment (HIA). The HIA should demonstrate how any adverse health impacts will be effectively mitigated and how the positive health impacts of the proposal will be maximised.
2. Proposals for development of 100 homes or more, or for non-residential developments of 10,000 sqm, or other developments which the council considers may pose a high security or safety risk, should include a Crime Impact Statement (CIS).
3. The council will produce guidance to assist applicants undertaking Health Impact Assessments and Crime Impact Statements.

Shopfronts

7.11 Poorly designed shopfronts can be harmful to the character of our city and town centres and our villages and this plan seeks to protect shopfronts with architectural and

historic interest and to ensure that new shopfronts are carefully designed to reflect the character of the building and its context.

Policy DM8 - Shopfronts

1. Shopfronts which are of architectural and historic interest should be retained. The council will expect a high standard of design in new and altered shopfronts, blinds and security measures, all of which should adhere to the Shopfront Design SPG. Where new shopfronts are proposed they should:
 - (a) Create a fascia and shop window which is in character with the building itself, the upper floors and the surrounding street scene;
 - (b) Be correctly proportioned and be designed in an architectural style and with materials appropriate for the building and its context;
 - (c) Not result in a needless loss of architectural features; and
 - (d) Not introduce 'house styles' and materials which are out of character with the building and its surroundings.
2. Where a shopfront with historic significance and value survives there will be a presumption in favour of its retention. If a new shopfront will form part of a group of original historic shopfronts its design should complement their character and quality.



Advertisements

7.12 Advertisements can significantly harm the character of localities and lead to a cluttering effect which damages the street scene, such as the use of A-boards. Proposals

requiring content will need to demonstrate that they meet the criteria below to be deemed acceptable.

Policy DM9 - Advertisements

Proposals for new advertisements across the district must be of the highest standard of design and respect local character and context, including in terms of scale and materials. Applications for advertisement consent will be permitted where they meet the following criteria and adhere to the Shopfront Design SPG. Proposals will be supported where the advertisement does not:

- (a) Adversely affect the historic significance of buildings and/or the character of an area through design, size and siting;
- (b) Contribute to an unsightly proliferation or clutter of signage in the local area and detract from the amenity of the street scene;
- (c) Cause a physical obstruction to the public realm or cause a detrimental impact to highway safety; and
- (b) Cause visual intrusion by virtue of light pollution into adjoining residential properties.



Residential annexes and ancillary accommodation

7.13 The appropriate development of residential annexes can help to meet specific needs of households in our district, such as by providing additional space for a dependent relative. Annex and ancillary

accommodation however should be carefully designed as complementary and subordinate to the main dwelling, to avoid it appearing as a separate and unrelated dwelling.

Policy DM10 - Residential annexes and ancillary accommodation

Proposals for development involving the provision of a residential annex or ancillary accommodation will be supported where the development accords with other policies in this plan and where the development:

- (a) Is located close to the main dwelling, and within the curtilage of the main dwelling;
- (b) Has a functional connection with the main dwelling, such as the occupant should be a dependent relative of the residents of the main dwelling or be employed at the main dwelling;
- (c) Is (and remains) within the same ownership as and be occupied in conjunction with the original dwelling;
- (d) Is ancillary and subordinate in size and scale to the original dwelling and of a design which complements the original dwelling; and
- (e) Is designed in such a way as to easily allow the annex to be brought back as an integral part of the main dwelling at a later date.



Residential design

7.14 High quality design is a key priority of this plan and the council expects that all new developments provide comfortable, spacious, energy efficient and beautiful places in which to live. New homes should be light and provide ventilation and ensure a proportionate amount of outdoor private amenity space, such as gardens or balconies, together with

integrated waste management facilities, cycle parking and climate change resilient design.

7.15 New gardens and spaces around new homes provide important opportunities to support wildlife and improve biodiversity and the council expects planting schemes to incorporate native species and support pollinators.

Policy DM11 - Residential design

1. All proposals for development involving residential new build, conversion to residential, alterations and extensions, including purpose built student accommodation and older persons housing should have an acceptable standard of accommodation in terms of internal and external layout, size, quality and amenity space. They should provide a comfortable, health-promoting, safe and secure environment for residents, should be fit for purpose and adaptable for changing needs.
2. Proposals for change of use to dwellings and new-build dwellings, including all types of tenure, should provide:
 - (a) Internal space which complies with the minimum space standards set out in the Department for Communities and Local Government's Technical housing standards – nationally described space standards;
 - (b) Minimum floor to ceiling height of 2.4m for new build to allow for good internal daylighting;
 - (c) Space to allow for home working such as a home office, or space for a desk in a secondary bedroom;
 - (d) Good levels of internal daylighting, with good size and accessible windows. Internal daylighting assessments may be required for some proposals. Houses with more than one bedroom should be dual or triple aspect, to allow for good internal daylight levels and cross ventilation;
 - (e) Appropriate reduction in sound transmission from external sources into indoor space and private outdoor amenity space where required, particularly in Town Centres;
 - (f) Outdoor private amenity space, such as a garden, terrace or balcony, the size of which should be proportional to the size of the home and its location, and should provide a usable layout. Where a terrace or balcony is provided this should be located on a west, south or east elevation where possible;
 - (g) Gardens should contain integrated composting facilities and appropriately placed measures to increase biodiversity should be included such as bird/swift bricks or boxes, bat boxes and hedgehog highway routes in fences;

- (h) Boundary treatments such as hedgerows, low walls or fences should be provided to front elevations and/or gardens so that the definition between public and private space is made clear;
- (i) Shared surfaces, shared private drives, driveways, on-plot parking and parking to the front of homes should be built with permeable paving where appropriate;
- (j) Storage space and space for refuse and recycling. Bin stores should be integrated with frontages or boundary treatments for front gardens of houses;
- (k) Facilities should provide for covered and secure cycle parking; and
- (l) Planting schemes should include native species and encourage biodiversity. All homes with gardens should include a minimum of one fruit tree in the front or rear gardens.

Non-residential design

7.16 Proposals for commercial uses, business space and other forms of non-residential development are expected to be appropriately designed to optimise functionality and also ensure a safe and comfortable environment for users. Designs should promote physical

activity and active travel such as by including changing and showering facilities, while community facilities and large scale commercial developments should incorporate "Changing Places" facilities as part of their designs.

Policy DM12 - Non-residential design

All proposals for development involving the provision of non-residential floorspace should provide an acceptable standard of accommodation, provide a comfortable, health-promoting, safe and accessible environment, should be fit for purpose and adaptable for changing needs. Proposals for development should provide:

- (a) Good levels of internal daylighting, with good size and accessible windows;
- (b) Appropriate reduction in sound transmission from external sources where necessary, particularly in Town Centres;
- (c) Internal design and layout that promotes physical activity, including attractive, visible and signed stairwells close to the entrance;
- (d) Boundary treatments, including hedgerows, should be provided where appropriate. Planting schemes should include native species and encourage biodiversity;
- (e) Well-designed storage space for refuse and recycling, and adequate access for servicing. Major developments should provide a servicing, refuse and recycling strategy;
- (f) Places of employment should include changing and shower facilities to support staff cycling to work, as well as covered and secure cycle parking to encourage active travel for staff;
- (g) Community facilities should include a "Changing Places" facility,

accessible kitchen and take account of neurodiversity and Alzheimer's requirements;

- (h) Large-scale commercial, business and employment developments of over 10,000sqm should incorporate seating, free drinking fountains and free

publicly-accessible toilets, including a "Changing Places" facility, as part of the development and provide for the long term maintenance of facilities; and

- (i) Shared surfaces and parking should be built with permeable paving where appropriate.

Biomass technology

7.17 Proposals for biomass technology can have adverse impacts on air quality, and should only be located in areas which are off the gas grid and where electrical or other low emission alternatives are unavailable. Proposals will need to be supported by an air quality assessment to enable careful

consideration of the impacts of the development. Kent County Council's Minerals and Waste Local Plan provides the planning policy framework for waste management facilities if waste material inputs to generate a biomass fuel is proposed.

Policy DM13 - Biomass technology

1. Proposals for the deployment of biomass technology in locations off the gas grid where coal and oil-fired plants are currently used will be supported where no lower emission alternative is available, including electric heating. To reduce associated air quality impacts, the biomass technology should be a high quality low emission plant, and biomass should be locally sourced. The use of waste derived biofuels within biomass technology will not be supported unless they have been processed to form a recognised biomass fuel and require no additional treatment to be used as such for the purposes of heat generation
2. Proposals for development involving biomass technology will require a detailed air quality assessment that, as a minimum, will include the following information:

- (a) The thermal capacity of the proposed biomass technology, and, if possible, its make and model; and
- (b) The type of fuel to be used (preferably sustainably locally sourced); and
- (c) Confirmation that it will be an approved appliance, compliant with DEFRA's latest guidance and the Clean Air Act; and
- (d) The precise location of the proposed stack(s).

Applications for biomass technology that burn fuel at a rate of greater than 45.4kg/hr will be required to gain chimney height approval from the council.

Flood risk

7.18 Where a site-specific flood risk assessment is required in line with other policies within this plan the council will expect applicants to have carefully considered the potential impacts of the proposal, both within the site and outside of the site, and to identify measures which can

be implemented to mitigate this. The council will use appropriate mechanisms to ensure that any required mitigation measures are secured and delivered at the appropriate time during any development.

Policy DM14 - Flood risk

Proposals for development which require a site-specific flood risk assessment in line with Policy DS20 will only be supported where a flood risk assessment demonstrates that:

- (a) It is located in areas at lowest risk of flooding (from all sources) and, where required the Sequential Test and the Exception Tests demonstrate that the site is appropriate for development and its intended use;
- (b) A sequential approach to site layout is applied, directing the most vulnerable uses to the areas at lowest risk from all sources of flooding;
- (c) It will be safe for the lifetime of the development, taking into consideration the implications of climate change, and will not increase flood risk elsewhere or result in a loss of floodplain storage capacity or impede flow paths. Off-site flood risk will not be created or exacerbated by new development and where possible the development will reduce the overall flood risk within and beyond the site boundary and will be effectively maintained over the lifetime of the development;
- (d) Where any off-site flood risk is identified, measures should be identified and implemented, including passive measures to avoid flood risk off-site;
- (e) Surface water runoff is managed effectively and robustly, in line with Policy DM15, giving priority to the use of SUDS, and discharge locations have capacity to receive all foul and surface water flows from the development;
- (f) The area of impermeable surface is minimised and porous and/or permeable surfaces are used wherever reasonably practicable;
- (g) Building level flood avoidance, resilience and resistance measures are designed into the development where appropriate; and
- (h) It provides opportunities to achieve multiple benefits, such as contributing to water efficiency, providing or enhancing biodiversity, landscapes and green infrastructure or general amenities are maximised.

Where necessary, planning permission will be conditional upon flood protection and/or runoff control measures being operational before other site works or occupation.

Sustainable drainage

7.19 Managing drainage effectively is a key component of good design and the council expects all developments to integrate sustainable drainage systems (SUDS). Surface water should be managed in line with the hierarchy set out below and should reflect both national guidance and that produced by

Kent County Council as the Lead Local Flood Authority.

7.20 The council will produce further guidance related to surface water runoff rates for new development in the district.

Policy DM15 - Sustainable drainage

1. All proposals for development should include identified drainage provision suitable for the proposal and its location. Taking account of advice from Kent County Council, the Lead Local Flood Authority, proposals must demonstrate, as a minimum, how they have:
 - (a) Achieved to the City Council's stipulated greenfield runoff rates, mimic natural flows and drainage pathways and ensure that surface water run-off is managed as close to its source as possible. In exceptional circumstances, evidence will be required to justify why the stipulated greenfield runoff rates cannot be achieved and that appropriate measures have been undertaken to achieve as close as possible;
 - (b) Managed all sources of surface water, including exceedance flows and surface flows from offsite, provide for emergency ingress and egress and ensure adequate drainage connectivity;
 - (c) Included sustainable drainage systems (SuDs) and prioritise, as appropriate, naturalistic solutions incorporated into the soft landscape of the development. Where SuDS are not appropriate evidence must be provided to demonstrate why. Where the cost of providing SuDS is cited as the main constraint for delivery, the council will require a full cost comparison against standard system, so that the cost implications can be clearly understood;
 - (d) Designed the scheme in accordance with Kent County Council's Guidance for master planning sustainable drainage into developments document, or equivalent up date or district specific guidance;
 - (e) Ensured measures proposed maintain public safety;
 - (f) Ensured that there is adequate treatment of surface water flows, such that there is no diminution in quality of any receiving watercourse;
 - (g) Ensured protection of groundwater. This may include undertaking a Groundwater Risk Assessment;
 - (h) Considered the risk of contamination, including any Land Contamination Studies where available;
 - (i) Considered and, where appropriate, provided multiple benefits, such as providing or enhancing wetland

habitat, biodiversity, landscapes, and improving amenity, access, open space and water quality;

- (j) Made an appropriate allowance for climate change;
- (k) Identify the maintenance responsibilities for the entirety of the surface water drainage system and provide a management and maintenance plan, which shall include arrangements during the construction phase and the arrangements for adoption by any public authority or statutory undertaker and any other

arrangements to secure the operation of the drainage scheme throughout its lifetime; and

- (l) On major and strategic developments it should be shown how this infrastructure will be delivered over the different building phases to ensure that schemes are delivered as envisaged and that ongoing and future flood risk is managed. This information should include clear details of the various designed allocations, in terms of discharge rates, discharge volumes and impermeable areas for those future building phases.

Water pollution

7.21 The district includes a number of areas which are sensitive to water pollution, including nitrate vulnerable zones. Where development may affect these sensitive areas, applicants will be required to undertake

thorough risk assessments to inform the decision making process. Development proposals that would be harmful to these protected areas will not be permitted.

Policy DM16 - Water pollution

1. Proposals to enhance existing aquatic environments and ecosystems will be supported.
2. Any new development should not compromise Water Framework Directive objectives, and will ensure that the water environment does not deteriorate, both during construction and during the lifetime of the development.
3. Developers shall undertake thorough risk assessments of the impact of proposals on surface and groundwater systems considering appropriate avoidance measures before incorporating appropriate mitigation measures where necessary.
4. Development will not be permitted where it would:
 - (a) Prejudice the quality or quantity of surface or groundwater; or
 - (b) Have an adverse impact on groundwater protection zones or drinking water safeguard zones; or
 - (c) Have an adverse impact on water dependent protected sites or species.
5. Agricultural development or changes in land use will also need to demonstrate how they are taking account of, and minimising, any harm to nitrate vulnerable zones.

Noise, odour and dust pollution

7.22 Noise, odour and dust pollution can have a harmful impact on residents' quality of life, and on businesses, and it is important that they are appropriately considered through the decision making process. Proposals

located close to existing noisy uses, and any developments which may increase noise pollution, may need to integrate mitigation such as insulation within their designs.

Policy DM17 - Noise, odour and dust pollution

1. Where appropriate, new developments should integrate adequate noise insulation for future residents to ensure the ongoing viability of existing surrounding uses is not compromised.
2. Developments in close proximity to existing uses which produce significant noise, such as roads, commercial or leisure uses, will provide a noise survey to determine if any necessary measures are required. If any measures are identified, the applicant must demonstrate how these have been included within the scheme.
3. Developments which will increase noise pollution for existing communities and uses will need to demonstrate how they will avoid, or minimise and mitigate their impacts.
4. Where any significant noise pollution cannot be adequately mitigated a proposal will be refused.
5. For developments recognised to produce significant noise, noise management is required throughout development. For developments which have determined necessary measures to mitigate noise pollution, management is required to ensure noise is appropriately minimised and mitigation is maintained.
6. Developments which produce significant odour or are in close proximity to existing uses which produce significant odour, will provide an Odour Management Plan. Where odour effects are assessed as significant, details of appropriate mitigation measures will be required.
7. Where appropriate, new developments will provide a Construction Environmental Management Plan to set out how noise, odour and dust produced during construction, will be mitigated and how management will be maintained throughout the course of construction.



Light pollution and dark skies

7.23 Light pollution can have significant impacts on wildlife and is also proven to have effects on human wellbeing. Proposals for external lighting will need to carefully consider the potential impacts and demonstrate that lighting is appropriate for the location.

7.24 Parts of our countryside benefit from so-called “dark skies” where there is very limited light pollution, and proposals which would cause light pollution in these areas will not normally be permitted.

Policy DM18 - Light pollution and dark skies

1. All proposals for development should be designed to minimise light pollution, both in external aspects and as a consequence of light leakage from the interior.
2. Proposals must minimise light pollution whilst still adhering to the requirements as set out by the Highways authority (Kent County Council) and National Highways.
3. Proposals for external lighting schemes will be permitted if they meet the following criteria:
 - (a) The lighting levels do not exceed the levels in the relevant environmental zone as recommended by The Institute of Lighting Professionals (ILP) in their guidance on the reduction of obtrusive light (or equivalent up to date document); and
 - (b) It is demonstrated by illuminance contour diagrams that the minimum number, intensity and height and timing of lighting necessary to achieve its locationally appropriate purpose is proposed; and
 - (c) It has been designed to minimise light glare, light trespass, light spillage and sky glare, and would not dazzle or distract drivers or pedestrians using nearby highways, through using the best available technology to minimise light pollution and conserve energy; and
 - (d) The lighting scheme would not be visually detrimental to its immediate or wider setting or landscape, particularly intrinsically dark landscapes and would be of appropriate colour temperature for its location; and
 - (e) It does not adversely impact living conditions; and
 - (f) It does not have an adverse impact on long distance views or from vantage points; and
 - (g) It is designed to minimise disturbance to wildlife, biodiversity and their food sources; and
 - (h) Any development affecting protected species or habitats or in close proximity, follows relevant specific guidance on lighting.
4. Proposals for external lighting within areas of dark skies as recognised within the Landscape Character and Biodiversity Appraisal, will only be permitted in exceptional circumstances.

Contamination and unstable land

7.25 Contamination of land can be highly hazardous; such as through an increased risk of fires or explosions and can have harmful health implications to those working or living on the site and can cause potential harm to the environment including surface and ground water. Unstable land also increases the risk of the site when considering land for development. Instability of the land will limit

the integrity of any structural development. Historic or current landfill sites are an example of sites which are likely contaminated and the land unstable.

7.26 The council will support the redevelopment and remediation of contaminated or unstable land provided the criteria below are met.

Policy DM19 - Contamination and unstable land

Proposals for development on sites which may have or are suspected to have contamination or at risk due to land instability, or involve hazardous installations or substances, will only be approved, where:

- (a) In the case of land contamination, a Land Contamination Report is provided. Appropriate investigation and assessment should be undertaken to identify the nature, extent and risks associated with the contamination, and evidence has been provided that remediation can be undertaken to reduce any risk to an acceptable level for its proposed use; and
- (b) In the case of development involving the erection of buildings or structures on suspected unstable land, a stability

report is undertaken, and where instability is present, acceptable remedial measures are proposed before or as part of the development; and

- (c) The proposal involves the use, production, storage or management of hazardous substances and there is no unacceptable risk to public health or safety, the general amenity of the area or environmental interests.

Where the above criteria are satisfied conditions may be attached to any permission to ensure that appropriate monitoring is carried out, remediation measures are completed (through submission of a completion certificate) and the site is made suitable for use before development starts.



8. Carried Forward 2017 Local Plan Policies

8.1 The majority of the strategic site allocations and other the housing site allocations included within the 2017 Canterbury District Local Plan have now received planning permission and most are under construction. These sites are expected to contribute to the housing land supply over the period of this Local Plan, and particularly during the early years.

8.2 This chapter carries forward site allocation policies, and associated infrastructure policies, to apply in the event that current planning applications lapse or are sought to be varied and for the small number of sites where no planning permission currently exists.

8.3 All policies within this chapter must be read alongside the other policies within this Local Plan.

2017 Local Plan strategic site allocations

8.4 Of the 12 strategic sites allocated in Policy SP3 of the 2017 Local Plan, 11 have been carried forward. Site 10 Land at Ridlands is not carried forward as it has been replaced by Policy C6 Merton Park.

8.5 Site 1: South Canterbury

8.5.1 A hybrid planning application (CA/16/00600) was granted permission in June 2023 for an urban extension of up to 4,000 dwellings which included a full element for 140 dwellings and vehicular/cycle/pedestrian access via New Dover Road. The site has not yet started construction.

8.6 Site 2: Land at Sturry/Broad Oak

8.6.1 The southern section had a hybrid application (CA/20/02826) granted permission in March 2021, which included a detailed permission for the construction of part of the Sturry Link Road and a local road from the Sturry Link Road to Shalloak Road and an outline permission for 630 dwellings and associated community infrastructure. The site has not yet started construction.

8.6.2 The northern section had a hybrid application (CA/18/00868) granted permission in March 2021, which included a detailed permission for 456 residential dwellings (402 houses and 54 flats) and an

outline permission for a commercial area comprising 212sqm of Class A1 and up to 593sqm of Class B1 use. The site began construction in 2021.

8.7 Site 3: Land at Hillborough, Herne Bay

8.7.1 Parcel A of the site had a hybrid application (CA/17/01866) granted permission in November 2021, which included 193 residential units, and outline for 707 residential units, up to 27,000 sq.m. of employment/commercial floorspace, 80 bed care home, convenience store, three retail units, community centre and land for a two-form entry primary school. In June 2023, the non-material amendment planning application (CA/23/00709) was granted planning permission and as such reduced the number of dwellings granted detailed planning permission from 193 to 189 dwellings. The site began construction in 2022.

8.7.2 Parcel B of the site had an outline application (CA/20/01628) for up to 180 dwellings granted permission in August 2021. A reserved matters application (CA/23/00189) was granted in July 2023, and a variation to retain two dwellings was granted in January 2023. The site has not yet started construction.

8.7.3 Parcel C of the site submitted an application (CA/21/00158) in January 2021 for 350 dwellings and the application is pending decision.

8.8 Site 4: Herne Bay Golf Course

8.8.1 A hybrid application (CA//15/00844) for a mixed use development granted permission in September 2015. The full element of the application comprised 113 residential units and a Sports Hub. The outline element of the application comprised 459 residential units including affordable housing, 60 bed care home, doctors surgery and public house.

8.8.2 Since the 2015 hybrid consent a full application amended the detailed housing element from 113 to 109 dwellings and this part is complete. Four further reserved matters applications were submitted: Phase 1B for 156 dwellings was approved in December 2017; Phase 4 for 102 dwellings was approved in November 2018; Phase 5 for 109 dwellings was approved in August 2019; and Phase 6a for 92 units was approved in July 2021. The site began construction in 2016.

8.9 Site 5: Strode Farm

8.9.1 A hybrid application (CA//15/01317) granted permission in August 2018, which included a detailed permission for the demolition of three dwellings, and outline permission for 800 dwellings. Reserved matters (CA/21/01800) covering Phase A for 128 dwellings was approved in May 2022. The site has not yet started construction.

8.10 Site 6: Land at Greenhill, Herne Bay

8.10.1 A hybrid application (CA//17/02907) granted permission in October 2020, which included a detailed element for the change of use of agricultural land to outdoor sports playing pitches and outline for 450 dwellings, including affordable housing, and community facilities. A Reserved Matters application (CA//21/01277) covering all of the 450 dwellings was approved in December 2021. The site began construction in 2021.

8.11 Site 7: Land North of Thanet Way, Whitstable

8.11.1 An outline application (CA//15/01296) was granted permission in October 2016 for 400 dwellings. All 400 dwellings now have detailed planning permission granted through three reserved matters applications (CA//18/01664, CA//20/02436, CA//21/02426). The site began construction in 2020.

8.12 Site 8: Land North of Hersden

8.12.1 A hybrid application (CA//22/01845), for up to 800 new homes, was registered in August 2022 and is pending decision. The application includes a detailed element for 261 residential dwellings and outline for 539 dwellings, 1ha of land for employment floor space, 0.8ha of primary school extension land, new community building and new sports pavilion. The site has not started construction.

8.13 Site 9: Land at Howe Barracks

8.13.1 A hybrid application (CA//14/01230) was granted permission in December 2015 for 500 dwellings. Five reserved matters applications have been submitted:

- (a) Phase 1 for 171 dwellings which was granted in August 2017; the new distributor road connecting A257 (Littlebourne Road) with Chaucer Road which was granted April 2017;
- (b) Phase 2 for 200 dwellings which was granted in April 2019; and
- (c) Phase 3 which has been submitted as two planning applications, one for 122 dwellings and one for 7 dwellings, both are currently under consideration.

8.13.2 The site began construction in 2017. Phase 1 is complete.

8.14 *Site 11: Land at and adjacent to Cockerling Farm, Thanington*

8.14.1 Parcel A of the site was granted outline planning permission (CA//15/01479) in July 2016 for a mixed use development comprising: 750 residential units, including affordable housing; 30 bed Pilgrims Hospice and 60 bed nursing home; employment floorspace; Primary school; and westbound slip road on the A2. The site began construction in 2019.

8.14.2 Parcel B of the site has outline planning permission for up to 400 dwellings which was granted in November 2018. The site has not started construction.

8.15 *Site 12: Land South of Ridgeway (John Wilson Business Park), Whitstable*

8.15.1 A hybrid application (CA//17/00469) was granted permission in October 2019. The application includes detailed proposals for 140 dwellings and outline consent for 160 units and 3,500sqm of employment floorspace (B1a). Since the hybrid planning permission in 2019 a reserved matters application covering Phase 2 and 3 for 160 dwellings was approved in March 2022. All of the dwellings have detailed planning permission. The site began construction in 2021.

Policy CF1 - Strategic site allocations

Site 1: South Canterbury

Site 1	Development	Amount/Type
South Canterbury	Housing	4,000 dwellings
	Employment floorspace	70,000sqm
	Retail	Local centre shopping facilities only
	Other	Local community “hub”; the necessary provision of and contributions to primary school education and the necessary provision and/or contributions to secondary school education; health care provision; extended and re-sited park & ride at Dover Road; land reserved for potential relocation of Kent & Canterbury Hospital, if required; provision of new public open space, including allotments and new woodland planting
	Infrastructure	New junction onto the A2 and modifications to the existing junction arrangement; new fast bus link from the site to Canterbury City centre

Site 2 - Land at Sturry/Broad Oak

Site 2	Development	Amount/Type
Land at Sturry/ Broad Oak	Housing	1,000 dwellings
	Employment floorspace	Business floorspace to meet the needs of local business/office space
	Retail	Local centre shopping facilities only
	Other	Community facilities to meet local need; the necessary provision of and contributions to primary school education and the necessary provision and/or contributions to secondary school education; health care provision; protection and management of all remaining ancient woodland; provision of new public open space; including public gardens; parkland and playing fields
	Infrastructure	Provision of/or proportionate contribution to New Sturry Relief Road; reduced use of the existing Sturry Crossing for local traffic and buses only; closure of existing rail foot crossings; provision of new car park for Sturry station.



Site 3 - Land at Hillborough, Herne Bay

Site 3	Development	Amount/Type
Land at Hillborough, Herne Bay	Housing	1,300 dwellings
	Employment floorspace	33,000 (Altira park, extended)
	Retail	Local centre scale shopping only
	Other	Health care provision; community facilities to meet local need; the necessary provision of and contribution to primary school education and the necessary provision and/or contributions to secondary school education.
	Infrastructure	New link to Thanet Way via Altira Park and limited access to Sweechbridge Road; provision of new west-facing on-slip to Thanet Way at the Heart-in-Hand junction; measures to discourage additional traffic using Heart-in-Hand road; improvements to A291 corridor*

*Improvements to A291 corridor will include highway infrastructure works having regard to the requirements of the Highway Authority and may include improvements to Bullockstone Road which forms part of the Herne Relief Road as referred to in Policy CF7 and identified on the Policy Map.

Site 4 - Herne Bay Golf Course

Site 4	Development	Amount/Type
Herne Bay Golf Course	Housing	600 dwellings
	Employment floorspace	1ha of mixed commercial uses
	Retail	Local centre scale shopping only
	Other	8ha of sports & leisure facilities, including cricket, football, hockey, tennis and open space; health care provision; care home; provision and/or contributions to primary and secondary school education
	Infrastructure	Improvements to A291 corridor*; new footpath/cycle path to be provided in conjunction with site 5 (Strode Farm, Herne Bay) to link sites 4 and 5

*Improvements to A291 corridor will include highway infrastructure works having regard to the requirements of the Highway Authority and may include improvements to Bullockstone Road which forms part of the Herne Relief Road as referred to in Policy CF7 and identified on the Policy Map.

Site 5 - Strode Farm

Site 5	Development	Amount/Type
Strode Farm, Herne Bay	Housing	800 dwellings
	Employment floorspace	15,000sqm
	Retail	Local centre shopping provision only
	Other	Community facilities, including new parish hall and local needs housing; the necessary provision of and contributions to primary school education and the necessary provision and/or contributions to secondary school education; health care provision
	Infrastructure	Provision of new highway through the site linking Thanet Way to Bullockstone Road and improvements to Bullockstone Road, as indicated on the Policy Map; new footpath/cycle path to be provided in conjunction with site 4 (Herne Bay Golf Course) to link sites 4 and 5

Site 6 - Land at Greenhill, Herne Bay

Site 6	Development	Amount/Type
Land at Greenhill Herne Bay	Housing	300 dwellings
	Other	Community facilities to meet local need; recreation & leisure facilities, new allotment provision; the necessary provision of and contributions to primary school education and the necessary provision and/or contributions to secondary school education; health care provision

Site 7 - Land north of Thanet Way, Whitstable

Site 7	Development	Amount/Type
Land north of Thanet Way, Whitstable	Housing	400 dwellings
	Other	Extension of Duncan Down country park; additional public open space, including allotments

Site 8 - Land North of Hersden

Site 8	Development	Amount/Type
Land North of Hersden	Housing	800 dwellings
	Employment floorspace	1ha new business space for local business
	Other	New community building; play areas and allotments; multi-use games area; the necessary provision of and contributions to primary school education and the necessary provision and/or contributions to secondary school education and provision of the main school vehicular access through Site 8; health care provision
	Infrastructure	Provision of, or proportionate contribution towards the provision of new Sturry Relief Road and/or contributions to transportation improvements on the A28 corridor; improved footpath/cyclepath links to existing network.



Site 9 - Land at Howe Barracks, Canterbury

Site 9	Development	Amount/Type
Land at Howe Barracks, Canterbury	Housing	400 dwellings (No development shall take place on the western slopes)
	Infrastructure	Provision of requirement for new A28-A257 Link Road; and retention of significant level of parkland/open space

Site 11 - Land at and adjacent to Cockerling Farm, Thanington

Site 11	Development	Amount/Type
Land at and adjacent to Cockerling Farm, Thanington	Housing	1,150 dwellings
	Employment floorspace	1.5ha
	Other	Provision of public open space within the site; Allotments; the necessary provision of and contributions to primary school education and the necessary provision of and/or contributions to secondary school education; Community and local facilities to meet local need; Play areas; Multi-use games area; health care provision, new additional woodland planting to enhance the Larkey Valley Local Nature Reserve
	Infrastructure	Provision of, or funding new eastbound A2 off slip at Wincheap and associated highway improvements at the junction with Ten Perch Road and extended westbound slip road off the A2; Improved/ new road link to Cockerling Road; Bus and footpath/ cycle path links; contributions to expansion of Wincheap Park and Ride; contributions towards the provision of A28 (Wincheap) Relief Road and highway improvements at Wincheap Green roundabout.

Site 12 - Land South of Ridgeway (John Wilson Business Park), Whitstable

Site 12	Development	Amount/Type
Land South of Ridgeway (John Wilson Business Park), Whitstable	Housing	300 dwellings
	Employment floorspace	1ha
	Other	The necessary provision of and contributions to primary school education and the necessary provision of and/or contributions to secondary school education; Community facilities to meet local need; Improved public open space, including play area and multi-use games area; health care provision
	Infrastructure	Highway improvements, including to the roundabout at junction of A2990 Thanet Way and Reeves Way, Whitstable

Planning applications for development of all, or part, of a Strategic Site Allocation, shall be accompanied by a comprehensive masterplan for the whole Strategic Site Allocation. The masterplan shall identify how the Strategic Site Allocation fits into the wider surroundings and shall include the detailed requirements for the site;

the phasing of development, the physical and social infrastructure; and detailed design proposals incorporating “garden city” principles. Development proposals submitted for these sites shall be in accordance with the requirements of this policy.



2017 Local Plan housing allocations

8.16 Policy HD1 in the 2017 Local Plan identified a number of smaller site allocations for housing development. Many of these sites have not received planning permission and are carried forward in this Local Plan. However, regular engagement with land owners identified there is still intention to

develop these sites and planning applications have already been submitted for a number of the sites. Through the council's ongoing and comprehensive monitoring work these sites are still considered deliverable or developable, based on their specific circumstances.

Policy CF2 - Housing allocations

Development will be permitted at the housing allocations in the district as set out below:

Site	Residential yield
Canterbury	
St Martins Hospital, Canterbury	200
Adjacent Canterbury West Station, Canterbury	20
St Johns Lane Employment Exchange, Canterbury	24
Northgate Car Park, Canterbury	21
Castle Street Car Park, Canterbury	54
Holmans Meadow Car Park, Canterbury	20
Rosemary Lane Car Park, Canterbury	20
Ivy Lane North, Canterbury	10
Hawks Lane, Canterbury	9
St Radigund's Place, Canterbury	7
St John's Lane Car Park, Canterbury	5
Herne Bay	
Land at Bullockstone Road, Herne Bay	190
Herne Bay Golf and Driving Range and Land Adjacent	80
Garage Site, Kings Road, Herne Bay	43
Land at Herne Bay Station	35

Site	Residential yield
Beach Street, Herne Bay (mixed use redevelopment)	20
Whitstable	
Land at Ladysmith Grove	31
Tankerton Road Car Park and Garage, Whitstable	17
124 & adjoining Middle Wall, Whitstable	7
Rural	
Barham Court Farm, Church Lane, Barham	25
Land rear of 51 Rough Common Road, Rough Common	28
Rough Common Road, Rough Common	16

Infrastructure policies

8.17 Each of the strategic sites outlined in Policy CF1 are dependent on the delivery of strategic transport infrastructure and therefore the relevant infrastructure policies are also carried forward within this Local Plan.

8.18 This includes policies to safeguard land for pedestrian and cycle routes, for improvements to Park and Ride facilities along with key highway infrastructure improvements necessary to deliver the strategic site allocations and a playing pitch allocation at Swalecliffe.

Policy CF3 - Pedestrian and cycle routes

Land will be safeguarded for the proposed pedestrian and cycle routes, as shown on the Policy Map.

Policy CF4 - Sturry Road Park and Ride

Land identified on the Policy Map adjacent to the existing Park and Ride site at Sturry Road is safeguarded for the expansion of that facility.

Policy CF5 - New Dover Road Park and Ride

Provision will be made adjacent to a new A2 interchange near Bridge for the relocation and expansion of the New Dover Road Park and Ride.

Policy CF6 - A2 Bridge Interchange

The Council will require the provision of a new A2 interchange near Bridge as identified on the Policy Map as an integral part of new development proposals. Any development proposals that might

prejudice this junction will be resisted. Contributions to this road and junction will be sought from appropriate developments in the area as set out in Policy CF1.

Policy CF7 - Herne Relief Road

The Council will require the provision of a A291 Herne Relief Road as identified on the Policy Map, and as an integral part of new development outlined in Policy

CF1. Any development proposals that might prejudice this route will be resisted. Contributions to this relief road may be sought from appropriate developments.

Policy CF8 - Sturry Relief Road

The Council will seek to implement a Sturry Relief Road as identified on the Policy Map. Any development proposals that might prejudice this route will be resisted.

Contributions to this relief road will be sought from appropriate developments as set out in CF1.

Policy CF9 - A28/A257 Barracks Link Road

A road linking Chaucer Road and the A257 as identified on the Policy Map, will be provided as part of the development of the Howe Barracks Strategic Site (Policy CF1).

Any development proposals that might prejudice these improvements will be resisted.

Policy CF10 - Swalecliffe

Land is allocated adjacent to St Augustines Business Park, Swalecliffe, as shown on the Policy Map, for junior football pitches.

9. Monitoring indicators

9.1 The Local Plan outlines key objectives to deliver sustainable development across the district over the period of the Local Plan. The policies in the draft Local Plan have been developed to ensure that these objectives are delivered, however it is critical that progress against these objectives is monitored effectively and on a regular basis.

9.2 Effective monitoring will help us to understand how the Local Plan is performing, and whether there is a need to review policies or produce additional guidance.

9.3 The council will develop a series of monitoring indicators for the Regulation 19 Local Plan stage to assess matters including:

- whether housing and affordable housing targets are being met;
- the delivery of new jobs and business floorspace;
- the protection and enhancement of community facilities;

- the regeneration of our town centres and the delivery of new retail floorspace;
- the delivery of the transport strategy and progress towards modal shift targets;
- the delivery of infrastructure including community facilities;
- the implementation of the council's net zero operational emissions target through new residential and commercial developments;
- the delivery of the 20% biodiversity net gain;
- the provision of new sports facilities;
- the provision of high quality open space through development across the district.

9.4 The council is seeking views from stakeholders and communities on how best to monitor these matters effectively, and any additional matters which should be monitored over the period of the Local Plan.



Appendices

Appendix 1: Glossary

Active travel

Journeys that are made by physically active means, including walking or cycling.

Affordable housing

Housing for sale or rent, for those whose needs are not met by the market (including housing that provides a subsidised route to home ownership and/or is for essential local workers); and which complies with one or more of the following definitions:

Affordable housing for rent: meets all of the following conditions:

- (a) the rent is set in accordance with the government's rent policy for social rent or affordable rent, or is at least 20% below local market rents (including service charges where applicable);
- (b) the landlord is a registered provider, except where it is included as part of a build to rent scheme (in which case the landlord need not be a registered provider); and
- (c) it includes provisions to remain at an affordable price for future eligible households, or for the subsidy to be recycled for alternative affordable housing provision. For Build to Rent schemes affordable housing for rent is expected to be the normal form of affordable housing provision (and, in this context, is known as affordable private rent).

Starter homes: is as specified in sections 2 and 3 of the Housing and Planning Act 2016 and any secondary legislation made under these sections. The definition of a starter home should reflect the meaning set out in statute and any such secondary legislation at the time of plan-preparation or decision-making. Where

secondary legislation has the effect of limiting a household's eligibility to purchase a starter home to those with a particular maximum level of household income, those restrictions should be used.

Discounted market sales housing: is that sold at a discount of at least 20% below local market value. Eligibility is determined with regard to local incomes and local house prices. Provisions should be in place to ensure housing remains at a discount for future eligible households.

Other affordable routes to home ownership:

is housing provided for sale that provides a route to ownership for those who could not achieve home ownership through the market. It includes shared ownership, relevant equity loans, other low cost homes for sale (at a price equivalent to at least 20% below local market value) and rent to buy (which includes a period of intermediate rent). Where public grant funding is provided, there should be provisions for the homes to remain at an affordable price for future eligible households, or for any receipts to be recycled for alternative affordable housing provision, or refunded to government or the relevant authority specified in the funding agreement.

First homes: First homes are a type of discounted market sale housing which:

- (a) must be discounted by a minimum of 30% against the market value;
- (b) are sold to a person or persons meeting the first homes eligibility criteria (as set out on the UK Government Website);
- (c) on their first sale, will have a restriction registered on the title at HM Land Registry to ensure this discount (as a percentage

of current market value) and certain other restrictions are passed on at each subsequent title transfer; and

- (d) after the discount has been applied, the first sale must be at a price no higher than £250,000.

Air Quality Management Area (AQMA)

An AQMA is an area designated by a Local Authority, which is unlikely to achieve national air quality objectives by the relevant deadlines. A strategy to improve the air quality within the area is prepared and implemented.

Ancient woodland

Ancient woodland is an area identified by Natural England that has been wooded continuously since at least 1600 AD; possibly supporting rare and/or endangered species of fauna and flora.

Authority Monitoring Report (AMR)

The council prepares an AMR each year to assess the performance and effects of the Local Plan.

Area of Archaeological Importance (AAI)

An AAI is an area designated to help prevent important archaeological sites from being damaged or destroyed without at least allowing for some investigation and recording first. It is a criminal offence to undertake any works that disturb the ground inside the boundaries of an AAI (including those that do not require planning permission) without prior notification to the Secretary of State. Canterbury is one of five areas designated as an Area of Archaeological Importance under the Ancient Monuments and Archaeological Areas Act 1979.

Area of Outstanding Natural Beauty (AONB)

An AONB is a national landscape designation. The primary purpose of which is to conserve and enhance the country's natural beauty and

finest landscapes. AONBs are designated by Natural England.

Best and most versatile agricultural land

Land in grades 1, 2 and 3a of the Agricultural Land Classification.

Blue infrastructure

A network of multi-functional blue spaces (such as streams, ponds, rivers, the sea and other water bodies) and other natural features, urban and rural, which are capable of delivering a wide range of environmental, economic, health and wellbeing benefits for nature, climate, local and wider communities and prosperity.

Brownfield land

Land which is or was occupied by a permanent structure, including the curtilage of the developed land (although it should not be assumed that the whole of the curtilage should be developed) and any associated fixed surface infrastructure. This excludes: land that is or was last occupied by agricultural or forestry buildings; land that has been developed for minerals extraction or waste disposal by landfill, where provision for restoration has been made through development management procedures; land in built-up areas such as residential gardens, parks, recreation grounds and allotments; and land that was previously developed but where the remains of the permanent structure or fixed surface structure have blended into the landscape.

Business use

Any development that is within the E(g) use class.

Carbon sequestration

The process of capture and long-term storage of atmospheric carbon dioxide.

Change of use

A change in the way that land and/or buildings are used. Planning permission is usually necessary in order to change from one 'use class' to another (refer to the Use Classes Order for more information).

Changing places facilities

Toilets with extra features to meet the needs of people with a range of disabilities and their carers. The toilets provide enough space and the right equipment, including equipment such as hoists, curtains, adult-sized changing benches and space for carers.

Climate change

The long-term change in the Earth's climate patterns. This may be a change in the average weather conditions or the distribution of weather events with respect to an average, for example, greater or fewer extreme weather events. This is attributed largely to the increased levels of atmospheric carbon dioxide produced by the use of fossil fuels.

Climate change adaptation: refers to the adjustments to natural or human systems in response to actual or expected climatic factors or their effects, including changes in rainfall and rising temperatures, which moderate harm or exploit beneficial opportunities.

Climate change mitigation: is action taken to reduce the impact of human activity on the climate system, primarily through reducing greenhouse gas emissions.

Coastal change area

An area identified as likely to be affected by coastal change (physical change to the shoreline through erosion, coastal landslip, permanent inundation or coastal accretion).

Committed development

Committed development refers to all land with a current planning permission attached to it or that is allocated in adopted development plans for development (particularly residential development).

Community hub

A hub which provides a range of community facilities and services to meet the day to day needs of communities with new developments and is accessible by walking and cycling. The local community should be actively involved in the decision about what should be included within these areas, including a local centre, business space and mobility hubs.

Community Infrastructure Levy (CIL)

CIL is a financial levy introduced by the Planning Act 2008, which local planning authorities are empowered, but not required, to charge on certain types of new development to help deliver the necessary supporting infrastructure in their area. It is based on a simple formula, which relates the size of the charge to the size and character of the development paying the levy.

Community facilities and services

Any development that is within the F1(d or f), F2a, b or c, or E(b, d or e) use class including local shopping plus commercial, leisure (F2c and Ed) and Education uses, and public houses, of a scale proportionate to the needs of the local community.

Commercial use

Any development that is within the E(a), E(b), E(c), E(e) or E(f) use class or a Public House or drinking establishment.

Compulsory Purchase Order (CPO)

A CPO grants the local planning authority the power to acquire land compulsorily in the public interest, in order to help deliver social and economic change, where the landowner or occupier is not willing to sell by agreement.

Conservation area

A conservation area is a designation applied by the local planning authority to define areas of special architectural or historic interest. conservation areas are afforded extra powers to control works and demolition of buildings to protect or improve the character or appearance of the area.

Curtilage

The area normally within the boundaries of a property surrounding the main building and used in connection with it.

Development

Development refers to the carrying out of building, engineering, mining or other operation in, on, over or under land, or the making of any material change in the use of any building or other land.

Development Plan Documents (DPDs)

Development Plan Documents (DPDs) outline the key development goals for an area.

The Local Plan and the Herne Bay Area Action Plan are both DPD documents. The proposals map accompanies the Local Plan and consists of a series of maps which help to illustrate policies geographically. All DPDs are subject to rigorous procedures of community involvement, consultation and independent examination, and adopted after receipt of the inspector's binding report. Once adopted, development management decisions must be made in accordance with DPDs, unless material considerations indicate otherwise.

District settlement hierarchy

The grading of settlements based on the number of their services and facilities.

Ecological network

An ecological network refers to the creation of larger and better connected areas of natural habitat which is recognised as a key strategy for maintaining and conserving biodiversity and enabling wildlife to adapt to climate change.

Educational facilities

Any facilities for primary, secondary, further or higher education including sports facilities and creche, day nursery.

Employment use

Any development that is within the B2 or B8 use class.

Exception test (flood risk)

A test with three criteria, set out in the NPPF, which need to be passed before development can be considered in areas at risk of flooding.

Flood Risk Assessment (FRA)

A Flood Risk Assessment gauges the likelihood of flooding in a particular area so that development needs and mitigation measures can be carefully considered.

Flood Zone (1, 2 & 3)

Flood Zones indicate the probability of flooding. Flood Zone 1 has the lowest probability of flooding and Flood Zone 3 has the highest. Zones 2 and 3 are shown on the Environmental Agency Flood Map with Flood Zone 1 being all the land falling outside Zones 2 & 3.

Garden city principles

Framework for the Garden City model of development, and includes:

- Land value capture for the benefit of the community.
- Strong vision, leadership and community engagement.
- Community ownership of land and long-term stewardship of assets.
- Mixed-tenure homes and housing types that are genuinely affordable.
- A wide range of local jobs in the Garden City within easy commuting distance of homes.
- Beautifully and imaginatively designed homes with gardens, combining the best of town and country to create healthy communities, and including opportunities to grow food.
- Development that enhances the natural environment, providing a comprehensive green infrastructure network and net biodiversity gains, and that uses zero-carbon and energy-positive technology to ensure climate resilience.

- Strong cultural, recreational and shopping facilities in walkable, vibrant, sociable neighbourhoods.
- Integrated and accessible transport systems, with walking, cycling and public transport designed to be the most attractive forms of local transport.

Green corridors

Green corridors link housing areas to the national cycle network, town centres, employment areas and community facilities. They help to promote environmentally sustainable forms of transport such as walking and cycling within urban areas and can also act as vital linkages for wildlife dispersal between wetlands and the countryside.

Green infrastructure

A network of multi-functional green spaces and other natural features, urban and rural, which are capable of delivering a wide range of environmental, economic, health and wellbeing benefits for nature, climate, local and wider communities and prosperity.

Green gap

A green gap refers to a wedge of land between settlements that is protected from development in order to maintain the distinction between built up areas and prevent the merging of adjacent places; can also provide recreational opportunities.

Greenfield

Land, often farmland that has not been previously developed.

Heritage assets

A heritage asset is a building, monument, site, place, area or landscape positively identified as having a degree of significance meriting consideration in planning decisions. Heritage assets are the value components of the historic environment. They include designated heritage assets and assets identified by the local planning authority during the process of decision-making or through the plan-making process (including local listing).

Historic environment

The historic environment refers to all aspects of the environment resulting from the interaction between people and places through time, including all surviving physical remains of past human activity, whether visible, buried or submerged.

Infrastructure

Infrastructure is the basic set of services necessary for development to take place, for example, transport (airports, ports, road network, cycling and walking infrastructure, rail network), affordable housing, education (further and higher education, secondary and primary education, nursery school), health (acute care and general hospitals, mental hospitals, health centres/primary care trusts, ambulance services), social infrastructure (supported accommodation, social and community facilities, sports centres, open spaces, parks and play space), green infrastructure (see separate definition), public services (waste management and disposal, libraries, cemeteries, emergency services, places of worship, prisons), utility services (gas supply, electricity supply, heat supply, water supply, waste water treatment, telecommunications infrastructure) and flood defences.

Infilling

Small scale development comprising:

- Gap site development within a street frontage;
- Backland development; or
- Site redevelopment (where the replacement of an existing building is proposed)

Landscape buffer

An area of land, usually at the periphery of a development site, that is landscaped to provide separation and screening between the proposed development and adjoining land uses to minimise and mitigate the impact of development on adjoining land uses and/or the wider landscape.

Landscape character

A distinct, recognisable and consistent pattern of elements, be it natural (soil/landform) and/or human (settlement/development) in the landscape that makes one landscape different from another, rather than better or worse.

Leisure use

Any development that is within Fb,c,d or E(d) use classes, or relevant sui generis uses.

Listed building

A building of special architectural or historic interest. Listed buildings are graded I, II* or II with grade I being the highest. Listing includes the interior as well as the exterior of the building, and any buildings or permanent structures (eg wells within its curtilage).

Local Development Scheme (LDS)

The LDS outlines what the council is going to do to prepare new and revise existing planning policy for the Canterbury district and the timescales for doing this (including consultation milestones) over the next three years.

Local listed building

A building considered as having local historic and architectural value that makes a positive contribution to its local character and sense of place, but is not statutory listed (ie not of national importance).

Local Nature Reserve (LNR)

A LNR is a site that has been designated by the local planning authority for its importance to local wildlife and geology. They are established to protect sensitive features as well as to provide opportunities for education and/or public enjoyment.

Local Plan

The Plan for the future development of the local area, drawn up by the local planning authority in consultation with the community. It comprises of a written document detailing the policies and proposals for the development and use of land; as well as a proposals map.

Local Wildlife Site (LWS)

A LWS is a site that has been designated by the local planning authority to define areas that support both locally and nationally threatened wildlife. Many of these sites will contain habitats and species that are priorities under the UK Biodiversity Action Plans (BAP).

Main town centre uses

Retail development (including warehouse clubs and factory outlet centres); leisure, entertainment and more intensive sport and recreation uses (including cinemas, restaurants, drive-through restaurants, bars and pubs, nightclubs, casinos, health and fitness centres, indoor bowling centres and bingo halls); offices; and arts, culture and tourism development (including theatres, museums, galleries and concert halls, hotels and conference facilities).

Major development

For housing, development where 10 or more homes will be provided, or the site has an area of 0.5 hectares or more. For non-residential development major development includes additional floorspace of 1,000m² or more, or a site of 1 hectare or more, or as otherwise provided in the Town and Country Planning (Development Management Procedure) (England) Order 2015.

Marine Conservation Zones (MCZs)

A MCZ is an area that is important for the conservation of the diversity of nationally rare or threatened habitats and/or species and those places containing habitats and/or species that are representative of the biodiversity in our seas.

Mineral safeguarding area

An area designated by minerals planning authorities which covers known deposits of minerals which are desired to be kept safeguarded from unnecessary sterilisation by non-mineral development.

Minor development

Residential development below the provision of ten dwellings, or where the site is less than 0.5 hectares in size. For non-residential development, minor developments include proposals with an additional floorspace of under 1,000m² or a site smaller than one hectare, or as otherwise provided in the **Town and Country Planning (Development Management Procedure) (England) Order 2015**.

Mobility as a Service (MaaS)

A term used to describe digital transport service platforms that enable users to access, pay for, and get real-time information on, a range of public and private transport options.

Mobility hub

A recognisable place with information features which brings together public, shared and active travel modes within an attractive public realm in order to facilitate modes of transport as alternatives to the private car.

National Nature Reserves (NNR)

A NNR is a site that has been designated by Natural England for being one of the finest in terms of wildlife and/or geology in the country. They are established to protect sensitive features as well as to provide opportunities for education and research.

National Planning Policy Framework (NPPF)

The NPPF is the national planning policy guidance issued by central government, which has replaced Planning Policy Guidance (PPG) and Planning Policy Statements (PPS).

National Planning Practice Guidance

The National Planning Practice Guidance is a web-based resource launched in March 2014, which brings together, condenses and represents all planning practice guidance. It is linked to the National Planning Policy Framework, in a new usable and accessible format available entirely online.

Neighbourhood plan

Parish and town councils and neighbourhood forums can write a Neighbourhood Plan (NP) (also called a Neighbourhood Development Plan) for their area. The NP can set out policies and plans for that area, like a Local Plan, but cannot contain strategic policies. It must be in general conformity with national policies, as well as the Local Plan policies for the area. It will be adopted by the local authority, as a formal part of the development plan, if it has received a majority vote from the local community for that area via a local referendum. This means that planning decisions will then have to be made in accordance with the neighbourhood plan unless material considerations indicate otherwise.

Older people

People over or approaching retirement age, including the active, newly retired through to the very frail elderly; and whose housing needs can encompass accessible, adaptable general needs housing through to the full range of retirement and specialised housing for those with support or care needs.

Older persons housing

There are different types of specialist housing designed to meet the diverse needs of older people, which can include:

Age-restricted general market housing: This type of housing is generally for people aged 55 and over and the active elderly. It may include some shared amenities such as communal gardens, but does not include support or care services.

Retirement living or sheltered housing:

This usually consists of purpose-built flats or bungalows with limited communal facilities such as a lounge, laundry room and guest room. It does not generally provide care services, but provides some support to enable residents to live independently. This can include 24 hour on-site assistance (alarm) and a warden or house manager.

Extra care housing or housing-with-care:

This usually consists of purpose-built or adapted flats or bungalows with a medium to high level of care available if required, through an onsite care agency registered through the Care Quality Commission (CQC). Residents are able to live independently with 24 hour access to support services and staff, and meals are also available. There are often extensive communal areas, such as space to socialise or a wellbeing centre. In some cases, these developments are known as retirement communities or villages - the intention is for residents to benefit from varying levels of care as time progresses.

Residential care homes and nursing homes:

These have individual rooms within a residential building and provide a high level of care meeting all activities of daily living. They do not usually include support services for independent living. This type of housing can also include dementia care homes.

Planning application

A planning application can take three forms:

- (1) Outline permission: submitted to establish the basic principles of a proposed development, but still requiring approval of reserved matters of detail.
- (2) Full planning application: includes all the details of the proposed development - site/building plans and types of building materials to be used.
- (3) Reserved matters: the matters of detail which have to be approved following the grant of outline planning permission.

Primary shopping area

A primary shopping area is a defined area where retail development is concentrated.

Proposals map

Plans of the district showing the land use allocations and policy notations referred to in the Local Plan.

Public Rights of Way (PRoW)

Public rights of way are rights across land exercisable by the public, and which allow them to pass along them at any time they choose. Some rights of way also allow travel by other means, eg by horse, bicycle or car.

Publicly accessible open space

Space of public value, it can take many forms, from formal sports pitches to open areas within a development, linear corridors and country parks. It can provide health and recreation benefits to people living and working nearby; have an ecological value and contribute to green infrastructure (see separate definition), as well as being an important part of the landscape and setting of built development, and an important component in the achievement of sustainable development.

Ramsar sites

Ramsar sites are wetlands of international importance, designated under the Ramsar Convention of 1971. The Ramsar Convention is an international agreement, which provides for the conservation and good use of wetlands.

Renewable energy

Includes energy for heating and cooling as well as generating electricity. Renewable energy covers those energy flows that occur naturally and repeatedly in the environment – from the wind, the fall of water, the movement of the oceans, from the sun and also from biomass and deep geothermal heat. Low carbon technologies are those that can help reduce emissions (compared to conventional use of fossil fuels).

Rural business

Refers to agriculture, agri-environmental schemes, equestrian, horticulture or viticulture businesses.

Rural diversification

The expansion, enlargement or variation of the range of products or fields of operation of a

rural business (branching out from traditional farming activities, for example new income generating enterprise like renewable energy, tourism and food processing).

Rural exception sites

Small sites used for affordable housing in perpetuity where permission would not otherwise be granted for housing development. Rural exception sites seek to address the needs of the local community by accommodating households who are either current residents or have an existing family or employment connection.

Scheduled Monument (SM)

A SM is a nationally important monument (usually archaeological remains) which enjoys greater protection against inappropriate development through the Ancient Monuments and Archaeological Areas Act 1979.

Section 106 Agreement

A legal agreement (under Section 106 of the 1990 Town & Country Planning Act) between a Local Planning Authority and a developer, or undertakings offered unilaterally by a developer, that ensure that certain extra works related to a development are undertaken.

Sensitive receptors

Sensitive receptors are people or environments that are particularly vulnerable to the effects of contaminants. Examples of sensitive receptors include, but are not limited to, children, the elderly and people with pre-existing health conditions like asthma.

Sequential test (flood risk)

The sequential test compares a proposed development site with other available sites. Its aim is to steer new development to areas with the lowest risk of flooding

Site of Special Scientific Interest (SSSI)

A SSSI is a site that has been designated under the Wildlife and Countryside Act 1981 for its

unique and varied habitats, which hold some of our rarest and most threatened wildlife and geology.

Special Area of Conservation (SAC)

A SAC is a site that has been designated to protect internationally important natural habitats and species under the European Union's Habitats Directive, which was transposed into UK law by the Habitats and Conservation of Species Regulations in 2010.

Special Protection Area (SPA)

A SPA is an area which has been identified as being of international importance for the breeding, feeding, wintering or the migration of rare and vulnerable species of birds found within European Union countries. They are European designated sites, classified under the Birds Directive.

Strategic Flood Risk Assessment (SFRA)

The assessment of flood risk on a catchment-wide basis for proposed development in a district.

Strategic Land Availability Assessment (SLAA)

The SLAA's primary role is to identify sites with potential for development, identify any issues affecting the development of sites such as access problems and estimate when they are likely to come forward which may be affected by issues such as policy constraints or site conditions. The SLAA is therefore of considerable value in being able to demonstrate that sufficient developable sites are available.

Supplementary Planning Document (SPD)

Supplementary Planning Documents add further detail to the policies included in the Local Plan. They can be used to provide further guidance for development on specific sites, or on particular issues, such as design. SPD's are capable of being a material consideration

in planning decisions but are not part of the development plan.

Sustainability Appraisal (SA)

An appraisal of the economic, environmental and social effects of a plan from the outset of the preparation process to allow decisions to be made that accord with sustainable development.

Sustainable transport

Any efficient, safe and accessible means of transport with overall low impact on the environment, including walking and cycling, ultra low and zero emission vehicles, car sharing and public transport.

Sustainable Urban Drainage (SUDs)

SUDs are designed to reduce the potential impact of new and existing developments with respect to surface water drainage. It seeks to replicate natural systems to drain away surface water run-off through collection, storage, and cleaning before allowing it to be released slowly back into the environment, such as into water courses.

Transport assessment

A comprehensive and systematic process that sets out transport issues relating to a proposed development. It identifies measures required to improve accessibility and safety for all modes of travel, particularly for alternatives to the car such as walking, cycling and public transport, and measures that will be needed to deal with the anticipated transport impacts of the development.

Transport statement

A simplified version of a transport assessment where it is agreed the transport issues arising from development proposals are limited and a full transport assessment is not required.

Travel plan

A long-term management strategy for an organisation or site that seeks to deliver sustainable transport objectives and is regularly reviewed.

Tree Preservation Order (TPO)

A mechanism for securing the preservation of a single or group of trees of acknowledged amenity value. A tree subject to a tree preservation order may not normally be topped, lopped or felled without the consent of the local planning authority.

Use classes

A classification of land uses for development management purposes defined by the Town and Country Planning (Use Class) Order 1987 and subsequent amended orders.

Viability

Refers to the ability of a development to meet its costs including planning obligations, while ensuring an appropriate site value for the landowner and a market risk adjusted return to the developer.

Windfall site

Windfall sites refer to those that have not been specifically allocated for development in the Local Plan process. They normally comprise sites that have unexpectedly become available, but which are considered suitable for development in relation to Local Plan policy.

World Heritage Site

A cultural or natural site of outstanding universal value designated by the International Council on Monuments and Sites (ICOMOS). Canterbury Cathedral and Precinct, St Augustine's Abbey and St Martin's Church was designated as a World Heritage Site in 1988 because of its visual record of the introduction of Christianity to Britain.

Appendix 2: Commuted sums calculator

Affordable housing commuted sums position statement

This statement aims to provide guidance to developers, including Housing Associations and other Registered Providers on the council's approach to how and when commuted payments in lieu of on-site affordable housing will be considered.

It should be emphasised that the council views payment of a financial contribution in lieu of on-site affordable housing as the **least preferable option**. The overwhelming preference is for on-site provision of affordable housing, as supported by the NPPF and Canterbury District Local Plan. This is because financial contributions are considered an inefficient and resource-intensive method of providing affordable housing in the district and the council will only agree to the provision of affordable housing by way of a financial contribution in exceptional circumstances.

1. Background

- 1.1 The Canterbury district exhibits overall, high property prices, particularly when considered in the wider context of the price range seen within East Kent. This results in a high level of need for affordable housing in the Canterbury district with affordability being an issue for even those on above average incomes.
- 1.2 The requirement for affordable housing will be applied in accordance with the provisions of Policy DS1 Affordable Housing. The council will seek provision of 30% affordable housing on all residential developments consisting of 10 or more units or on sites of 0.5 hectares or greater. Commuted sums will be required on schemes for six to nine dwellings within the Kent Downs Area of Outstanding Natural Beauty.
- 1.3 Policy DS1 also requires financial contributions towards the provision of off site affordable housing for:

- Student accommodation (excluding shared living housing) - 30%;
- Sheltered housing - 30%; and
- Extracare housing (excluding brownfield sites) - 20%.

2. Financial contributions in lieu of accommodation (commuted sum)

- 2.1 The council acknowledges that on some developments there can be difficulties in delivering on-site provision of affordable housing. Therefore accepting a financial contribution equivalent to the provision of 30% affordable housing on-site may be considered. **This will be in exceptional circumstances, where it is demonstrated to the council's satisfaction that on-site provision, in accordance with Policy DS1, is not feasible.**
- 2.1 It is strongly recommended that pre-application advice is sought if an applicant considers a commuted sum to be appropriate.
- 2.3 Any financial contribution would then be used to enable the equivalent off-site provision of affordable housing within the district.
- 2.4 The financial contribution sought in lieu of affordable housing will represent the land, servicing and purchasing costs which the council or Registered Provider would need to pay to buy plots on the open market in order to develop equivalent affordable housing on another site. Land costs (including servicing and purchasing costs) typically represent 30% of the open market value of housing.
- 2.5 It is expected that the developer profit is 17.5% and that the affordable housing contribution should not be reduced (below 30%) to allow a larger profit than this.

2.6 If the contribution calculated is below £1,000 (and no other financial contributions are required) the council may waive this as an exception, as it is recognised that the resources required to secure the contribution via a legal agreement may outweigh the amount that is received.

2.7 The expectation is that the commuted sum will be payable on commencement of the development. However, on a site by site basis, the council may agree to an alternative trigger or phasing.

3. How a commuted sum is calculated

In calculating a commuted sum the following approach will be used:

Step A: The applicant must provide details of the different types and sizes of homes within the proposed scheme. The council, in liaison with the developer, will determine what proportion of each of these house types would be required to be affordable if the council's affordable housing policy (Policy DS1) were to be met. The key consideration should be meeting the overall provision of affordable homes (30%), and the ratio between rental and ownership affordable housing.

Step B: The applicant must provide details of the open market value (OMV) of these identified affordable homes. This should be based on local evidence of similar schemes and supported by a valuation prepared by an RICS Registered Valuer.

Step C: The applicant must submit evidence to demonstrate how much an appropriate Registered Provider (RP) would purchase the affordable housing units for on the basis that the homes remain affordable in perpetuity. This can be provided as either:

- (a) as a cash price for each affordable unit;
or
- (b) as a percentage of the OMV for affordable home types (ie rental and

ownership) the RP would normally pay (ie the RP transfer rate).

The applicant should calculate the 'cost to developer' if the affordable homes were to be provided on site. The cost will be equivalent to the difference between the open market value and the price that the Registered Provider would be prepared to pay.

For example, if a house is worth £200,000 on the open market and a registered provider would purchase the property for £120,000 then the 'cost to developer' would be £80,000. Similarly if the RP would pay 60% of the OMV for a house the developer would bear the remaining 40% of the value, i.e. the 'cost to developer' would be £80,000.

The council will require letters from three Registered Providers that are active in the Canterbury district, and/or another area in Kent as suitable evidence. The council will use the average RP transfer rate to calculate the cost to the developer.

In the absence of submitted evidence that has been endorsed by the Registered Providers the Council will use its own evidence to determine the 'cost to developer'. This evidence will be based on recent transactions across the Canterbury district.

4. Monitoring

Monitoring will be on a site-by-site basis. Funds collected will be used within ten years, or as agreed in the s.106 agreement. After this time any unspent money will be refunded with interest.

The council will record and report where funds have been allocated and spent. This information will be made available on request and will be published on an annual basis. Through the s.106 agreement the council will expect to index the agreed financial contribution from the date of the agreement to the date of payment. The index applied will be the Land Registry House Price Index.

Appendix 3: Parking standards

The proposed parking standards are based on KCC's 2021 draft standards (Version 1.0), set out in the Kent Design Guide, with a presumption that no parking will be provided in town/city centre and edge of centre locations.

Where off street parking is to be provided as part of a development, opportunities should be taken to integrate trees and vegetation within the parking areas.

The PPG states that: "Maximum parking standards can lead to poor quality development and congested streets, local planning authorities should seek to ensure parking provision is appropriate to the needs of the development and not reduced below a level that could be considered reasonable."

This document provides guidance on appropriate parking standards for new developments within the Canterbury District. It is intended to be flexible and to be the starting point for dialogue with the council and KCC as Local Highway Authority. Developers are advised to engage by seeking pre-application advice prior to submitting a planning application.

Canterbury is a diverse district and identifying an appropriate level of car parking provision should take account of local circumstances. This includes accessibility to public transport, levels of car ownership, existing parking controls and local travel patterns. However, where the proposed supply of parking deviates significantly from the recommended standard, a detailed justification will be required.

Table 1 Residential car parking standards

	City/ town centre	Edge of centre	Suburban	Rural
1 & 2 bed flats	None	None	1 space/ unit	1 space/ unit
1 & 2 bed houses	None	None	1 space/ unit	1 space/ unit
3 bed houses	None	1 space/ unit	2 spaces/ unit	2 spaces/ unit
4+ bed houses	None	2 spaces/ unit	2 spaces/ unit	3 spaces/ unit
Visitor parking	None	0.2 space/ unit	0.2 space/ unit	0.2 space/ unit

Notes:

- The location category of individual sites is subject to discussion with the city council;
- A lower provision may be considered where the following are in place or proposed:
 - Car clubs
 - Travel Plans including the provision of sustainable transport modes
 - Controlled parking zones
- If flats in central locations are to be provided parking for disabled blue badge holders will be assessed on an individual site basis;
- Garages will not count towards the parking supply unless there are effective on- street parking controls and they meet the minimum dimensions in Table 8, but carports and car barns will be acceptable;
- On plot tandem parking should be avoided;
- Future residents will not be eligible for on street parking permits unless the development is adding proportionately to the stock of on-street parking spaces.

Table 2 Non-residential car parking standards

B2 Uses		
Up to 200m ²	3 spaces	
Over 200m ²	1 space per 50m ²	
B8 Uses		
Storage and distribution	1 space per 110m ²	Parking provision for associated office space to be determined using the standards set out under Class E(c) or E(g)
Wholesale Trade distribution	1 space per 35m ²	

Notes:

1. A lower parking provision, or no parking should be provided in city/ town centre or edge of centre locations.
2. Adequate facilities should be provided to enable site specific goods vehicle loading requirements to be met.

C1 Uses		
	Staff	Visitors
Hotels, unless in town/city centres where no parking will be required	1 space per 2 staff	1 Space per bedroom
C2 Uses		
Nursing/residential care homes	1 space per resident staff + 1 space per 2 additional staff	1 space per 6 beds or residents
Hospitals and hospices	1 space per 2 staff	2 spaces per 3 beds
Residential schools or colleges, training centres	1 space per resident staff + 1 space per 2 additional staff	1 space per 15 students
C3 Sheltered accommodation		
Sheltered accommodation	1 space per resident warden + 1 space per 2 units	

Use Class E Commercial, business and service				
Retail: Use E(a)				
	City/town centre	Edge of centre	Suburban	Rural
Food retail up to 1000m ²	None	None	1 space per 18m ²	1 space per 18m ²
Food retail over 1000m ²	None	None	1 space per 14m ²	1 space per 14m ²
Non-food retail	None	None	1 space per 25m ²	1 space per 25m ²
Food and drink: Use class E(b)				
	Staff	Customers		
Restaurants and Cafés	1 space per 2 staff	1 space per 6m ²		
Transport Cafés	1 space per 2 staff	1 space per 15m ²		
Retail: Use class E(c)				
Financial and Professional Services	1 space per 20m ²			
Indoor leisure: Use class E(d)				
Gym and health and fitness centres	1 space per 22m ² + 1 space per 15 seats where appropriate			
Other indoor sport, recreation or fitness such as bowling green, centres, alleys; snooker halls; tennis, squash, badminton clubs	3 spaces per lane/ court/ table	Where there are provisions for spectators, an additional parking provision of 1 space per 15 seats		
Use Class E(e)				
Medical centres/clinics/surgeries	1 space per 2 staff	4 spaces per treatment/ consulting room		
Use Class E(f)				
Nurseries, crèches, pre-schools	1 space per 2 staff	1 space per 4 children		
Day care centres	1 space per 2 staff	1 space per 4 attendees		

Offices: Use class E(g)

Offices up to 500m ²	1 space per 20m ²	
Offices between 500 - 2,500m ²	1 space per 25m ²	
Offices over 2,500m ²	1 space per 30m ²	
Hi tech/Research/Light industrial	1 space per 35m ²	

Notes:

1. A lower parking provision, or no parking should be provided in city/ town centre or edge of centre locations.
2. Site specific allocation of goods vehicle loading requirements will be required.

Learning and non residential: F1 Uses

	Staff	Visitors/ Pupils/ Clients
Primary and secondary schools	1 space per staff + 10%	
Further and higher education	1 space per staff	1 space per 7 students
Libraries, art galleries, museums, exhibition halls	1 space per 60m ²	
Law courts	1 space per 2 staff	6 spaces per courtroom
Places of worship	1 space per 5 seats	
Historic house and gardens, country park	1 space per 400 visitors per annum	Provision should also be made for coach parking at a maximum of 1 coach space per 5000 visitors per annum



Local community: F2 uses		
Multi activity sports and leisure centres, swimming pools, ice rinks	1 space per 22m ² + 1 space per 15 seats where appropriate	Provision should also be made for coach parking at a maximum of 1 coach space per 300 seats as an alternative to car parking provision, where appropriate, and consideration should be given to minibus parking facilities.
Stadia	1 space per 15 seats	Provision should also be made for coach parking at a maximum of 1 coach space per 300 seats as an alternative to car parking provision where appropriate, and consideration should be given to minibus parking facilities.
Outdoor sports facilities, playing fields	1 space per 2 participants	1 space per 15 spectators Consideration should be given to coach and / or minibus parking facilities.
Golf courses & driving ranges	3 spaces per hole/ bay	
Equestrian centres, riding stables	1 space per stable	
Other uses	1 space per 22m ²	

Notes:

1. A lower parking provision, or no parking should be provided in city/ town centre or edge of centre locations.
2. Site specific allocation of goods vehicle loading requirements will be required.
3. On all new school sites where it is likely that pupils will travel to and from school in coaches, buses or minibuses, sufficient space should be reserved to allow for the drop-off and collection of pupils.

Sui generis uses		
Car sales, including auctions	1 space per 2 staff	1 space per 50m ²
Petrol filling stations	1 space per 20m ²	Applies to retail areas only, not to forecourts
Night clubs/casinos	1 space per 22m ²	
Theatres	1 space per 5 seats	
Retail warehouse clubs	1 space per 25m ²	
Amusement arcades	1 space per 22m ²	
Cinemas, concert halls, conference centres, bingo halls	1 space per 5 seats	
Social clubs, discotheques, dance halls, ballrooms	1 space per 22m ²	
Residential hostels	1 space per resident staff + 1 space per 2 other staff	1 space per 6 residents
Vehicle servicing & repair	1 space per 2 staff	4 spaces per service bay
Taxi and vehicle hire, coach & bus depots	1 space per 2 staff	1 space per 4 registered vehicles
Open commercial use, e.g. scrapyards & recycling centres	1 space per 2 staff	To be assessed individually
Public houses, licenced bars and banqueting halls, including bars open to non residents in hotels and non diners in restaurants	1 space per 2 staff	1 space per 10m ²
Takeaways including drive through restaurants	1 space per 2 staff	1 space per 8m ²
Veterinary Surgeries	1 space per 2 staff	4 spaces per treatment/ consulting room

Notes:

1. A lower parking provision, or no parking should be provided in city/ town centre or edge of centre locations.
2. Site specific allocation of disabled parking spaces and goods vehicle loading requirements will be required.

Table 3: Electric vehicle parking standards

Residential uses	
Dwellings with on-plot or allocated parking	1 active charge point per dwelling, Minimum 7KW Mode 3 AC
Dwellings with unallocated communal parking	10% of spaces with active charging, minimum 7KW plus remainder of all spaces to have passive charging
Non residential uses	
All uses with off street parking	20% of spaces with active charging, minimum 7Kw, wifi enabled, plus remainder of all spaces to have passive charging

Table 4: Disabled car parking standards and mobility aids (such as large wheelchairs and scooters)

For communal residential parking areas; and employees and visitors to business premises	
Car parks up to 40 spaces	2 designated spaces + 1 space of sufficient size, but not specifically designated plus one designated parking space for mobility aids.
Car parks with 40 to 200 spaces	4 designated spaces or 5% of the total, whichever is the greater plus 1 designated parking space + 2% of all car parking spaces for mobility aids.
Car parks with greater than 200 spaces	6 designated spaces + 2% of the total capacity plus 1 designated parking space + 2% of all car parking spaces for mobility aids.
For shopping, recreation and leisure	
Car parks up to 50 spaces	1 designated spaces + 2 spaces of sufficient size, but not specifically designated plus one designated parking space for mobility aids.
Car parks with 50 to 200 spaces	3 designated spaces or 6% of the total, whichever is the greater plus 1 designated parking space + 2% of all car parking spaces for mobility aids.
Car parks with greater than 200 spaces	4 designated spaces + 4% of the total capacity plus 1 designated parking space + 2% of all car parking spaces for mobility aids.

Table 5: Minimum cycle parking standards

	Short to medium term Collection/delivery/shopping	Medium to long term Meetings/staff
E(a) Retail uses		
Up to 1,000m ²	1 space per 200m ²	1 space per 200m ²
Up to 5,000m ²	1 space per 400m ²	1 space per 400m ²
Over 5,000m ²	Minimum of 12 spaces	
E(b) Retail uses	1 space per 10 seats	1 space per 20 seats
E(c) / E(g) / B2 / B8 uses	1 space per 1000m ²	1 space per 200m ²
C1 Hotels	1 space per 10 beds, units or pitches	
C2 Uses		
Hospitals and other residential institutions offering care	1 space per 10 beds	
Residential schools, colleges and training centres	1 space per 5 students	
C3 Residential uses ^[2]		
Houses	1 space per bedroom	
Flats and maisonettes	1 space per bedroom, can be provided in a secure weatherproof communal facility	
Sheltered accommodation	1 space per 5 units	
E(e) Medical centres, surgeries	1 space per 2 consulting/ treatment rooms	
F1 Learning and non residential institutions		
Primary schools	1 space per 20 pupils	
Secondary schools, higher education	1 space per 5 pupils/ students	
Other non residential institutions	1 space per 50 seats or 100m ²	

E(d), F2 (b) (c) (d) Assembly & leisure uses		
Leisure and entertainment venues	1 space per 300 seats	1 space per 10 staff
Sports facilities and venues	1 space per 10 participants +10%	1 space per 10 staff
Sui generis uses		
To be determined on an individual basis		

Notes:

1. Cycle parking for staff should be free, secure and weatherproof, preferably within the curtilage of the building.
2. Residential:
 - (i) Cycle parking should normally be provided within the curtilage of the dwelling. Where a garage is provided it should be of a suitable size to accommodate the required cycle provision in addition to the motor vehicle.
 - (ii) A secure and weatherproof communal facility with a tool station should be provided where there is no suitable alternative.
3. 5% of all communal cycle parking should be designed for use by adaptive cycles/ cargo bikes/cycles with trailers or buggies.
4. Vertical parking of cycles will not count towards provision unless hydraulic assist racking is provided
5. In addition to the provision of well-designed cycle parking, facilities for showering and storing of clothing and helmets in non-residential developments will be sought, as they are also important for encouraging cycle use.

Table 6: Minimum motorcycle parking standards

Non-residential developments	1 motorcycle space for every 20 car parking spaces
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Table 7: Minimum car parking space dimensions

	Length	Width
Cars ¹	5.0m (6.0m for spaces parallel to the kerb) ²	2.5m (2.0m for spaces parallel to the kerb)
EV recharging space	5.0m	3.7m
Disabled car space	5.5m	3.7m
Cars abutting a hard boundary on one side ³	5.0m	2.7m
Cars abutting a hard boundary on both sides ³	5.0m	2.9m
Garage - one car ⁴	7.0m	3.6m
Garage - two cars ⁴	7.0m	6.0m
Car port/ car barn - one car ⁵	5.0m	2.5m
Car port/ car barn - two cars ⁵	5.0m	5.5m
Car barn - one car ⁶	5.5m	2.9m
Car barn - two cars ⁶	5.5m	5.4m
Tandem parking - first car	6.0m	2.5m

Notes:

1. Where the space abuts a footway or carriageway, 0.5m setback should be provided.
2. Applicable where car parking spaces are provided parallel to, and abutting a carriageway, aisle or drive.
3. Typically in a car park, rather than a resident's drive.
4. Internal dimensions.
5. Car ports or barns that are open on all sides.
6. Car barns that are enclosed.



Table 8: Parking space dimensions for other vehicles

	Length	Width
Powered 2 wheelers	2.5m	1.5m A minimum space of 1.0m should be allowed between each motorcycle
Light goods vehicles	7.5m	3.5m
Minibuses	8.0m	4.0m
Coaches	15.0m	4.0m
Rigid goods vehicles	14.0m	3.5m
Articulated goods vehicles	18.5m	3.5m

SUSTAINABLE DESIGN GUIDE

**Supplementary Planning Document
Consultation version March 2024**

Regulations 12 and 13 of the Town and Country
Planning (Local Planning) (England) Regulations 2012

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Executive Summary

In June 2019, Canterbury City Council declared a climate emergency. Alongside the declaration, a commitment was made to a Net Zero Carbon Emissions target of 2030 for council operations and responsibilities.

The council has also committed to a target of net zero emissions by 2045 across the full range of activities needed to support the council's work.

Following the declaration, Canterbury City Council's Climate Change Action Plan (CCAP) was developed and then adopted in May 2021, to aid progress towards the 2030 target.

The plan lists actions to mobilise activity to reduce the causes of climate change and carbon emissions across council activities and responsibilities.

The plan also includes actions which influence the reduction of carbon emissions at a wider district level for which the role of planning and transportation are major contributors.

A key action featured within the CCAP is to ensure climate action is a priority in the new draft local plan and therefore, the draft Canterbury District Local Plan (2040) includes Policy DS6 on Sustainable Design.

The draft policy sets out standards for new development to maximise energy efficiency and requires new residential and commercial developments to achieve net zero operational carbon emissions.

To support the Local Plan policy, this Supplementary Planning Document has been developed.

The purpose of the document is to provide guidance to developers and housebuilders on how to comply with draft Policy DS6.

This SPD has been developed by the council in collaboration with industry experts and takes into account representations received on previous Local Plan consultations from stakeholders and our communities.

This document will undergo a 12-week consultation period from 11 March 2024, in line with Regulations 12 and 13 of the Town and Country Planning (Local Planning) (England) Regulations 2012. It is expected the final SPD will be adopted in 2025.

1. Introduction

1. Purpose of the Sustainable Design Guide

The purpose of this sustainable design guide SPD is to provide the necessary tools and detailed advice to facilitate a step change in the operational carbon emissions associated with new development in the district.

It advises the user what they should consider and include within planning applications to ensure compliance with the new draft Policy DS6.

A written ministerial statement was published on 13 December 2023 titled Planning - Local Energy Efficiency Standards Update. Within the statement it was announced that, from 2025, new tighter standards are planned for new residential development. This requires new homes to be “net zero ready” i.e. once the grid is decarbonised, a home will be net zero.

Any planning policies that exceed this requirement must ensure development remains viable and they must express the additional requirement as a percentage uplift of a dwelling’s Target Emissions Rate (TER) calculated using a specified version of the Standard Assessment Procedure (SAP) and be tested for viability.

The requirement to achieve net zero operational emissions for new residential and commercial developments eliminates the need for future retrofitting works and will improve resilience against climate change.

Therefore a 100% improvement on the Target Emission Rate (TER) using SAP 10 (Part L 2021), or any subsequent published versions such as the home energy model, is proposed within this Supplementary Planning Document (SPD).

Canterbury City Council procured HDH Development to undertake a study which was published with the local plan, titled Local Plan Viability Study. The Climate Change section of this document explores the viability of net zero development and summarises that it is achievable at no greater cost than £10,100.

The council has also produced an evidence document titled Canterbury City Council Carbon Offset Review. This document researches existing carbon offset policies from other local authorities in England. It also reviews the rationale behind choosing a carbon offset value based around the Green Book by Business Energy & Industrial Strategy (BEIS). In the Carbon Offsetting In Practice section of this evidence document, it demonstrates how much it would

cost to pay the carbon offsets typically as do low, but also design costs and various individual carbon scenarios. This shows that it is vital to implement our proposed carbon offsets typically.

The SPD reflects commitments at a local and national level. The design outcomes to achieve a high standard of world-class development that helps to mitigate the effects of climate change and make a positive contribution to the community.

The world-class commercial development in the district is a key element of the strategic partnership mission statement, as per the Policy DS6 Sustainable Design.

This document is split into chapters, summarising the various aspects of the design process and considered to support the development of the strategic partnership mission.

1.2 How to use the Sustainable Design Guide

The Sustainable Design Guide is intended for development in the district, including housing units, including C3 old properties, and commercial development.

The design guide considers the various aspects of sustainable design:

- Built form
- Construction Materials
- Water efficiency
- Waste and transportation
- Energy efficiency and carbon

The Sustainable Design Guide should be used to inform the design of your Sustainable Design Statement. Requirements for planning applications are set out within section 9.

Please ensure all design information is included within your application. If a design is missing, you will be asked to provide this for the City Council review your application.

Some design will be required at various stages of your application. Some design is only required for certain applications depending on the building typology.

1.3 Sustainable Design process

Implementing high quality design successfully, efficiently, and sustainably. The design process should directly influence a building's potential to achieve operational targets.

carbon emissions in compliance with the Written Ministerial Statement December 2023, an overall target of 100% on the Target Emissions Rate (TER) required to achieve the desired net zero standard. We would expect that design should feed directly into the reduction of the target emissions rate.

The Council has prepared technical development viability evidence to support the preparation of the draft Local Plan, and has informed the development of the SPD. A full study was undertaken in May 2022, and the key assumptions and conclusions were updated in May 2023, reflecting more recent evidence.

Both studies examine the cumulative impact of emerging policy costs on the viable delivery of development within the district, including in respect of affordable housing, infrastructure funding and delivering new housing to net-zero standard.

The May 2022 report examines the costs associated with delivering the Council's emerging net-zero policy and estimates the cost of the requirements within the viability appraisal and goes on to conclude that the delivery of the emerging Local Plan would not be adversely affected by the policy.

The May 2023 report updated the analysis and also concluded that the associated policy costs of the Council's net-zero requirements would not adversely affect the delivery of the emerging Local Plan.

The SPD has been split into chapters, corresponding to the requirements of the Sustainable Design Statement. The guidance provided informs the evidence required for submission with planning application.

The chapters are as follows:

- Policy and context
- Built form
- Construction thermal 1
- Water efficiency
- Waste and transportation
- Calculating energy efficiency and carbon
- Carbon Offset Fund
- What to submit with your planning application
- Implementation and monitoring
- Appendix 1

Purple box containing the text: 'The Sustainable Design Guide SPD is a key document in the new draft Local Plan 2040.'

2. Policy context P

2.1 Draft Canterbury District Local Plan 2040 P

Canterbury City Council's new draft Local Plan is undergoing Regulation 18 consultation concurrently with this SPD, for 12 weeks from 11 March 2024. The Local Plan is one of the key corporate strategies produced by the council and sets the framework for how the district is expected to grow and change in the future; identifying how and where development is expected to take place and which areas need to be protected.

The draft Local Plan has eight key sections, as summarised below: P

- Chapter 1 – Spatial Strategy
- Chapter 2 – Canterbury
- Chapter 3 – Whitstable
- Chapter 4 – Herne Bay P
- Chapter 5 – Rural areas
- Chapter 6 – District-wide strategic policies
- Chapter 7 – Development management policies
- Chapter 8 - Carried forward policies from 2017 Local Plan

The Local Plan should be read as a whole. In most cases applications for planning permission will need to address policies across the different chapters.

Chapters 1 to 6, and 8 set out the strategic policies for the district, while Chapter 7 contains the non-strategic policies.

While the Local Plan will be considered in its entirety in relation to a planning application, there are key policies that this SPD will support.

Policy SS1 - Environmental strategy for the district this policy sets out requirements for blue and green infrastructure that ensures consideration and protection. Other important assets such as conservation areas and listed buildings are also required to be protected and enhanced where development is concerned. The policy supports climate change objectives with a requirement to accommodate growth and meet the needs of our communities in a sustainable way, which this Sustainable Design Guide SPD aims to enable. Development

must achieve % biodiversity net gain, having regard to Biodiversity Opportunity Areas and/or Natural Recovery Networks

Policy SS2 - Sustainable Design Strategy for the district lays out the requirements to achieving sustainable design in the Canterbury district. This sets a standard of net zero operational carbon emissions for new development as well as connectivity and character requirements. This Sustainable Design Guide SPD can be used to ensure applications for new development meet net zero operational carbon emissions

Policy DS6 - Sustainable Design outlines the new standards set for development in the Canterbury district, most importantly a requirement for net zero operational carbon for new residential and commercial developments. Design should be considered at the very outset of any development scheme and the Local Plans sets out a clear set of criteria which all developments must align with to be considered acceptable. Requirements vary depending on the type of development proposed

Policy DS16 - Air Quality outlines how the essential new development does not contribute to any further deterioration in air quality and that emissions should be assessed and mitigation identified as part of new developments

Policy DS25 – Renewable energy and carbon sequestration provides clear support for proposals which can provide existing homes and businesses with renewable or low carbon sources of energy, provided they are appropriately located and designed

Policy DM4 - Reducing waste and supporting the circular economy sets the expectation for effective management of waste. Through both the construction phase and its operational lifetime development can support the improved rates of recycling and reuse of materials and contribute to a reduction in carbon emissions in the district. Major developments in the district will be expected to carefully consider how to manage waste generation through development and, where appropriate, to reuse or recycle waste generation as part of any development works or groundworks

Policy DS26 - Historic environment and archaeology states that assessing proposals which would improve the energy efficiency or contribute to the decarbonisation of a heritage asset, such as through retrofitting, the Council will be supportive where a sympathetic and tailored approach to design and specification is taken. The Council will prepare a separate SPD for Retrofit and Energy Efficiency for Traditional Buildings

2.2 Other legislation/policy

Written Ministerial Statement December 2023 announced a further change to energy efficiency building regulations is planned for 2025. Energy efficiency standards that go

beyond the new standard and existing building standard must demonstrate development is environmentally and climate impact reducing and affordable in consideration of the National Planning Policy Framework. The environmental equipment of the planning authority to expect the additional equipment percentage uplift of 'levelling up' Target Emission Rate (TER) calculated using specified version of the Standard Assessment Procedure (SAP).

Future Homes building Standards Setting the performance equipment level for new and non-domestic buildings will be a key objective, and will be needed to meet the 'zero-carbon ready' (meaning no further work will be needed to meet zero-carbon emissions once the electricity grid is fully decarbonised).

National Planning Policy Framework 2023 set out the government planning policy for equipment in England. Section 2 states the Environment Objective – *to protect and enhance our natural, built and historic environment; including making effective use of land, improving biodiversity, using natural resources prudently, minimising waste and pollution, and mitigating and adapting to climate change, including moving to a low carbon economy.*

Building Regulations The current construction and extension of buildings. The regulation is designed to conserve and protect the environment and encourage sustainable development.

Climate Change Act 2008 sets target of reducing emissions of 100% of low-carbon emissions by 2050.

Environment Act 2021 contains five principles that are internationally recognised benchmarks for environmental protection and enhancement.

The National Design Guide contains contextual design. The elements of the design to the SPD are: Built Form, Movement, Nature and Landscape.

The Kent County Council Developer Contributions Guide states *the planning system and contributions to sustainable development through infrastructure are central to achieving specific objectives, including significantly reducing transport emissions through road space, parking, and other initiatives, and promoting sustainable flood risk management practices in development, regeneration, and land management.*

Kent County Council Framing Kent's Future Strategy 2022 sets out the key priorities of the county from 2022-2026, which include: Levelling Up Kent, Inclusive Communities, Environment Step Change and New Model of Central Support. Environment is a priority for

aim to protect and strengthen the natural environment work with partners around the county to be net zero by 2050.

Kent County Council Energy and Low Emissions Strategy 2020 set out Kent County Council's response to the UK Climate Change Act pathway to reduce carbon emissions while also improving air quality, reducing fuel poverty and promoting affordable housing.

Kent Environment Strategy 2016 sought to evaluate progress against the previous iteration of the strategy against the 100% carbon reduction target set out in the Kent State of the Environment Report. The strategy is split into three key themes: building a foundation for delivery, making better use of existing resources, and avoiding or minimising negative impacts towards a sustainable future. The Kent Environment Strategy Implementation Plan reports on the progress.

3. Built form

Policy DS6 C

All proposals for development should be designed to minimise the carbon footprint of the development by maximising energy efficiency and using regulated green electricity. This should be achieved through layout, orientation, design, material and technology.

Projects with a rooftop solar photovoltaic power generation system or building with a primary purpose to provide power for use on site with a green electricity proposal will be encouraged subject to other policies in this plan.

3.1. Building design

All proposals for development should be designed to minimise the carbon footprint of the development by maximising energy efficiency.

Applicants must demonstrate how they intend to regulate internal and external temperatures in the building. To ensure thorough consideration, we require the following gap to be considered and designed to be provided for a house:

3.2 Form The choice of building design, the 'form factor' is one that describes the ratio of the internal floor area to the external surface area. Buildings with a higher form factor would consist of larger, detached houses. Buildings with a lower form factor would be smaller dwellings with reduced external surface area, such as a mid floor flat.

The form factor of a building should be considered in its design. Buildings with a lower form factor are more efficient as the exposure to external weather conditions is minimised. Buildings with a higher form factor are generally less efficient as they are more exposed to external weather conditions, therefore requiring higher standards of insulation and fabric efficiency.

3.3 Orientation The orientation of a building should be considered alongside the layout. The orientation of a building is important to sustainable design as it affects the thermal performance in relation to solar exposure and shading.

Buildings with more direct solar exposure can benefit from passive solar gain. This means that solar radiation is absorbed by the building fabric, and released over time as temperatures cool.

While there are benefits to passive solar gain, there is also a risk of overheating, resulting in uncomfortable temperatures for occupants. Orientation should be considered when deciding on the insulation of a building, which can provide resilience to overheating as well as reducing energy use.

Natural methods of overheating prevention should be prioritised in the first instance, before the consideration of more energy intensive solutions such as air conditioning. The use of exterior solar shading such as awnings or louvers is encouraged and should be explored in the first instance, particularly for south facing facades. Foliage is, a natural ventilation should be utilised as mentioned in section 3.4 of this design guide.

Applicants should review and comply with Overheating: Approved Document O Building Regulations.

Orientation is a key consideration for the use of solar PV. Buildings should be oriented to provide sufficient solar exposure on the roof area to enable effective solar PV.

3.4 Materials

3.4.1 Fabric First approach The fabric first approach should be followed for all building designs. This means maximising the performance of the building materials as a priority, before reviewing other energy sources. This ensures any energy utilised in the building is used efficiently and to the maximum. Older buildings are often 'leaky', meaning

they are not a right use of issues with the building fabric, so heat generated for these buildings escapes.

Applications should demonstrate a fabric first approach in the application.

3.5 Heating and ventilation - Getting the design for a building right from the outset is imperative. The design process should consider the layout and orientation of the building and then review the most efficient methods of sustainable heating and ventilation.

3.5.1 Heating - The Future Homes and Building Standards consultation from the government states that builders and other non-electric renewable heating systems will not meet the proposed standards and should therefore not be included in the design for new homes and buildings proposed for development from 2025.

Efficient low carbon heating systems consist of the following options:

- Heat pumps are the exemplary solution for new buildings, both residential and commercial. They can provide heating and cooling for both space and water.
- Air source heat pumps (ASHP) are up to 400% efficient, meaning they produce more heat than the electricity they use to create it. They are appropriate for buildings of various scales and should be considered for residential and commercial buildings.
- Ground source heat pumps (GSHP) and water source heat pumps are other variations of the heat pump - working in a similar way to the ASHP but extract heat from the ground or bodies of water. They are less popular than ASHPs as they generally require large quantities of land/water which is not always practical, particularly for new residential buildings.

As a result in the consultation for the Future Homes and Building Standards, electric heating such as direct electric room heaters is not a viable option for new buildings. While these methods do not rely on fossil fuels, they are expensive to run and may increase bills for occupants.

An ASHP or GSHP can save over 1 tonne of CO₂e a year vs direct electric heating for the average new building well now. As installers and system designers become more experienced, the efficiency of ASHPs and GSHPs is expected to rise, further reducing CO₂e emissions.

The efficiency of ASHPs and GSHPs can be compared with a metric known as the Seasonal Coefficient of Performance (SCOP). This estimates how well a given heat pump uses electricity to heat a well now, taking into account various national weather

temperature. A higher COP is better, and means a given heat pump uses less electricity to heat a dwelling. If a heat pump has a COP of 3, it uses 1 kWh of electricity to create 3 kWh. The COP can be used to compare how much HPs and GHPs can reduce CO₂e relative to direct electric heating, as shown in the table below.

Heating appliance	Seasonal Performance Factor (SPF)	Annual electricity consumption (kWh)	Annual tonnes of CO ₂ e used
GHP	3	248	0.5
HP	2.7	281	0.6
Direct electric	1	7624	1.6

The CO₂e saved shown in the table is an estimate. It takes a typical energy consumption of a new build dwelling (9414 kWh per year¹), and assumes that 80% of energy consumption is used for heating. This is based on the OfGem's² data on the proportion of gas and electric consumption for a medium use 2-bedroom household. However, for new builds, the proportion of energy used on heating might be lower. It then uses a reasonable Performance Factor (PF), of 2.7 for HPs and 3 for GHPs based on a report using data from OfGem³. These calculations are based on a dataset that included heat pumps that were performing below their manufacturer stated efficiency. As installers and system designers become more experienced, the real-time efficiency of HPs and GHPs is expected to grow. When designed and installed correctly, these systems should achieve higher COPs. This would generate further annual reductions in CO₂e emissions than those in the example table above.

3.5.2 Ventilation - ventilation strategy should be included in the design process. The most important aspect of ventilation is air flow in the building as this affects airtightness. Ventilation is important because it can ensure the building sustains a comfortable temperature, while avoiding issues such as condensation and overheating.

Design should consider how air is able to flow through the building and ensure this is controlled. There are a variety of solutions for controlling ventilation in a building.

Natural ventilation should be prioritised in new development where appropriate. Windows should be accessible and openable to allow for pure (manually controlled) ventilation.

Some rooms and areas of a building are at higher risk of condensation, which can cause damp and mould if a ventilation strategy is not in place. Bathrooms and kitchens should include the appropriate extract ventilation.

¹ hbf.co.uk/documents/12662/Watt_Energy_Efficiency_New_Homes_finalv2.pdf

² ofgem.gov.uk/information-consumers/energy-advice-households/average-gas-and-electricity-use-explained

³ <https://www.recc.org.uk/pdf/performance-data-research-focused.pdf>

3.5.3 Mechanical ventilation with heat recovery - Mechanical ventilation with heat recovery (MVHR) systems work by extracting and recovering heat from warmer rooms and then distributing clean air around the building. MVHR should be used where appropriate to the design. It works best in airtight buildings of varied sizes and should be considered for both domestic and commercial buildings. In areas at risk of air and noise pollution, MVHR can be a great alternative to natural ventilation.

Where MVHR is proposed in the design, applicants should demonstrate suitability for the building.

3.5.4 Heat Networks - Applications for major development are encouraged to explore the suitability of heat networks within the design process if there are existing or planned heat networks within a viable distance of the proposed site.

Heat networks work by distributing heat or cooling to multiple locations from one source. They can be used for dwellings and commercial buildings, working well in high density areas. As the networks can supply a series of buildings, they eliminate the requirement for individual boilers and other heating systems in every building. Heat networks are an effective low-carbon solution as they can utilise heat that would otherwise be wasted.

The government is working with industry and local authorities through the Heat Network Transformation Programme (HNTMP) to introduce more heat networks across the UK.

3.5.5 Insulation and glazing - Applicants should demonstrate sufficient insulation and glazing standards across all developments. Insulation should be present in the main elements of the building including the roof, walls and floors.

Insulation and glazing contribute to reducing the energy requirements of the building and are important when building to operational net zero carbon standards.

Glazing should be proportionate to the build and not excessive. **The maximum glazing area should be adhered to as per the Limiting glazing section 1.6 of Approved Document O.**

External insulation can be a good option for buildings with less space inside. It can be effective and can also protect the building from the effects of weathering.

It is important to install internal insulation correctly. Internal insulation must be breathable to reduce the risk of condensation and moisture build-up. For buildings with

limited space envelope can be a good solution as it is thinner than more conventional methods of insulation. However, it is more expensive.

Applicants should measure the thermal transmittance through U-values of all elements. U-values should be provided alongside Building Regulations notation for building u-values to demonstrate improvements.

3.6 Technology

3.6.1 Lighting - All lighting should be efficiently installed, particularly outdoor lighting. All new lighting should be 100% low energy such as LED.

3.6.2 Renewables - The use of renewable technology is imperative to achieving the Council's net zero carbon emissions target.

Within the Sustainable Design Statement **the applicant is required to complete a feasibility assessment for renewable energy**. This should demonstrate which technologies are suitable for the site taking into context the building design size and orientation.

Applicants should optimise the opportunity for solar PV when considering the size and orientation of the building.

3.6.3 Solar PV guidance - Solar PV panels are generally the most straightforward way of producing renewable energy on site. They provide resilience to the Council as they generally produce the majority of energy required to run the building.

Energy generated from solar panels is essential on the grid and reduces the Council's energy bills over their lifetime. They can be utilised by the community during the equipment's lifetime.

Solar panels are typically installed on the roof of a building where there is the most opportunity for exposure to direct sunlight. Panels can be installed on various roof types including flat and pitched roofs. They can be installed on existing buildings and can be efficiently installed and integrated into the design of new buildings. The optimum angle for solar panels is between 30-40 degrees. The pitch should be considered alongside any solar shading to provide resilience on cloudy days.

In the Sustainable Design Statement **applicants should provide information for proposed Solar PV arrays** including the number of panels and annual energy generation. They should also include whether the pitch has been considered.

A typical glass PV system in the Canterbury district may have around 0.8 tonnes of Carbon Dioxide equivalent (CO₂e) a year compared to a dwelling with gut panels.

This is based on the following:

- According to the Energy Saving Trust⁴, a typical domestic flat panel PV installation can occupy around 20 square metres of roof space, which equate to a 3.4 kWp system.
- An installation of this size, facing south in the Canterbury district, may generate around 3700 kWh a year according to calculations using VGIS⁵.
- Using the UK Government's greenhouse gas conversion factors⁶, this equate to a reduction in 0.8 tonnes of CO₂e. The Energy Saving Trust's "Solar guide July 2023"⁷ also suggests that a reduction of 0.8 tonnes of CO₂e can be achieved by typical domestic glass PV installation.

Although south facing installations will produce the most electricity, Energy Saving Trust state that a system facing East or West will produce on average around 15-20% less energy than one facing South.

4. Construction materials

Policy DM4

Proposals for development should demonstrate that the use of recycled secondary materials.

Proposals for major development should demonstrate how waste from the construction and lifecycle of the development has been minimized through a Construction Environmental Management Plan (CEMP) at full application level and where appropriate.

Proposals for major development should submit a Circular Economy Statement

4.1 Waste hierarchy

As per Policy DM4, proposals for development should demonstrate the use of recycled secondary materials. Then use the generation of waste materials in the kept to a

⁴ <https://energysavingtrust.org.uk/advice/solar-panels>

⁵ https://re.jrc.ec.europa.eu/pvg_tools/en/tools.html

⁶ <https://www.gov.uk/government/publications/greenhouse-gas-reporting-conversion-factors-2023>

⁷ <https://energysavingtrust.org.uk/wp-content/uploads/2023/07/Solar-guide-July-2023.pdf>

minimum, the unit requires applicants to focus with waste hierarchy within their own area in my statement.

1. **Reduce:** For materials, the intention should be to minimise materials used in the development, therefore using the opportunity for waste. Thus, hazardous materials should be kept to a minimum.
2. **Reuse and repurpose:** In the design stage of development, applicants should identify any 'waste' generated that can be used for purposes at the site, particularly in the context of the development of existing buildings.
3. **Recycle:** Although recycling isn't the ultimate aim, it should be prioritised above other methods of disposal. It is a step if space for materials.
4. **Recovery:** Where it is not possible, the final stage before disposal is to divert energy from waste materials. Recovery methods consist of incineration, anaerobic digestion, gasification and pyrolysis.
5. **Disposal:** The disposal of waste should be the last resort, this is when materials are used as a landfill. Methods of disposal are an option in incineration with energy recovery.

4.2 Circular economy principles

Circular economy means to use waste by using materials available rather than sending them into the waste stream. In essence, 'waste' should be prioritised as a resource in the first instance. The aim is to keep resources/materials in use indefinitely as much as possible by using products, maintaining their value. In construction, the priority is to ensure that the landfill of any materials is an option for minimising unnecessary waste.

When applicants for development on existing buildings, they should be encouraged to:

- retain as much of the existing building as practicable
- use materials from the original building that are still of value
- purchase materials that can be used in another form

The Circular Economy Statement should be presented as a standalone document within the Construction Environmental Management Plan (CEMP).

The Circular Economy Statement should state how materials are being managed from the initial works to the end of the project, and must state how significant construction waste management will be managed and managed building

material must be designed and re-used at the end of their useful life following design for disassembly principles.

4.3 Construction Environmental Management Plan (CEMP)

Proposals for major development must provide a Construction Environmental Management Plan. The CEMP must address how the development will mitigate any adverse impacts associated with construction.

The CEMP should be submitted at the full application reserved matter stage.

As a minimum the CEMP should include an outline of the air quality management including dust and vehicle movement and how construction waste will be addressed following the waste hierarchy throughout the entire reuse of material available.

5. Water efficiency

Policy DS6 Water

For all new developments, the water efficiency standards should be designed to achieve at least a 10% reduction in water consumption per day.

Proposals for new developments will be required to meet 0.01 litres per second per person under the current water consumption standards that would be a 10% reduction.

In all cases they must meet the design water consumption target water efficiency target set out in the Building Regulations.

Proposals for new developments will be required to meet the water efficiency target set out in the Building Regulations with the design team to be consulted at the start of the Sustainable Design Statement.

When considering water efficiency, we expect the applicant to provide evidence on the per capita consumption at every opportunity, with 90 litres per person per day being the maximum consumption.

The applicant is required to provide a water efficiency report that demonstrates a maximum consumption of 90 litres per person per day. The current guidance on calculation methodology can be found within Approved Document G - Sanitation, hot water safety and water efficiency.

Reduction emanates from development's imperative for future resilience where resources are becoming more challenging.

Water consumption and capacity should be considered for all relevant materials and appliances used in the design, and applicants should consider technologies to control water pressure as a means to manage water emanation.

The reduction in water usage associated with a 90 litres per day per capita limit can achieve annual savings of 16 k CO₂e per household, when compared with the typical water usage of UK households⁸.

5.1 Calculation methodology for appliances and fixtures

Water consumption should be heavily considered when selecting appliances and fixtures for the building. The methodology for calculating the consumption of water for specific appliances and fixtures is included below.

WCs

Flush capacity for the WC suite includes consumption at full and partial flush for dual flush WCs.

Taps

- Flow rate of each tap, at full flow rate in litres per minute
- For 'click taps' and other taps with a 'water break', the manufacturer's state full flow rate should be used to perform calculations (measured as described above). Do not use the flow rate at the break point. A factor of 90 per cent of flow rate shall be assumed for the use factor for taps.
- Taps on baths should not be included in the calculation.

Baths

Total capacity of the bath to overflow, in litres (excluding splashment).

⁸ [https://www.energysavingtrust.org.uk/sites/default/files/reports/AtHomewithWater\(7\).pdf](https://www.energysavingtrust.org.uk/sites/default/files/reports/AtHomewithWater(7).pdf)

Showers

Water for each shower at the outlet using cold water, in litres per minute

Dishwashers

litres per cycle setting divided from the figures quoted in the EU Energy label.

Washing machines

litres per kilogram of dry load divided from the figure quoted in the EU Energy label.

5.2 Grey water use

Grey water is wastewater that is considered to be 'relatively clean', such as wastewater generated from rainfa, baths, sinks, and kitchen appliances.

Grey water can be utilised as a resource. **In proposals for major development, the design should demonstrate the consideration of grey water reuse for the flushing of toilets.**

5.3 Rainwater harvesting

External water usage for gardens contributes a large amount of water consumption for buildings, particularly in periods of drought.

Integrated rainwater harvesting systems such as water butts should be considered for developments with a garden. Occupants should be enabled to use rainwater in the first instance when maintaining their gardens.

This is not only practical and reduces bills for residents, it also adds resilience in periods of extreme weather.

5.4 Monitoring technology

- Water management systems can be installed to help occupants monitor and control their own consumption.
- Water metering and submetering should be installed for new development where applicable. Metering is imperative in identifying abnormalities in consumption which could be linked to underlying issues.
- Leak detection systems can alert the occupant of issues, ensuring they don't go unnoticed and ensure that water being wasted.

6. Waste/w t a s v tativv

Policy DS6

Proposals of over 300 homes should set out strategies for energy/water/resources and waste and recycling

Ensure appropriate parking provision including electric vehicle charging and secure cycle storage is attractive, well landscaped and sensitively integrated into the built form so that it does not dominate the street scene and does not compromise safe walking and cycling routes

Policy DS15

Parking provision within the curtilage of all new homes in the district should include a suitable connection for EV charging. Within parking areas provided as part of new developments, EV charging points should be provided to a minimum of 1 in 10 spaces, with a further cable route for the remainder of the spaces if the parking is to be allocated. Then each space should have access to an EV charging point for non-residential uses with off-street car parking. EV charging points to a minimum standard of 7kW wifi enabled should be provided to a minimum of 1 in 5 spaces, with a further cable route for the remainder of the spaces

6.1 Recycling and general waste

It is the responsibility of the developer to ensure sufficient storage space is provided for each property. It is down to the developer, landlord or resident to provide the relevant bins which meet the council's specifications. The government's Simpler Recycling standards should be adhered to.

The council requires developers to provide details on what domestic waste collection is required on a site as soon as completions on a site happen. This should include the number and location of single household properties and the location of all bin stores with a list of which bin stores serve which properties. The phasing and expected timescales for occupation is also required. Domestic waste collections cannot happen until this information has been provided.

6.1.1 Single households - All bins need to be presented at the edge or the front boundary of the property clearly visible from the road on collection day.

There should be sufficient space available for their storage, movement to the collection and presentation, without blocking public footways etc. These operations need to be accessible by a 26-tonne CV (refuse Collection Vehicle).

6.1.2 Communal bin stores - Fats are generally served by communal bin stores.

Communal bin stores should be large enough to accommodate and manoeuvre sufficient 1,100 and 360 litre refuse and recycling wheel bins for the number of dwellings in each block.

For commercial development, the developer will need to provide separate bin stores or collection points for commercial waste including recycling.

Commercial and household waste should not be stored together and is to be an imposition of different organisations.

The immediate area outside the bin store should be level with the road, should not include an incline nor steps and the installation of a ramp kerb where necessary is mandatory. The bin store will be visible from the road.

Car parking spaces should not be available immediately in front of the access to the bin store.

The maximum distance bins will be moved by collection crews should be no more than 15 metres. The path or surface needs to be hard/smooth and not loose or gravel type.

It is recommended that bin stores are fitted with a lock which is accessible via a key or a key code pad. The code or key must be provided to the council and/or their contractor.

Adequate space for signage and lighting is required inside and outside the bin stores.

Drainage and a water tap should be provided, for cleaning of the bins and the bin store areas by residents or staff.

Where there is a mixing of mixed use (ie flat above shop), then separate waste provision must be made for the domestic and commercial premises.

6.2 Cycle storage

Encouraging active travel and making it more accessible to residents should be a priority in the design process. R

Cycle streets should be provided for all residential streets and commercial developments where appropriate. Test streets should be attractive, well-landscaped and sensitively integrated into the built form. Specific requirements for cycle streets can be found below in the relevant planning appendix.

6.3 EV charging

EV charging is an essential part of sustainable infrastructure set out in the UK Government's net zero emissions strategy by 2035. **Applicants should provide information on their proposed EV charging infrastructure.**

For developments where parking is not provided, electric spaces should be accessible to EV charging points. Where parking is not provided, EV charging points should be provided at a minimum of 1 in 10 spaces. Specifics can be found below:

Residential Uses	
Dwellings with on-site parking	1 electric charging point per dwelling, Minimum 7KW Mode 3 AC
Dwellings without on-site parking	10% of spaces with electric charging, minimum 7KW plus demand for all spaces to have passive charging

For non-residential uses with off-street parking, EV charging points should be provided at a minimum of 1 in 5 spaces. Specific requirements can be found below:

Non-residential Uses	
All uses with off-street parking	20% of spaces with electric charging, minimum 7Kw, wifi enabled, plus demand for all spaces to have passive charging

7. Calculating energy efficiency and carbon

New **Level 1** shall be designed to achieve a recognised calculated Net Zero carbon footprint in line with the Council's Sustainable Design Guide SPD and will be verified and reported to the Council at the completion stage.

Proposals for **Level 2** will be required to submit a whole-life carbon calculation for **Level 2** in line with the Council's Sustainable Design Guide SPD, along with evidence that the design, selection of materials and construction methods have taken account of the full life cycle carbon footprint.

Proposals for **Level 3** of new buildings will be required to be awarded a BREEAM 'Excellent' or higher energy performance certification.

Proposals for new residential buildings will be required to be awarded a BREEAM 'Excellent' or higher rating. This would also be technically feasible.

7.1 Energy efficiency principles

The energy efficiency principles should be followed throughout the design process to help **Level 1** to meet zero carbon footprint.

The following principles should be followed when completing the Sustainable Design Statement:

1. Reduce energy demand

Following the 'fabric first' approach is imperative for sustainable design. The first stage of creating an energy efficient building is to design to reduce energy requirements. Not only does this reduce carbon footprint, it also a cheaper route to go for the residential developer to the wider market.

2. Energy-efficient technology

Using the most efficient technology for mechanical and electrical systems is imperative. This includes heating, heat recovery and LED lighting.

3. Maximise renewable energy

On-site generation of renewable energy should always be considered a prioritised goal when the design process. This is key for reducing the carbon footprint as far as possible. Community-led initiatives should also be explored where applicable.

7.2 How to estimate carbon emissions

This section sets the standard for how the council expects applicants to calculate their operational carbon emissions for new development.

7.2.1 To measure net zero operational carbon emissions we would expect:

- **Standard Assessment Procedure (SAP)*** for residential development
- **Simplified Building Energy Modelling (SBEM)** for commercial development

*Any subsequent published versions should be used in replacement of SAP, such as the Home Energy Model.

As instructed within the WMS of December 2023, to achieve operational net zero, a 100% improvement on the Target Emission Rate (TER) is required. This translates to a Dwelling Emission Rate (DER) of 0 or lower.

Once the relevant inputs have been plugged into the SAP or SBEM, if they do not achieve a DER of 0 or lower in the first instance, we would expect the developer to adjust the proposed elements to maximise the efficiency of the building to reach net zero.

Applications should include evidence of your calculated Net Zero operational carbon emissions standard. For residential buildings this should be in the form of the SAP and for commercial buildings this should be in the form of a SBEM.

7.2.2 Proposals for major development (more than 10 dwellings) are also required to submit a whole life carbon assessment. This must be supported by evidence that the design, selection of materials and construction methods has taken care to minimise the life cycle carbon emissions.

The industry standard method to calculate a building's embodied carbon is the RICS Whole Life Carbon Assessment for the Built Environment. The RICS method outlines the various aspects of a building that should be assessed, and divides the stages of a building's life into several stages: Production, Construction, Operation, End of Life and Beyond Asset Life.

Developers should submit RICS Whole Life Carbon Assessment for the Built Environment with their application.

7.2.3 Proposals for the development of new business, employment or community uses should be designed to meet an A Energy Performance Certificate.

The EPC should be provided along with the final CCC Sustainable Design Statement.

7.2.4 Pro o or new non-re identi bui ding wi be required to meet BREEAM Exce ent'.

A ic nt hou d undert ke BREEAM e ment nd ubmit thi with the CCC Su t in b e De ign St tement.

The BREEAM e ment hou d be u ed to demon tr te th t t nd rd o Exce ent or higher c n be chieved.

8. Carbon Offset Fund

Policy DS6

For deve o ment th t doe not hieve net zero o er tion emi ion ,the oun i wi ecufe fin nci co'tribution through S106 greement, in ine with the couni " c rbon c cu tor, to mitig te ny re idu emi ion . The c cu tion or S106 contribution wi be ied t u ic tion or re erved m ater t ge

8.1 The purpose of the offset fund

In ine with dr ft Po icy DS6 the required t nd rd or new deve o ment in the di trict i net zero o er tion c rbon emi ion . A ic nt hou d demon tr te their effort to chieve net zero o er tion c rbon deve o ment vi their Su t in b e De ign St tement nd ccom p nyng u ortng evidence rt o the nning ic tion roce .

The couni cknow edge th t, in ome circum \$ nce , net zero o er tion c rbon t nd rd m y not be chiev be. I thi i the c e, the ic nt mu t demon tr te th t the t nd rd c nnot be chieved through the de ign roce or how it i unvi be to do o.

Where the required t nd rd c nnot be chieved, ic nt wi be required to m ke yment vi C nterbury City Council' c rbon off et und. Fund co ected vi ection 106 off et yment wi be id into the C nterbury Di trict C rbon Reduction Fund.

The couni wi u e the C nterbury Di trict C rbon Reduction Fund to im pement energy ving nd other re ev nt roject in the di trict.

The council has produced an evidence document, titled Canterbury City Council Carbon Offset Review, which reviews existing practice from fellow UK councils and sets the direction for the council's carbon offset value, based on The Green Book by Business, Energy & Industrial Strategy (BEIS).

8.2 Section 106 payments

Where it has been demonstrated that a non-rate on-site carbon reduction has been achieved, the remainder of carbon emissions should be offset.

The payment calculated using the carbon price set by the council, multiplied by the carbon emissions of the development.

The council has initially set the price of carbon offset at **£384** per tonne over 30-year lifetime of the development. Applicants are required to calculate the expected carbon emissions and contribute to the carbon offset fund as follows:

The remaining emissions from the use of the building should be calculated with the latest carbon factor using the latest version of SAP or any subsequent updated version such as the Home Energy Model, and SBEM for non-residential development.

The calculation to be used: Remaining carbon x £384 per tonne x 30 years.

The carbon price is subject to change based on the council's internal review. If the carbon price changes, it will be reflected in the SPD.

The council will develop a plan for the carbon reduction fund in due course, part of the Climate Change Action Plan.

9. What to submit with your planning application

The content of the Submission Design Guide should be used to complete your Submission Design Statement. Your statement should demonstrate compliance with the Local Plan objectives, in line with the guidance in this document. The information required within your statement has been set within this section. **K**

As outlined in Part 7, you must include your SAP or SBEM report alongside the Sustainable Design Statement with your application. After putting your specifications, if the DER is a Category A, you would expect you to visit the relevant Part 3. Built Form, to review your DER on site.

To comply with policies DS6, DM4 and DM15, the Sustainable Design Statement must include information, where specified, as prescribed below:

9.1 Built form

The Sustainable Design Statement should provide alternative relevant raw materials to demonstrate how you have considered a significant weight of built form Part 3. This Part 3 should be included in your Sustainable Design Statement.

- A summary of the built form(s) including form factor
- Details of the built form(s) orientation in relation to sunlight exposure and shading; explain how this will affect thermal external temperatures
- Explain how the use of solar panels as a consideration in relation to built form orientation
- Provide information on your fabric first approach, such as materials used and how this maximises built form performance
- Demonstrate how you intend to regulate thermal external temperatures of the built form significantly.
- Demonstrate compliance with Overlaid: Approved Document O Built form Regulations
- Propose alternative ventilation systems
- Detail the orientation of flat roofs, if applicable
- Insulation intended for the built form(s), which must include roof, walls and floors
- Details of glazing proposals for the built form(s)
- U-Values proposed for the significant weight comparison against built form regulations or thermal built form u-values, to demonstrate improvements
- Information on lighting proposals for the significant weight
- Feasibility assessment for relevant energy solutions; this is a building in the Sustainable Design Statement or as a supporting document
- Details of proposed solar PV arrays fit

9.2 Construction materials

- CEMP. You should hit the support goals. The CEMP must address how the development will mitigate any diverse impacts associated with construction
- Circular economy statement to be included with the Sustainable Design Statement; this should demonstrate that the waste hierarchy has been followed

9.3 Water efficiency

- Using the methodology set out in the Building Regulations, provide water efficiency report, which includes the assessment of water per person per day; either with your Sustainable Design Statement or separate support goal
- Appliances and fixtures proposed, including assessment details
- Demonstrate that grey water reuse has been explored for the development and advise the outcome of this.
- Provide details of rainwater harvesting solutions proposed for the development
- Provide details of the water metering technology proposed

9.4 Waste and transportation

Any support goals should be included with the Sustainable Design Statement or statement, specify separately

- Proposals of over 300 homes should set out strategies for energy, water, resource and waste recycling; and this should support goal if required
- Demonstrate how space for bins (for single households) and bike stores (for communal development) have been allowed in the design
- Advise how active travel has been considered and/or integrated in the design process
- Provide information on cycle storage for the proposed development
- Provide information on their proposed EV charging infrastructure, including number of charging points per dwelling and type(s) of charging point.

9.5 Calculating energy efficiency and carbon

- Proposals for the development of new business, employment or community uses should be designed to meet the Energy Performance Certificate. And this should support goal if required

- For proposals or residential buildings, attach a copy of your BREEAM assessment
- Proposals for major development are required to submit a holistic carbon assessment. You can include this with your Sustainable Design Statement or attach as a supporting document. This should include evidence that the design, selection of materials and construction methods has taken care to minimise the lifecycle carbon emissions
- Provide evidence of your calculated Net Zero operational carbon emissions standard. For residential buildings this should be in the form of the most recent SAP or a subsequent published version, and for commercial buildings this should be in the form of a Simplified Building Energy Modelling (SBEM)

9.6 Carbon Offset Fund

If the proposed development does not meet net zero standard upon review of the SAP* or SBEM, you are required to complete the carbon calculator exercise below, using the carbon price set by the council.

*Any subsequent published versions should be used in replacement of SAP, such as the Home Energy Model.

- If your application has to contribute to the carbon offset fund, attach your workings as a supporting document using the below methodology, titled 'Carbon Offset Fund' P

The formula for the calculation of the Carbon Offset payment is:

$$\text{Carbon Offset Contribution} = (T - R) \times Y \times Z$$

Where:

T is the target reduction in carbon dioxide emissions (tonnes CO₂)

R is the actual reduction in carbon dioxide emissions (tonnes CO₂)

Y is the number of years over which the contribution is payable

Z is the cost of carbon per tonne

The proposed corresponding figures for the purpose of Carbon Offset payments for Caerbury City Council are:

T DER Emission Rate (DER) of 0

R provided by the applicant

Y 30

Z £384 per tonne CO₂

Using the above, please provide your workings below a detailed £ value.

10. Implementation and monitoring

10.1 Your application

To meet the requirements of this Sustainable Design Guide SPD, we require the evidence outlined in Section 9 to be included within your Sustainable Design Statement, or as a supporting document(s) if applicable, which should be submitted with your application.

Your Sustainable Design Statement and accompanying evidence will be reviewed by the council as part of the planning application. If more information is required, it will be requested before a decision can be made.

10.2 Post-application

The design features put forward within the Sustainable Design Statement and/or as part of any supporting evidence will be secured through any planning permission for development including through planning conditions and, where necessary, s106 legal agreements.

The council will use its monitoring and enforcement powers to ensure that approved developments are delivered in strict accordance with consents and will develop standard wording for conditions to ensure compliance is demonstrated post-construction. n



Appendice

[Ministerial Statement](#) : This statement was made by the Minister of State for Housing in December 2023. It announced the changes proposed to energy efficiency building regulations which are planned for 2025.

[Future Homes Building Standards Consultation](#) : This consultation sets out the government's plans for achieving the new Future Homes Standard and Future Buildings Standard. It includes proposals for changes to building regulations and the associated documents and calculation methods.

[Home Energy Model](#) : The Home Energy Model is the planned replacement for the existing Standard Assessment Procedure (SAP) for the energy rating of dwellings. It is still under development and the first version is expected to be released alongside the Future Homes Standard in 2025.

[SAP](#) : The Standard Assessment Procedure (SAP) is the methodology currently used by the government to estimate the energy performance of dwellings.

[SBEM](#) : The Simplified Building Energy Model (SBEM) is the national calculation methodology used to assess performance in non-domestic buildings.

[Government Simple Recycling](#) : This proposal was published in October 2023, which consists of reforms for household and business waste collections.

[RICS Whole Life Carbon Assessment](#) : The RICS whole life carbon assessment standard is a leading standard for accurate carbon measurement in relation to the built environment.

[The Green Book](#) : A document produced by Business, Energy & Industrial Strategy (BEIS). It is used to publish the annual nationally recognised non-taxed price of carbon. H

LOCAL DEVELOPMENT SCHEME

MARCH 2024

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1. What is the Local Development Scheme?

- 1.1 The Local Development Scheme (LDS) sets out the documents which will form the development plan for the district. The LDS informs local communities and interested parties about the anticipated timetable for preparing planning documents.
- 1.2 The LDS is published on the council's website and progress is reported annually through the Authority Monitoring Report.
- 1.3 The council is legally required to adopt and keep up to date its LDS under Section 15 of the Planning and Compulsory Purchase Act 2004 (as amended).
- 1.4 This LDS was adopted by the Council in March 2024. The document replaces the previous Local Development Scheme (October 2022). The key difference compared to the previous Local Development Scheme is that an additional Regulation 18 consultation has been scheduled for March 2024 due to policy changes in the draft Local Plan following the May 2023 local elections. This will allow for additional community involvement and the preparation of additional technical evidence.

2. What is the Development Plan?

- 2.1 The Development Plan for Canterbury district currently consists of:
 - **Canterbury District Local Plan (2017)** - prepared by Canterbury City Council
 - **Herne Bay Area Action Plan (2010)** , which sets out a strategy for Herne Bay town centre - prepared by Canterbury City Council
 - **Kent Minerals and Waste Local Plan 2013 - 2030 as amended by the Early Partial Review (2020)** - prepared by Kent County Council

3. New Canterbury District Local Plan (2020 - 2040)

- 3.1 Local Planning Authorities are now required to review Local Plans at least every five years from adoption and update where necessary.
- 3.2 The LDS sets out the council's timeline for the preparation of the new Local Plan.
- 3.3 When adopted, the new Local Plan will become a Development Plan Document and will replace the Canterbury District Local Plan (2017) and the Herne Bay Area Action Plan (2010).

4. Strategic Environmental Assessment, Sustainability Appraisal and Habitat Regulations

- 4.1 The council is required to assess and appraise its development plan documents to comply with Strategic Environmental Assessment (SEA), Sustainability Appraisal (SA) and Habitat Regulations (HRA) requirements.
- 4.2 Carrying out an SEA/SA/HRA ensures that social, economic and environmental implications are considered effectively and that full account is taken of protected wildlife habitats in the Natura 2000 network, Special Areas of Conservation (SACs), Special Protection Areas (SPAs) and Ramsar areas.
- 4.3 The process provides an objective assessment of our proposals at key stages of plan making, which is itself subject to consultation.
- 4.4 Communities must also ensure that any Neighbourhood Development Plans meet any necessary legal requirements in this respect.

5. Joint Working

- 5.1 The council works collaboratively with neighbouring local authorities and key stakeholders on a range of shared cross-boundary strategic issues. As part of the new Local Plan the council has developed, and continues to update, Statements of Common Ground with relevant local authorities and bodies to outline these agreed issues and how we intend to work collaboratively to address them.

6. Supporting Documents

6.1 The Canterbury District Local Plan also has several supporting documents which are available to view on the council's website.

These include:

6.2 [The Statement of Community Involvement](#) (SCI) which sets out how we will involve the community in the planning decisions that will shape the future of our district. This includes deciding planning applications and preparing the Local Plan as well as setting out how we will support communities to make neighbourhood plans. The SCI was adopted on 9 October 2019.

6.3 Progress on the Development Plan Documents prepared by the council will be reported through the [Authority Monitoring Report](#) (AMR).

7. Supplementary Planning Documents

7.1 [Supplementary Planning Documents \(SPD\)](#) are not part of the statutory Development Plan but provide additional guidance on matters covered in Development Plan Documents and are capable of being a material consideration in planning applications.

7.2 SPDs which are likely to have significant social, economic or environmental impacts that were not adequately considered in the SA of the relevant development plan policy may need to be subject to Sustainability Appraisal.

7.3 We will prepare new SPDs, where appropriate.

8. Neighbourhood Development Plans

- 8.1 Neighbourhood Plans were introduced through the Localism Act 2011. They are prepared by communities, usually led by a parish council or neighbourhood forum and their preparation is subject to set procedures, including an independent examination. They also have to be approved by the local community through a local referendum. Once adopted, or “made”, these plans form part of the statutory planning framework for their area.
- 8.2 Communities must ensure their Neighbourhood Plans meet any necessary legal requirements in respect of SEA and HRA requirements.
- 8.3 There are currently no adopted Neighbourhood Plans within the District. Neighbourhood Plans are currently being prepared for the parishes of Bridge, Chartham, Fordwich, Hoath, Thanington and Upper Hardres.

	September 2021 - January 2023	<p>to gather and analyse information and evidence, and continuing to engage with local people, interested parties and statutory consultees to develop and draft policies for the new Local Plan.</p> <p>The council prepares the draft Local Plan which is subject to public consultation.</p>
Stage 3	<p>Consultation analysis and preparation of a revised Draft Local Plan for consultation (Regulation 18)</p> <p>February 2023 - June 2024</p>	<p>Within this period we will be analysing consultation responses and completing evidence gathering. The site selection and infrastructure strategies will be reviewed and revised and there will be continual analysis of information and evidence. We will continue to engage with local people, interested parties and statutory consultees to develop and draft policies for the new Local Plan.</p> <p>The council will then prepare a revised draft Local Plan which will be subject to another public consultation.</p>
Stage 4	<p>Pre- Submission preparation and publication (Regulation 19)</p> <p>July 2024 - May 2025</p>	<p>Within this period we will be analysing consultation responses, finalising evidence and supporting strategies and preparing the submission version of the draft Local Plan. This will be published for formal representations prior to its submission for examination.</p>
Stage 5	<p>Submission (Regulation 22) and Independent Examination Hearing</p> <p>June 2025 - January 2026</p>	<p>The council submits the Local Plan to the Secretary of State together with the representations (any comments) received at the Regulation 19 stage. The Secretary of State will appoint a Planning Inspector to undertake an Independent Examination of the Local Plan.</p>
Stage 6 & 7	<p>Inspector's Report Issued, followed by Adoption of the Local Plan</p> <p>February 2026 - March 2026</p>	<p>The Inspector's Report will say if the Plan is 'sound' or 'not sound' and whether it is legally compliant. The Inspector may make recommendations on how to make the plan 'sound'.</p> <p>The final stage is for the council to formally adopt the Local Plan.</p>

Appendix 2 - Risk Assessment

Work on preparing and implementing the Development Plan for the area is subject to regular review. There are a number of areas which may present risks to the delivery of a Development Plan and key risks are identified below, together with potential risk reduction measures.

Key risks	Risk Reduction Measures
Reduced staff resources	<p>The team is adequately resourced to undertake the preparation of the new Local Plan, and increased resilience will be achieved by working collaboratively with other teams across the council.</p> <p>Consultants will be used for specialist technical work where necessary.</p>
Budgetary constraints	Budget has been identified to prepare the new Local Plan. However, opportunities to undertake joint commissioning will be pursued, where appropriate, with neighbouring authorities and also evidence gathering that informs other council work.
ICT, Communications & Administration failure	IT systems are in place to support the review, with back-up.
Duty to Cooperate	Work collaboratively with neighbouring authorities and hold issue specific meetings to exchange information and work on cross-boundary strategic development issues.
New legislation and political priorities	New legislation, new policy or significant political changes that emerge during the review can require new actions and additional work.
Documents being found unsound and subject to legal challenge	<p>Ensure work meets relevant legal requirements throughout Local Plan preparation.</p> <p>Use soundness self-assessment tool kit. Ensure process records are kept.</p>

Draft Canterbury District Local Plan 2040
Regulation 18 Consultation 2024

EQUALITY IMPACT ASSESSMENT FOR DRAFT LOCAL PLAN

(FEBRUARY 2024)

Equality Impact Assessment

Please be aware that in order to comply with the Public Sector Equality Duty 2010, this document will be made available to the public.

You should treat this as a live document and keep it under continuous review. You should do this by recording any issues you identify, along with any actions you take to minimise their impact.

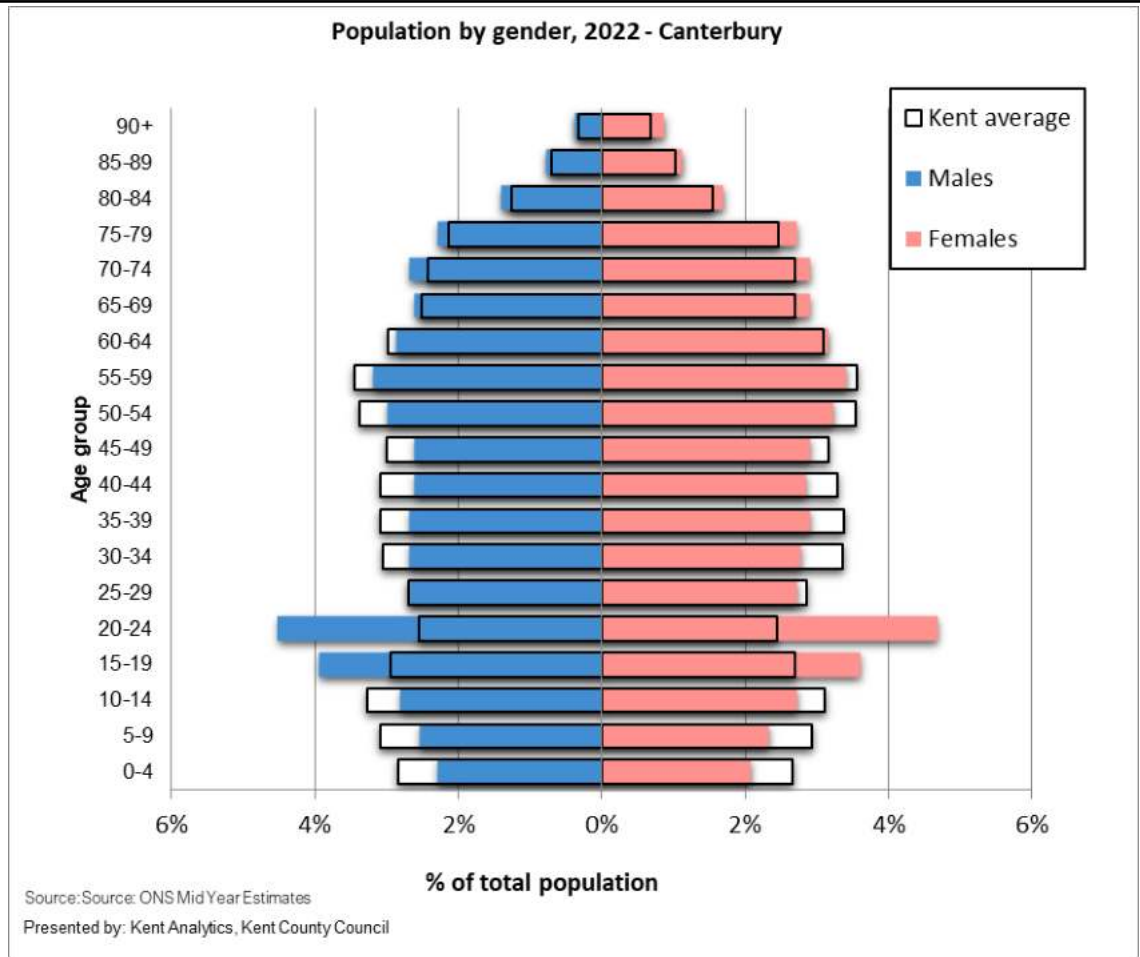
Please refer to the Equality Impact Assessment guidance on iCan to help you in completing this form.

For the purposes of this form, we refer to your policy, function, project or service as a proposal.

Date of initial assessment	29/01/2024
Division	Policy and Communications
Proposal to be assessed	Draft Canterbury District Local Plan (2040) (Regulation 18)
New or existing policy or function?	New
External (i.e. public-facing) or internal?	External
Statutory or non-statutory?	Statutory
Your name	Victoria Asimaki
Your job title	Principal Policy Officer (Engagement)
Your contact telephone number	N/A
Decision maker (e.g. Full Council, Community Committee, Management Team etc.)	Cabinet
Estimated proposal deadline	Monday 3 June 2024 (final consultation date)

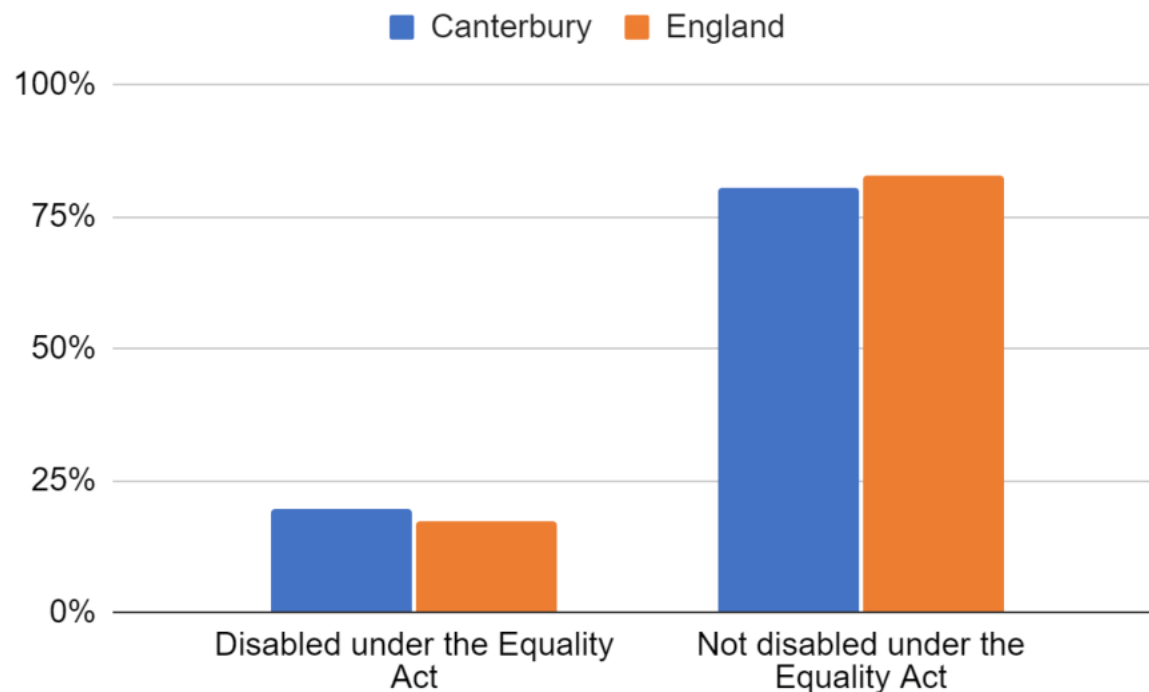
Please outline your proposal, including: <ul style="list-style-type: none"> ● Aims and objectives ● Key actions ● Expected outcomes 	<p>The consultation enables local people, communities and other stakeholders to give us their views on the Local Plan.</p> <p>The Local Plan will direct how the district will change over the next 20 years.</p>
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<ul style="list-style-type: none"> • Who will be affected and how • How many people will be affected 	<p>The consultations ensure that everyone has an equal opportunity to share their views.</p> <p>There are 157,600 people in the Canterbury district and a large proportion of them could be affected by the plan as well as others visiting the district for work or tourism.</p>
<p>What relevant data or information is currently available about the customers who may use this service or could be affected?</p> <p>Please give details; for example “x% of customers are female” or “x% of customers are aged over 60”</p>	<p>This section contains images based on the data in Appendix 1.</p> <p>Age</p> <p>The district has a higher proportion of 19 to 24 year olds and 70 to 79 year olds than the Kent average.</p> <p>Source: 2022 Mid-year population estimates, Office for National Statistics (ONS)</p>



Disability

Levels of disability under the Equality Act in the district and England as a whole are similar.



Source: Table TS038, 2021 Census, The Office for National Statistics (ONS)

Gender reassignment

As a percentage of people in the district answering the 2021 Census,

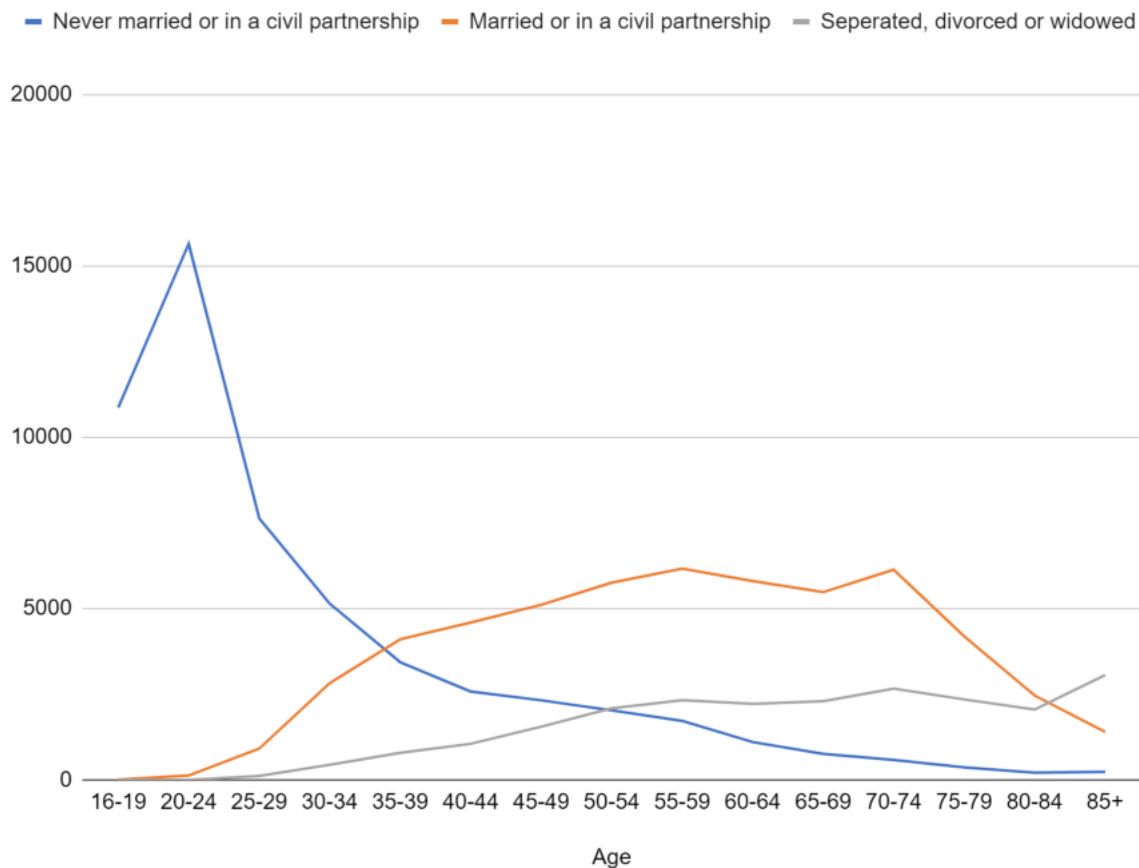
- 93% of people in the district have a gender identity the same as sex registered at birth
- 6% of people answering the census did not answer this question.
- 0.2% were all other gender identities
- 0.1% were trans women
- 0.1% were trans men

Source: Table TS078, 2021 Census, The Office for National Statistics (ONS)

Marriage and civil partnership

- 41% of people in the district have never been married or in a civil partnership.
- 41% of people in the district are married or in a civil partnership.
- 17% of people in the district are separated, divorced or widowed.

Source: Table TS002, 2021 Census, The Office for National Statistics

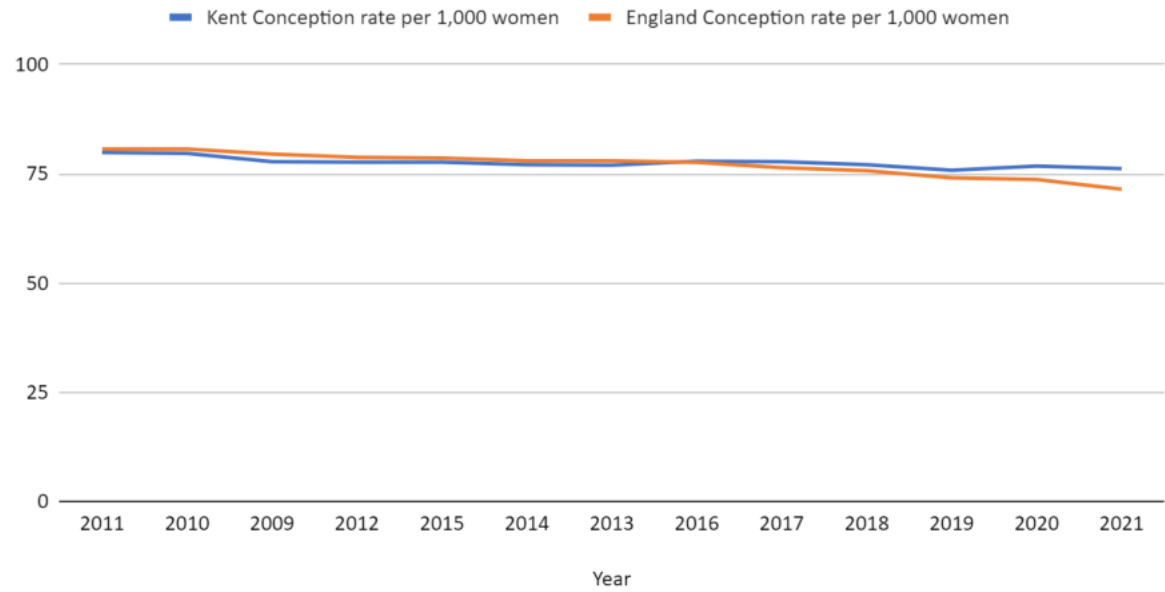


Source: Table TS002, 2021 Census, The Office for National Statistics, Canterbury District only

Pregnancy and maternity

Levels of conception in Kent and England are similar at about 75 people per 1000 women.

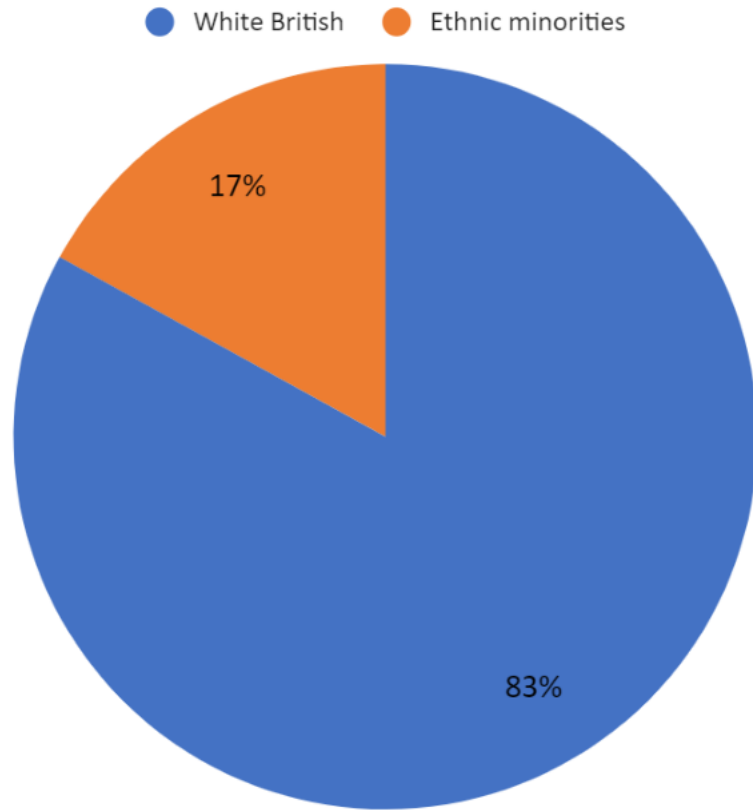
Kent Conception rate per 1,000 women and England Conception rate per 1,000 women



Race

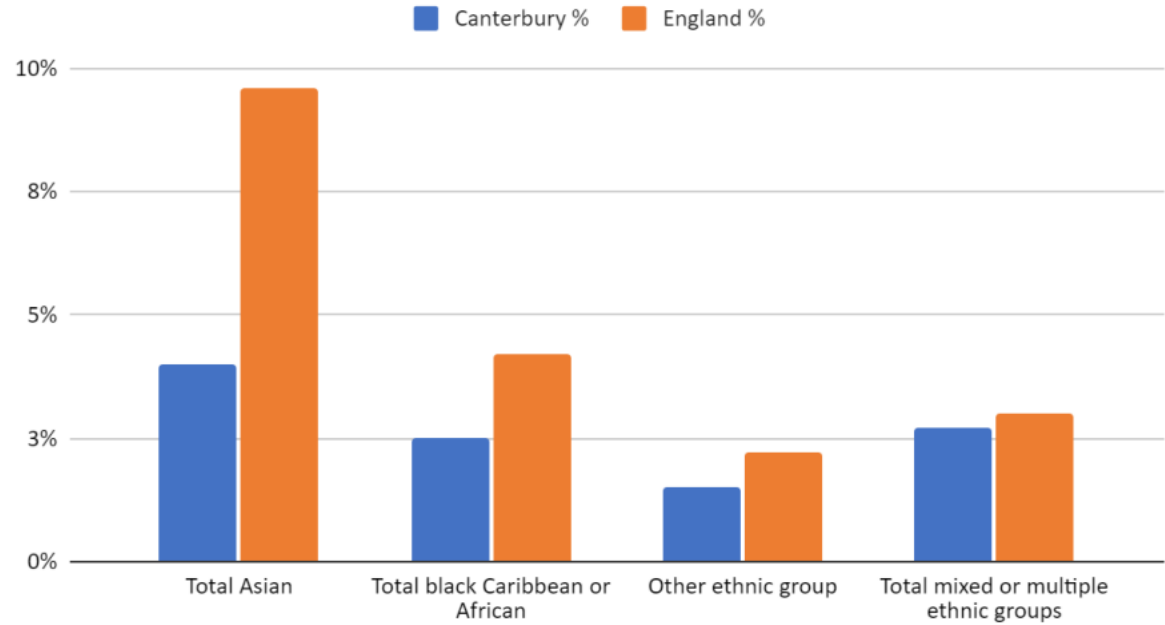
83% of people identify as white British
17% identify as something other than white British

Full statistics in Appendix 1



Source: 2021 Census, Table RM032, Canterbury District data only.

Minority ethnic group as percentage of Canterbury and England %

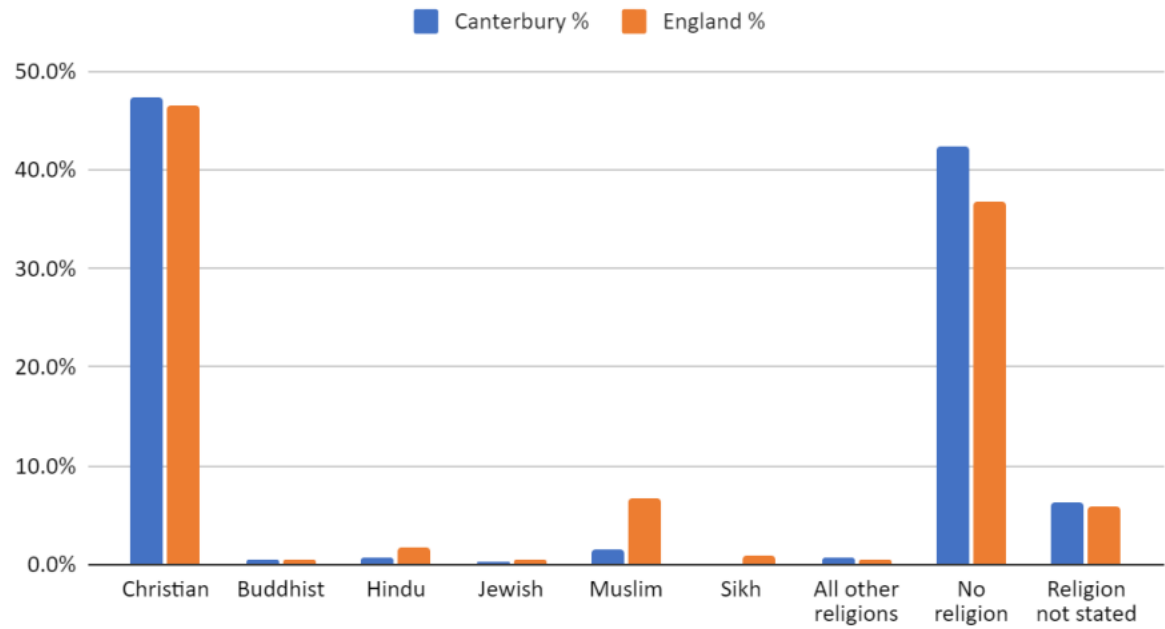


Source: 2021 Census, Table RM032,

Religion or belief

- 47% of people in the district gave their religion as Christian.
- 42% of people in the district have no religion.
- As a percentage, there are slightly more people with no religion in the district compared with England.
- As a percentage, there are fewer muslims in the district compared with England.

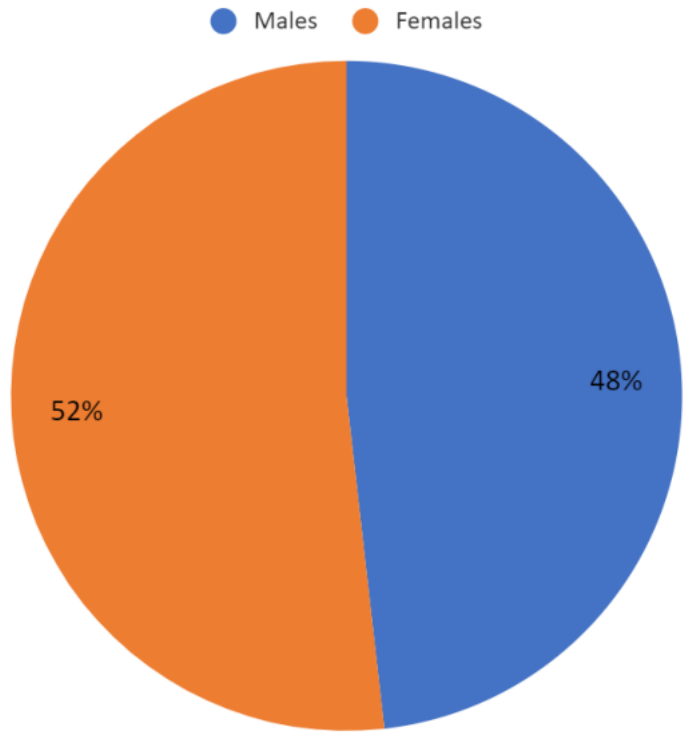
Religion as Percentage of Population for England and Canterbury



Source: 2011 Census - Table TS030

Sex

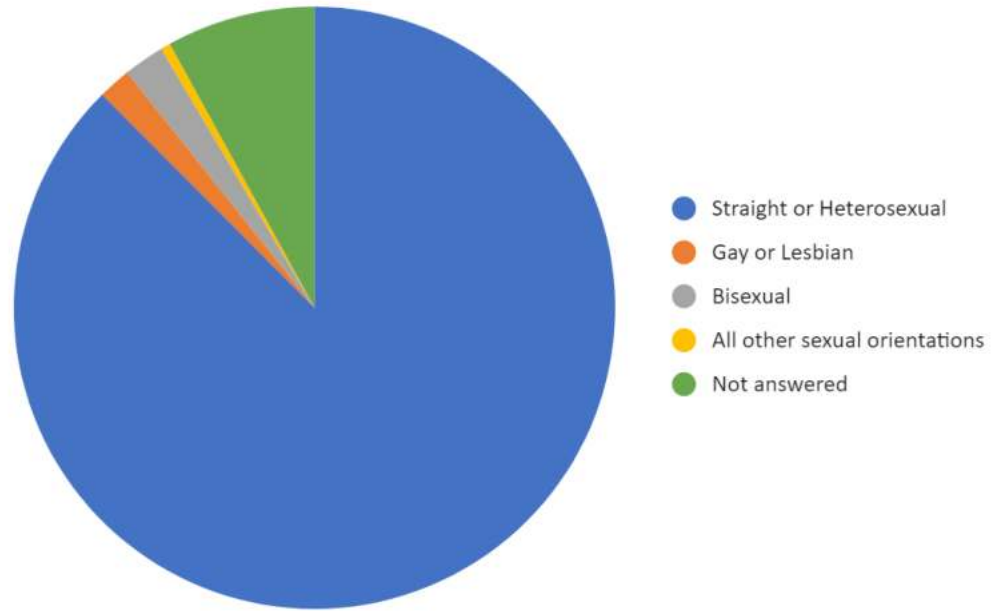
- 52% percent of people in the district are female.
- 48% percent of people in the district are male.



Source: 2022 Mid-year population estimates, Office for National Statistics

Sexual orientation

Canterbury Population Sexual Orientation



Source: Office for National Statistics, Census 2021

Is the decision relevant to the aims of the Public Sector Equality Duty, which are listed below?

Guidance on the aims can be found in the EHRC's [PSED Technical Guidance](#)

Aim	Yes/No	Explanation
Eliminate discrimination, harassment and victimisation	Yes	The draft Local Plan includes policies to ensure safe living and working environments.

		<p>It has followed some of the principles set out in the Kent Police's 'Designing Out Crime' briefing which recognised that a good planning process can reduce the opportunity for crime and the fear of crime.</p> <p>The Plan also ensures that accessible spaces are provided across the district, in both residential and commercial spheres to promote inclusivity.</p>
Advance equality of opportunity between persons who share a relevant protected characteristic and persons who do not share it	Yes	The draft Local Plan includes policies to specifically benefit people with protected characteristics, including older people, younger people and those with disabilities.
Foster good relations between persons who share a relevant protected characteristic and persons who do not share it	Yes	The draft Local Plan seeks to ensure the creation of sustainable communities and safe and accessible residential and commercial spaces designed to encourage healthy, inclusive and safe places which promote social interaction.

<p>Assess the relevance of the proposal to people with different protected characteristics, and assess the impact of the proposal on people with different protected characteristics.</p> <p>Your explanation should make it clear who the assessment applies to within each protected characteristic. For example, a proposal may have high relevance for young people but low relevance for older people; it may have a positive impact on women but a neutral impact on men.</p>			
Protected characteristic	Relevance to proposal High/Medium/Low/None	Impact of proposal Positive/Neutral/Negative	Explanation

<p>Age</p>	<p>Medium</p>	<p>Positive</p>	<p>Policies that support housing supply (SS3) or the affordability of homes (DS1) are more likely to benefit younger people, as they are less likely to already be homeowners.</p> <p>Policy DS24 supports play areas that are challenging and fun for children. It makes provisions for 0 to 5 year olds, 5 to 12 year olds and 12 to 18 year olds. This benefits younger people.</p> <p>Policy DS5 support for specialist older persons housing. This benefits older people.</p> <p>Policy DS16 controls the impact of new developments on air quality which may particularly benefit older and younger people who can be more sensitive than the average population to air pollution. Similarly, Policy DS6 states that proposals should include provision for electric vehicle charging, which encourages the use of electric vehicles and reduces local air pollution.</p> <p>Policy DS5 support for purpose-built student accommodation within higher and further education campuses. Students are younger as a group on average, so this benefits younger people.</p> <p>As people age they can become less able to drive and can find travelling long distances harder. 17 to 20 year olds are much less likely to have a driving licence than those who are 21 years or more old,</p>
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			<p>and those below 17 can't drive. Policies that improve public transport and ensure shops are close to homes, can therefore particularly benefit yonder and older people.</p> <p>DS10 requires some proposals to be accessible to the nearest centre through transport modes other than the car. SS2 promotes complete and compact neighbourhood which means people have to travel less far to shops and services.</p> <p>SS4 encourages the improvement of public transport in rural areas. Rural areas have, in general, higher proportions of people older, so this policy can benefit this group in particular. DS14</p> <p>Older people are more likely to experience mobility difficulties. Policies that require buildings to be designed with good accessibility (DM11 and DM12) can benefit older people.</p> <p>People can require more care as they age, which can sometimes be provided by family members. The creation of annexes, as specified in DM10, can allow older people to live near family members providing care. This can benefit older people.</p> <p>Younger and older people are more susceptible to hot or cold weather. Policies that encourage the construction of warmer, energy efficient homes (DS6) or or the design of cooler settlements through the protection and creation of open (DS24)</p>
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			and green spaces (DS19) therefore help these groups in particular.
Disability	Medium	Positive	<p>People who are unable to drive because of their disability will benefit from policies like SS4 and DS14 which support the improvement of public transport.</p> <p>Policy DM5 states that new parking should meet the needs of people with disabilities.</p> <p>SS4 includes the provision of a new Special Educational Needs and Disabilities School.</p> <p>Policy DS24 requires proposals with a new on site open space to have appropriate play opportunities for users with disabilities (physical and mental) and be accessible by those with disabilities.</p> <p>Local Plan documents should follow accessibility guidelines to ensure they can be used by people with different needs, such as larger text size or screen readers.</p> <p>Policy DS2 ensures that a certain proportion of accessible homes are built for proposals of 10 or more dwellings.</p> <p>Policy DM17 seeks to control the impacts of noise pollution which can be a particular problem for people with sensory processing sensitivity, which can impact many different groups of people, including those with autism.</p>

			Policy DS10 supports proposals for social care facilities.
Gender reassignment	Low	Positive	<p>People who have started, are undergoing or have completed gender reassignment can experience high levels of some types of crime, like harassment, so policies that affect safety can particularly benefit these groups.</p> <p>Policy DM7 requires Crime Impact Assessments can encourage applicants to consider rates of crime in the area of their proposal and include things that can improve street safety like lighting and security cameras. Policy DS6 states that developments should enable opportunities for natural surveillance and appropriate external lighting. Natural surveillance is a concept in crime prevention design that encourages the placement of physical features such as windows, lighting, and landscaping in a way that enhances visibility to reduce crime.</p>
Marriage and civil partnership	None	None	No significant effects were identified. Policy DS26 protects heritage assets, many of which are venues for marriages.
Pregnancy and maternity	Low	Positive	Policy SS2 states that community facilities and services such as healthcare should be built at the heart of new developments of 300 homes or more, within or next to the community hub. Pregnant people may be less mobile than normal and may have additional healthcare needs, so the creation of healthcare services near to housing may benefit them in particular.

Race	Medium	Positive	<p>Gypsy and travellers can face discrimination and marginalisation. Policy DS5 policy sets out the criteria for the development of gypsy and traveller sites, so there is an unambiguous approach for assessing these developments. Policy SS3 sets out the provision of gypsy and traveller accommodation.</p> <p>Average incomes vary by ethnic group, so policies that help low income groups can also benefit some ethnicities more than others. For instance Black, African, Caribbean or Black British employees were the only ethnicity group to be consistently earning less than White employees, according to “Ethnicity pay gaps, UK: 2012 to 2022” by the Office for National Statistics. This means policies that help people with low incomes, like our affordable homes (DS1) policy, may indirectly benefit Black, African, Caribbean or Black British people.</p> <p>.</p>
Religion or belief	Low	Positive	<p>No significant effects were identified. Policy DS26 protects heritage assets which can include older religious buildings. Many but not all Christian places of worship are old buildings and so are often heritage assets. This policy may therefore indirectly benefit Christians who worship in buildings.</p>
Sex	Low	Positive	<p>Our Public Open Spaces (DS24) policy encourages the creation of places such as parks and sports complexes that can provide safe environments for</p>

			<p>leisure and exercise. New facilities and open spaces will be well maintained with active surveillance and lighting. These should provide a secure environment that can empower women to feel safe while pursuing exercise and leisure activities, as encouraged by our Sustainable Design (DS6) policy, and provide comfortable areas for women and girls to meet or to spend time alone. Safe spaces for play and sports for girls from a young age can encourage them to try more sports or activities that are often male dominated.</p> <p>By creating better transport infrastructure, with our Movement and Transportation Strategy (SS4) and our Active and Sustainable Travel (DS14) policy, we can offer more up to date and safe public transport options so that women may have choices of how to travel. This should help lessen fears of harassment on public transport and empower women and girls to feel secure in their freedom of movement.</p>
Sexual orientation	Low	Positive	<p>People with atypical sexual orientations can experience higher levels of some types of crime, like harassment, so policies that affect safety can particularly benefit these groups.</p> <p>Policy DM7 requires Crime Impact Assessments which can encourage the applicants to consider rates of crime in the area of their proposal and to include things that can improve street safety like lighting and security cameras. Policy DS6 states that developments should enable opportunities for</p>

			natural surveillance and appropriate external lighting. Natural surveillance is a concept in crime prevention design that encourages the placement of physical features such as windows, lighting, and landscaping in a way that enhances visibility to reduce crime.
Other groups: for example – low income/ people living in rural areas/ single parents/ carers and the cared for/ past offenders/ long-term unemployed/ housebound/ history of domestic abuse/ people who don't speak English as a first language/ People without computer access etc.	Low	Positive	<p>Our Estate regeneration (DS3) policy seeks to improve poor quality dwellings in existing urban social housing estates. This may benefit people with low incomes.</p> <p>Furthermore, Policy DS6 states that new developments should be operationally net zero, which makes homes cheaper to heat to a comfortable level. This policy also ensures buildings use less water by setting per person limits on the amount of water that a home should ideally use. By ensuring homes are more efficient, we can reduce the size of people's water and heating bills, which is especially important for people with low incomes.</p> <p>Policy DS2 requires proposals to include a mix of housing types that meets the needs of communities. This could include the number of bedrooms/size of housing required by certain groups such as single parents.</p> <p>Policy DS12 takes a positive approach to growing the rural economy which can provide jobs for people with low income in rural areas.</p>

			Policy DS5 supports proposals for residential homes and enhanced sheltered housing which helps some groups of people who are cared for. Policy DS10 supports proposals for social care facilities.
People with limited internet access	None	None	No effects were identified.

Are you going to make any changes to your proposal as a result of these findings, in order to mitigate any potential negative impacts identified? If yes, what are they? If no, why not?	No. The Draft Canterbury District Local Plan (2040) includes a variety of policies which would have positive impacts on equalities should they be implemented. The current draft of the policies has been informed by extensive community and stakeholder engagement, including comments regarding their impacts on equalities. These policies will be subject to further consultation and can be reviewed again to take account of the responses received ahead of the Regulation 19 stage
Is there any potential negative impact which cannot be minimised or removed? If so, can it be justified? (for example, on the grounds of promoting equality of opportunity for another protected characteristic)	No

What additional information would increase your understanding about the potential impact of this proposal?	None identified at present.
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If a consultation exercise is required as part of your proposal, please complete the consultation planning form on iCan.

Please update the section below if:

- You have amended your proposal

- You have new information
- You have undertaken consultation

Date of revised assessment	
Have you made any changes to your initial assessment? If so, please give brief details	
Did you undertake consultation? – if yes, give date and the consultation results:	
Do you have new information which reveals any difference in views across the protected characteristics?	
Can any new conclusions be drawn as to how the proposal will affect people with different protected characteristics?	
Are you going to make any changes to your proposal as a result of these findings, in order to mitigate any potential negative impacts identified? If yes, what are they? If no, why not?	
Is there any potential negative impact which cannot be minimised or removed? If so, can it be justified? (for example, on the grounds of promoting equality of opportunity for another protected characteristic)	

Should you need to revisit your assessment more than once, please ensure that you provide details of any changes or new information and the date these amendments were made.

Appendix 1 - Relevant Data

Age

Age group	Number of people	Percentage of population in the district
0-4	6,900	4.4%
5-9	7,700	4.9%
10-14	8,700	5.5%
15-19	11,900	7.6%
20-24	14,500	9.2%
25-29	8,400	5.3%
30-34	8,600	5.5%
35-39	8,800	5.6%
40-44	8,600	5.5%
45-49	8,700	5.5%
50-54	9,900	6.3%
55-59	10,300	6.6%
60-64	9,500	6.0%
65-69	8,700	5.5%
70-74	8,800	5.6%
75-79	7,900	5.0%
80-84	4,900	3.1%
85-89	3,000	1.9%
90+	2,000	1.2%

Source: 2022 Mid-year population estimates, Office for National Statistics (ONS)

Disability

Measure of disability	Number of people	Percentage of population in the district
Disabled under the Equality Act	30,870	20%
Day-to-day activities limited a lot	12,400	8%
Day-to-day activities limited a little	18,470	12%
Not disabled under the Equality Act	126,561	80%
Has long term physical or mental health condition but day-to-day activities are not limited	12,431	8%
No long term physical or mental health conditions	114,130	72%

Source: Table TS038, 2021 Census

Gender Reassignment

2021 Gender Identity	Number of people in the district	Percentage of population in the district	Percentage of population in England and Wales
Usual residents Aged 16 and over	132,773	100.0%	100.0%
Gender identity the same as sex registered at birth	124,001	93.4%	93.5%
Gender identity different from sex registered at birth but no specific identity given	222	0.2%	0.2%
Trans woman	114	0.1%	0.1%
Trans man	135	0.1%	0.1%
All other gender identities	252	0.2%	0.1%
Not answered	8,049	6.1%	6.0%

Source: Table TS078, 2021 Census, The Office for National Statistics (ONS)

Marriage and civil partnership

Age	Never married or in a civil partnership	Married or in a civil partnership	Seperated, divorced or widowed
16-19	10,865	10	0
20-24	15,645	130	0
25-29	7,630	915	115
30-34	5,145	2,825	445
35-39	3,435	4,105	790
40-44	2,580	4,595	1055
45-49	2,325	5,110	1555
50-54	2,030	5,760	2090
55-59	1,725	6,165	2325
60-64	1,105	5,805	2220
65-69	760	5,480	2295
70-74	585	6,135	2665
75-79	370	4,190	2350

80-84	210	2,465	2055
85+	235	1,400	3060

Source: Table TS002, 2021 Census, The Office for National Statistics (ONS). Data for Canterbury District only.

Pregnancy and Maternity

Year	Kent Conception rate per 1,000 women	England Conception rate per 1,000 women
2021	76	72
2020	77	74
2019	76	74
2018	77	76
2017	78	76
2016	78	78
2015	78	79
2014	77	78
2013	77	78
2012	78	79
2011	80	81
2010	80	81
2009	78	80

Source: Dataset Office for National Statistics, Conceptions in England and Wales

Race

	Canterbury %	England %
Total Asian	4%	10%
Total black Caribbean or African	3%	4%
Total mixed or multiple ethnic groups	3%	3%
Total white	89%	81%
Other ethnic group	2%	2%

Source: 2021 Census, Table RM032

Religion or belief

	Canterbury %	England %
Christian	47.3%	46.5%
Buddhist	0.6%	0.5%

Hindu	0.7%	1.8%
Jewish	0.2%	0.5%
Muslim	1.6%	6.8%
Sikh	0.1%	0.9%
All other religions	0.7%	0.6%
No religion	42.3%	36.7%
Religion not stated	6.4%	5.8%

Source: 2011 Census - Table TS030

Sex

Canterbury	Males %	Females %
All Ages	48%	52%
0-4	52%	49%
5-9	52%	48%
10-14	51%	49%
15-19	52%	48%
20-24	49%	51%
25-29	49%	51%
30-34	49%	52%
35-39	47%	53%
40-44	48%	52%
45-49	47%	53%
50-54	48%	52%
55-59	48%	52%
60-64	48%	53%
65-69	48%	53%
70-74	48%	53%
75-79	45%	55%
80-84	44%	56%
85-89	40%	60%
90+	31%	69%

Source: 2022 Mid-year population estimates, Office for National Statistics (ONS)

Sexual Orientation

Sexual orientation	Canterbury Percent
Straight or Heterosexual	88%

Gay or Lesbian	2%
Bisexual	2%
All other sexual orientations	1%
Not answered	8.00%

Source: Office for National Statistics, Census 2021

Cabinet

11 March 2024

Subject: Draft Transport Strategy

Director and Head of Service:

Bill Hicks, Service Director, Place

Richard Moore, Head of Transport & Environment

Officer:

Ruth Goudie, Transportation Team Leader

Cabinet Member:

Councillor Alex Ricketts, Cabinet member for tourism, movement and rural development

Key or Non Key decision: Key**Decision Issues:**

These matters are within the authority of the Cabinet

Is any of the information exempt from publication:

This report is open to the public.

CCC ward(s): All**Summary and purpose of the report:**

The report introduces the draft Canterbury District Transport Strategy and seeks authority to consult.

To Resolve:

That the draft Transport Strategy be approved for public consultation and that results are reported to a future meeting.

Next stage in process:

Consultation

1. Introduction

The draft Transport Strategy sets out how the additional travel demand from planned growth in the draft Local Plan is to be managed, ensuring as many journeys as possible can be made by sustainable transport modes.

2. Detail

2.1 The previous consultation at Regulation 18 stage of the new Local Plan was accompanied by a Transport Topic paper which set out the proposed Canterbury Circulation Plan, designed to keep traffic out of the city by the construction of an outer ring road and by dividing the city into discrete zones. On consultation this generated a significant volume of objection and a new draft transport strategy has been produced which addresses some of the criticisms of the previous consultation and supports the Local Plan.

2.2 Responses to the previous Local Plan consultation included objections to new road construction, objections to the proposed circulation plan and comments that bus services and cycle routes need to be improved to encourage a switch to sustainable transportation. The new draft transport strategy sets out a range of bus, rail and active travel proposals so that every person who needs to travel has access to a sustainable mode of transportation.

2.3 The draft Canterbury District Transportation Strategy is an umbrella document which also contains a bus strategy and a local cycling and walking implementation plan (LCWIP). It sets out the short, medium and long term proposals to accompany the policies for planned growth in the Local Plan, and has been written in line with the Department for Transport's "vision and validate" approach. This describes a continuous assessment of the effectiveness of the policies and measures against the vision of the strategy with additional measures that can be introduced if the vision is not being achieved.

3. Relevant Council policy, strategies or budgetary documents

Corporate plan 2021 - 2024

3.1 The Corporate Plan states that: "Sustainability, our commitment to the environment and our determination to be carbon-neutral will be the golden thread that runs through all of our priorities and some of these are detailed in our Climate Change Action Plan."

4. Consultation planned or undertaken

4.1 This report seeks authority to begin public consultation on the draft transport strategy and the appendices, the bus strategy and local cycling and walking implementation plan.

5. Options available with reasons for suitability

5.1 The committee can:

- (a) resolve to consult on the draft Canterbury District Transport Strategy and its appendices;
- (b) require changes to be made to the draft Canterbury District Transport Strategy and its appendices. This will delay the start of the consultation and may affect the programme for the progress of the Local Plan;

- (c) remove the draft Canterbury District Transport Strategy and its appendices from the Local Plan consultation. This would result in an omission in the supporting documents and may ultimately render the Local Plan unsound.

6. Reasons for supporting option recommended, with risk assessment

6.1 Option (a) is recommended. It is important that the draft Canterbury District Transport Strategy and its appendices are approved for consultation as the documents support the draft Local Plan and its programme of consultation.

7. Implications

(a) Financial

The costs of the various interventions are set out in the bus strategy, the LCWIP and the Infrastructure Delivery Plan which is a supporting document to the draft Local Plan. It is expected that the costs will largely be met from developer contributions although additional funding sources have also been identified within the documents.

(b) Legal

Many of the projects set out in the draft Transport strategy will require traffic regulation orders prior to implementation.

(c) Equalities

The proposals set out in the draft transport strategy and its appendices can be shown to have a positive impact for older residents, those who are disabled, in rural areas and on low incomes.

(d) Environmental including carbon emissions and biodiversity

The proposals set out in the draft transport strategy and its appendices can be shown to have a positive impact on the council's target of being carbon neutral and the reduction in carbon emissions in the district.

Other implications

(e) Staffing resource

Administration of the draft transport strategy can be implemented within the existing staff resource.

(f) Property portfolio

Individual projects may affect land owned by the City Council, but these will be consulted upon in more detail as they arise.

(g) Planning including building regulations

Individual projects may require planning consent, but these will be consulted upon as they arise.

(h) Human rights issues

None identified

(i) Crime and disorder

None identified

(j) Safeguarding children

None identified

(k) Heritage

Although the draft transport strategy will not have a direct impact on heritage, reducing motor vehicles from the city centre will have a beneficial effect on the historic core.

Contact Officer: Ruth Goudie, Transportation Team Leader

Background documents and appendices

Draft Transport Strategy

Appendix 1: Draft Bus Strategy

Appendix 2: Draft Local Cycling and Walking Implementation Plan

Additional document(s) containing information exempt from publication:

No

Climate Change Impact Assessment

Climate Change impacts

Impact of proposal Positive/ Neutral/ Negative	Explanation of impact If you have any relevant data, please include that in the explanation and reference the source.	Mitigation
Impact on the council's target of being carbon neutral by 2030 This applies to emissions of carbon dioxide as a direct result of our own activities and services. Please consider the whole life impact of your proposals		
Positive	Although the council's proportion of vehicular trips in comparison to all traffic on the roads is very small, consulting on a transport strategy that emphasises sustainable transportation will demonstrate the council's commitment to this target.	
Impact on carbon emissions in the Canterbury district This applies to the carbon dioxide emissions in the district as a result of your proposal. Please consider the whole life impact of your proposals.		
Positive	The draft transport strategy comprises many measures which will encourage residents, visitors and businesses in the district to switch to sustainable transportation which will reduce carbon emissions significantly.	
Emission of other climate changing gases including methane, CFCs, nitrous oxide		
Neutral	No impacts on these gases have been identified.	

2. Adaptation to climate change - Impact on our resilience to the effects of climate change

The greatest risks posed by climate change to the UK are:

- Flooding and coastal changes including erosion from extreme events
- Risks to health caused by high temperatures
- Water shortages and drought
- Risk to natural environments & services - landscape, wildlife, pollinators, timber etc
- Risk to food production & trade
- Emergence of new pests and diseases affecting people, plants & animals

What impact do your proposals have on our ability to resist or tackle these problems in the future?

Impact of proposal Positive/ Neutral/ Negative	Explanation of impact	Mitigation
Neutral	It is not anticipated that the draft transport strategy will impact any of these future threats.	

3. Further assessment work

Is a further more detailed assessment required at a later stage of this proposal?

If yes, please give a brief description

The projects described in the three strategies will require further consultation at which time the effects on climate change of each individual project can be assessed.

Equality Impact Assessment

Date of initial assessment	21/02/2024
Division	
Proposal to be assessed	Draft Canterbury District Transportation Strategy
New or existing policy or function?	New
External (i.e. public-facing) or internal?	External
Statutory or non-statutory?	Non- statutory
Your name	Ruth Goudie
Your job title	Transportation Team leader
Your contact telephone number	
Decision maker	Cabinet
Estimated proposal deadline	2040

<p>Please outline your proposal, including:</p> <ul style="list-style-type: none"> ● Aims and objectives ● Key actions ● Expected outcomes ● Who will be affected and how ● How many people will be affected 	<p>The draft transportation strategy sets out proposals for encouraging and increasing sustainable transportation in the district to cater for the additional housing growth across the district until 2040.</p> <p>This will affect all residents, visitors and businesses in the district.</p>
<p>What relevant data or information is currently available about the customers who may use this service or could be affected?</p>	<p>84.3% of the population is over 15 21.8% of the population is over 65 52% of the population is female 7.7% of the population is disabled</p>

Is the decision relevant to the aims of the Public Sector Equality Duty, which are listed below?		
Aim	Yes/No	Explanation
Eliminate discrimination, harassment and victimisation	No	
Advance equality of opportunity between persons who share a relevant protected characteristic and persons who do not share it	No	
Foster good relations between persons who share a relevant protected characteristic and persons who do not share it	No	

Assess the relevance of the proposal to people with different protected characteristics, and assess the impact of the proposal on people with different protected characteristics.

Your explanation should make it clear who the assessment applies to within each protected characteristic. For example, a proposal may have high relevance for young people but low relevance for older people; it may have a positive impact on women but a neutral impact on men.

Protected characteristic	Relevance to proposal High/ Medium/ Low/None	Impact of proposal Positive/ Neutral/ Negative	Explanation
Age	Medium	Positive	The draft transport strategy proposes a significant increase in the routes and frequency of bus travel which will be a benefit for older residents
Disability	Medium	Positive	The draft transport strategy proposes a significant increase in the routes and frequency of bus travel which will be a benefit for disabled residents
Gender reassignment	None		
Marriage and civil partnership	None		
Pregnancy and maternity	None		
Race	None		
Religion or belief	None		
Sex	None		
Sexual orientation	None		
Other groups: for example – low income/ people living in rural areas/ single parents/ carers and the cared for/ past offenders/ long-term unemployed/ housebound/ history of domestic abuse/ people who don't speak English as a first language/ People without computer access etc.	Medium	Positive	The draft transport strategy proposes a significant increase in the routes and frequency of bus travel and improvements to walking and cycling routes which will be a benefit for people living in rural areas and those on low incomes.

Are you going to make any changes to your proposal as a result of these findings, in order to mitigate any potential negative impacts identified?	No changes are considered necessary at this stage.
--	--

<p>If yes, what are they? If no, why not?</p>	
<p>Is there any potential negative impact which cannot be minimised or removed? If so, can it be justified? (for example, on the grounds of promoting equality of opportunity for another protected characteristic)</p>	
<p>What additional information would increase your understanding about the potential impact of this proposal?</p>	

DRAFT

CANTERBURY DISTRICT TRANSPORT STRATEGY





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1. Introduction

- 1.1 The vision of the transport strategy to support the Local Plan is that by 2040 more journeys in the district will be made by sustainable transport than by the private car; that every person who needs to travel has access to a sustainable mode of transportation; and that the district has absorbed all of the additional trips associated with planned development without increasing congestion.
- 1.2 This vision is in line with national policies and will support our declaration to tackle climate change.



2. Background

- 2.1 The current Canterbury District Transport Strategy was written to support the current Local Plan and was adopted in 2017. It set out targets for mode shift to accommodate planned growth up to 2031 and measures that would accomplish this:

Mode of transport	2011 census mode share figures	2011 mode share	2031 target mode share	% change
Driving a car or van	36,080	55.0%	42.3%	-23.1%
On foot	9,626	14.7%	18.0%	22.7%
Bicycle	1,750	2.7%	4.0%	50.0%
Bus, minibus or coach	3,197	4.9%	6.5%	33.4%
Train	3,252	5.0%	6.5%	31.2%
Working mainly at home	7,592	11.6%	14.0%	21.0%
Passenger in car or van	3,106	4.7%	6.5%	37.3%
Other	1,017	1.5%	2.2%	42.0%
Total	65,620	100%	100%	

The progress of these targets can be measured against the 2021 census:

Mode of transport	2011 mode share	2021 mode share	Difference between 2011 and 2021 mode share	2031 Target mode share	Difference from target
Driving a car or van	55.0%	46.3%	-8.7%	42.3%	+4.0%
On foot	14.7%	10.8%	-3.9%	18.0%	-7.3%
Bicycle	2.7%	1.7%	-1.0%	4.0%	-2.3%
Bus, minibus or coach	4.9%	2.9%	-2.0%	6.5%	-3.6%
Train	5.0%	2.3%	-2.7%	6.5%	-4.2%
Working mainly at home	11.6%	30.4%	+18.8%	14.0%	+16.4%
Passenger in car or van	4.7%	3.8%	-0.9%	6.5%	-2.7%
Other	1.5%	1.8%	+0.3%	2.2%	-0.4%
Total		100%		100%	

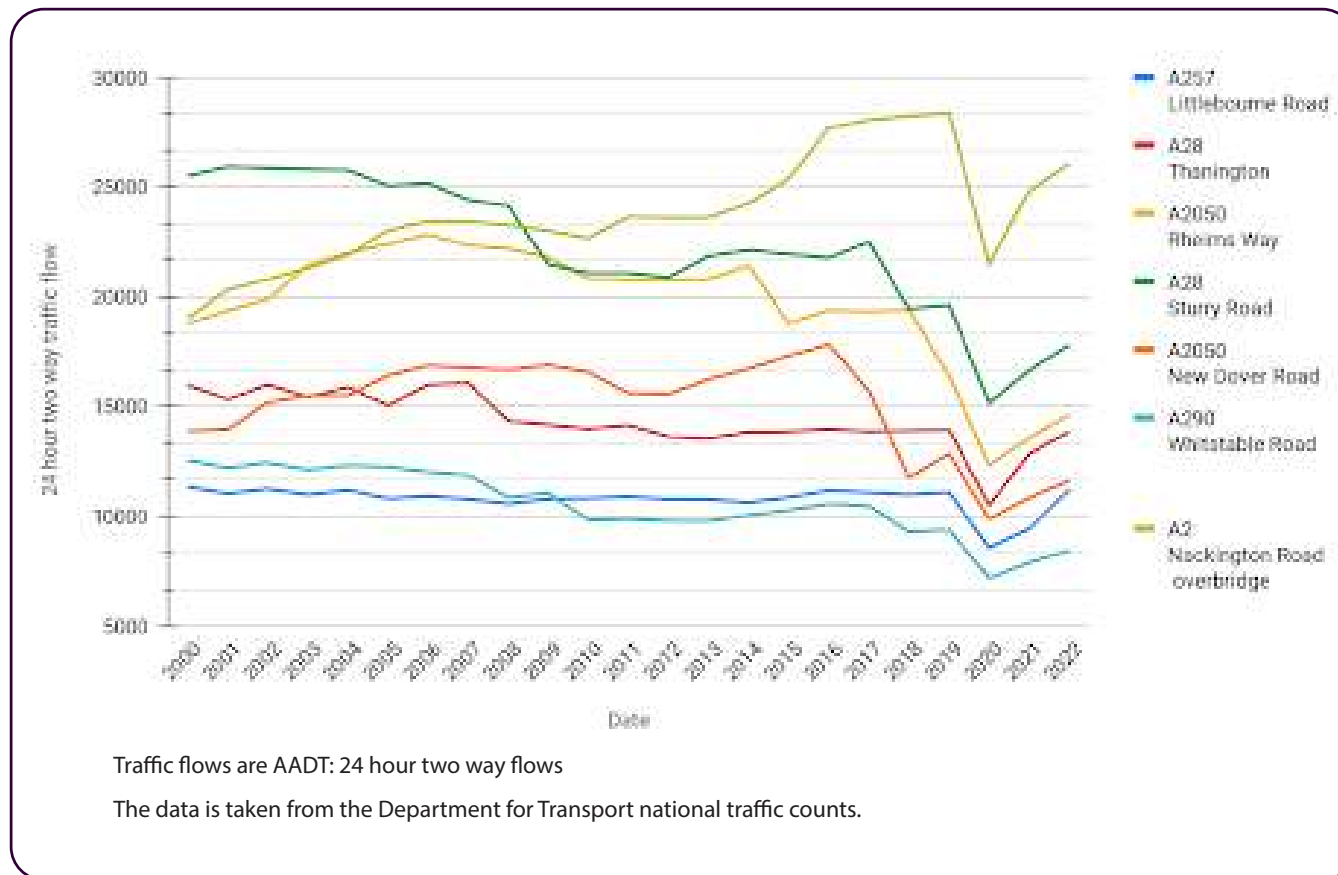
2.2 The journey patterns from the 2021 census are skewed from the survey having taken place 12 months after the first lockdown was imposed. However, many of the travel habits that were adopted during the lockdown periods still

pertain today. More people work from home, and fewer people drive or use public transport or active travel. This means that progress is being made towards the targets set in the previous transport strategy, but only because there are fewer trips overall.

2.3 The chart shows flows of traffic per day on each of seven key routes into the city. It can be seen that traffic flows have fallen steadily since approximately 2005 with the exception of A2 Canterbury bypass where traffic flows have increased by 37%.

Traffic flows on six key A road radial routes into Canterbury and A2.

2.4 However, in order to plan for the additional trips that will result from further planned growth a new transportation strategy will be required that will provide credible alternatives to the private car. This will be in line with national and local policies and strategies which seek to prioritise sustainable transportation and encourage mode shift.



3. Policy context

3.1 Decarbonising Transport: a better greener Britain

The Government's future transportation policy Decarbonising Transport: a better greener Britain sets commitments for decarbonising private and commercial road vehicles, in parallel with increasing the share of trips taken by public transport, cycling and walking. The government's policies aim to make these modes the natural first choice for all who can take them resulting in less motor traffic in urban areas. They will help tackle chronic road congestion, freeing up road space for those with no alternative but to drive.

3.2 National Policy Planning Framework

The NPPF policies on promoting sustainable transport state that planning policies should support the provision of facilities and amenities that reduce the need to travel; align with highway authorities and other infrastructure providers so that investments in sustainable transport can be supported; provide for attractive and well-designed

walking and cycling networks with supporting facilities such as secure cycle parking; and provide for any large scale transport facilities, taking into account whether such development is likely to be a nationally significant infrastructure project.



3.3 Active Travel England has the overall objective to enable achievement of the vision set out in the government’s long-term walking and cycling plan, Gear Change, for half of all journeys in towns and cities to be cycled and walked by 2030, transforming the role that walking and cycling play in England’s transport system, and making England a great walking and cycling nation.

3.4 **National Highways**

National Highways’ policies on the effects of planned development on the strategic road network are set out in their document Strategic Road Network and the delivery of sustainable development.

The principle is that new development should be facilitating a reduction in the need to travel by private car and focused on locations that are or can be made sustainable. Walking, wheeling, cycling and public transport must be the natural first choice for all who can take it.

3.5 **TfSE policies**

Transport for the South East’s transport strategy focuses on three goals of economy, society and the environment to plan a transport system that puts people

and places, not vehicles, at the heart of the strategy.

3.6 **Kent County Council**

Framing Kent's Future - Our Council Strategy 2022-2026

This sets out ambitions for infrastructure and environmental step change.

KCC’s Local Transport Plan 4 (2016 to 2031) sets out a plan to deliver safe and effective transport whilst ensuring that all Kent communities and businesses benefit, the environment is enhanced and economic growth is supported.

The plan sets out a number of infrastructure projects which would support the plan, the majority of which rely on developers delivering them or contributing and few have been realised to date.

KCC is currently considering its next Local Transport Plan (LTP5).

This plan sets out nine policy outcomes which emphasise decarbonising transport through an increase in sustainable transport and protecting the environment.

The LTP5 has not yet reached the stage of setting out supporting infrastructure projects for each district.

The KCC Local Cycling and Walking Infrastructure Plan is currently in consultation and sets out the county council’s priorities for improving walking and cycling facilities in broad areas and corridors across the county. It is designed to develop urban and interurban connections across Kent and sets out short, medium and long term high level improvements.

3.7 **The Kent and Medway Low Emissions Strategy**

In Kent and Medway the main cause of poor air quality and the largest source of carbon emissions is pollution from road vehicles. The strategy sets out the aims and actions for net zero emissions by 2050.

3.8 **City Council policies**

Corporate plan 2021 to 2024

The Corporate Plan states that: “Sustainability, our commitment to the environment and our determination to be carbon-neutral will be the golden thread that runs through all of our priorities and some of these are detailed in our Climate Change Action Plan.”

4. Overview

4.1 Previous proposed strategy

Consultation was undertaken on a radical transportation strategy to support the new Local Plan in 2022/23. This previous strategy was focussed on a circulation plan which split the city into neighbourhood zones and required the construction of an outer bypass to cater for through traffic and to enable traffic to move from one zone to the next, modelled on similar schemes in other european cities. The strategy promoted high levels of sustainable transport in order to move around the city but relied on a significant length of new road construction which would be funded by extending the plan period to incorporate higher housing numbers.

This resulted in widescale objection to the proposed Canterbury Circulation Plan, particularly to the extent of new road construction and the additional distances that motorists would have to drive from one side of the city to the other. The use of the A2 as

part of an outer bypass for the city was not in accordance with National Highways' policies for the use of the strategic road network; and the majority of the transportation benefits of the strategy would not be realised until late in the plan period when the infrastructure could be delivered.

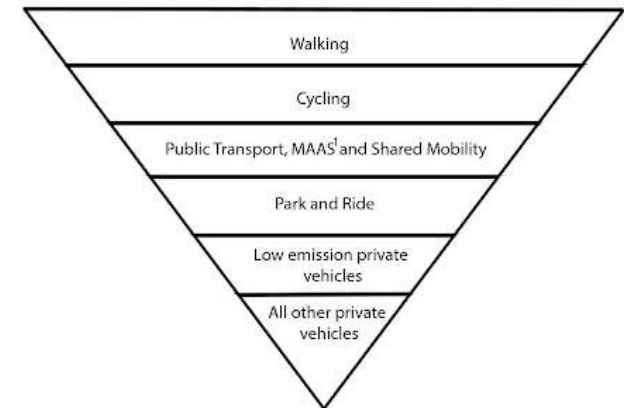
4.2 Transport Strategy approach 2025 to 2040

In line with all of the national and local policies and strategies, and in contrast with the historic practice of "predict and provide", the current methodology for transportation planning is "monitor and manage" which sets out a vision for future transportation with measurable targets which validate whether the vision is achievable and what additional measures can be employed to achieve this.

Therefore this revised transport strategy focuses on sustainable transport improvements and only new road building which is specifically required for new developments is included.

4.3 Hierarchy of Transportation modes within the Transport Strategy for the District

The following hierarchy of transport modes sets out the relative priority of active travel (walking and cycling) and public transport against other modes of private transport.



¹ Maas: mobility as a service means multi modal transportation services on one digital payment platform and includes cycle hire, car clubs, car sharing and public transport fares

5. Bus

- 5.1 The vision of the Canterbury City Council Bus Strategy is for the bus to be a key pillar of our local transport network: a transport option that is reliable, affordable, accessible, safe, integrated and which supports new evolving travel patterns. The bus network will provide fast, frequent connections between the district's key centres, deliver a level of service which provides a realistic alternative to the private car, including those in smaller settlements and new developments and support improved rural connectivity as part of a multi-modal offer.
- 5.2 The government's vision set out in its paper Bus Back Better is that bus services will be as good across the entire country as they are in London. The Canterbury District bus strategy sets out how we propose to achieve that.
- 5.3 These measures will prioritise sustainable modes of transport which will allow for planned growth without increasing traffic flows and without compromising the climate change action plan.
- 5.4 The aims of the bus strategy are:
- Faster bus services within and between the district's key centres
 - A reliable bus network
 - Enhanced accessibility and improved customer experience
 - To provide a level of service to meet local need
 - Reduction in the environmental impact of the bus network
 - To ensure that the bus network provides an affordable transportation option
 - To support the future growth of the bus network
 - To expand the Park & Ride service
- 5.5 The bus strategy sets out the means by which these objectives can be achieved with a number of proposed interventions within the plan period to 2040.
- 5.6 From 2004 to 2014 the patronage of bus services in the Canterbury district increased by 10% per year resulting in a doubling of bus passengers over that 10 year period. This was considered to be a direct consequence of the implementation of bus lanes on the ring road and an increased frequency of buses on the network. The volume of passengers remained steady from 2014 until 2020 but has not fully recovered since Covid.
- 5.7 The bus strategy includes a target to at least double the bus mode share in the built up areas of Canterbury, Herne Bay and Whitstable to achieve a 16% mode share. The use of hopper bus services would support this shift for local trips.
- 5.8 The city council will require developers to pay to provide bus routes to new developments or to increase the service if the development is already served by bus routes. In addition to this the city council will use funding that has been collected from developments through Community Infrastructure Levy to enhance the bus network and bus infrastructure if not directly related to a development to improve the service across the district.

5.9 At the same time, developments that can provide high quality bus and cycle links will be encouraged to provide lower levels of residential parking and higher levels of alternative transportation such as car clubs, electric bikes and amenities within the developments that encourage residents to use their local facilities.

5.10 Rural bus services

Villages that lie on main routes en route to larger destinations are well served by bus routes throughout the day. Blean, Sturry, Hersden, Upstreet, Herne and Littlebourne are villages on A roads with a good frequency of bus services although the frequency is more sporadic during the evening. Rural bus services will be enhanced to improve links into the city across the district.

Villages that are accessed along more rural roads typically have much more infrequent services. For example, there are 4 buses per day from Petham to Canterbury and some rural locations have no bus provision. Bus services to the rural areas are more challenging to run commercially and a bespoke solution for villages will be required.

5.11 Demand responsive transport

Demand responsive transport (DRT) is a flexible service that provides shared transport to users who specify their desired location and time of pick-up and drop-off. It can complement fixed route public transport services and improve mobility in low-density areas and at low-demand times of day. We propose that this should be linked to the Park and Ride sites which will become transport hubs giving users flexibility in their onward journeys.

As a DRT service runs only when there is demand and on an optimised route, it may travel fewer miles overall than a fixed route service, reducing fuel consumption and the size of the vehicle can be optimised to suit the anticipated number of passengers, contributing to carbon efficiency. The implementation of a DRT service will require funding to kickstart it and to run the call centre and organisation of the scheme. We propose that this should be funded through CIL contributions.



6. Active travel (walking and cycling)

6.1 Active travel includes walking and cycling and is the most efficient way of travelling short distances bringing health benefits and not impacting on air quality or climate change. The rise in ownership of electric cycles makes this mode of transport more accessible and opens up the range of distances and potential destinations that can be reached by cycle.

6.2 A strategy setting out proposed improvements to encourage walking and cycling across the district is set out in the Local Cycling and Walking Implementation Plan (LCWIP).

Walking improvements

6.3 Although the LCWIP does not include new walking routes, it does propose improvements to benefit pedestrians including:

- New pedestrian/cycle crossing places
- Additional pedestrian stages at traffic signals
- Dropped kerbs at pedestrian crossing places

- Redesigning junctions where possible to tighten the radii to make them easier to cross
- Waymarking and pedestrian signposting
- Installation of benches on frequently used routes where there is adequate footway width for this
- Regular maintenance of footways and footpaths including cleaning and vegetation control

6.4 We will ensure that developers provide walking links to and through new developments that are more convenient than driving. Where walking links are not on the highway we will require an agreed maintenance regime or commuted sum to cover this.

Cycling improvements

6.5 The LCWIP sets out proposed new routes and improvements to existing routes, both those connected to new developments and additional routes throughout the district to encourage cycling.

6.6 This includes locations where it would be possible to reallocate road space to create cycle lanes on the carriageway as well as locations where we propose that off road routes can be created. The diagram below shows the overview of existing and proposed routes across the district and more detail is included in the LCWIP.

6.7 We will ensure that developers provide cycling links to and through new developments that are more convenient than driving. Where cycling links are not on the highway we will require an agreed maintenance regime or commuted sum to cover this.

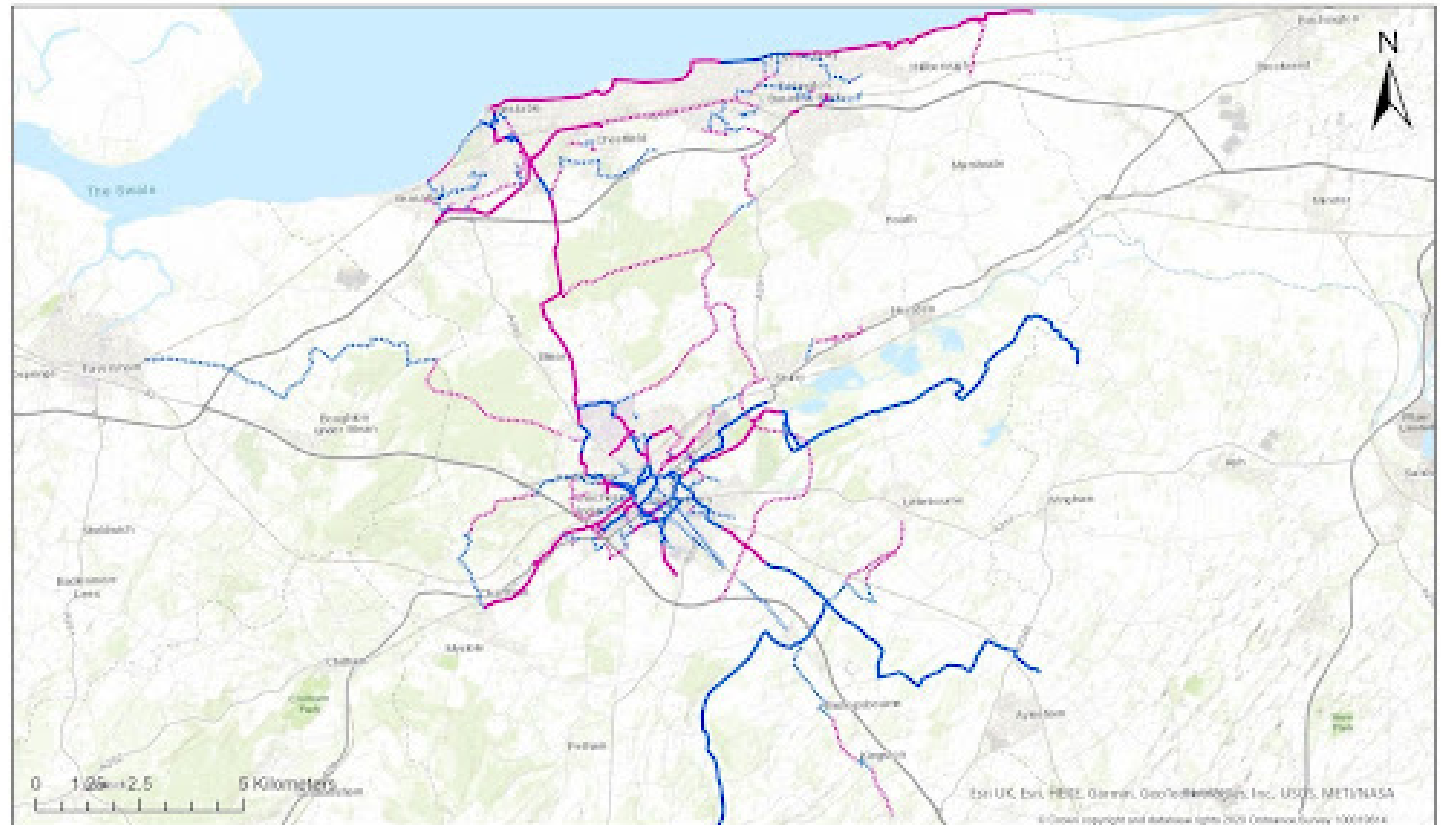
Cycle parking

6.7 To encourage a significant increase in cycling, as well as the cycle routes set out in the LCWIP, improved cycle parking will be provided. At present the majority of cycle parking is in the form of Sheffield stands which offer no weather protection and little security. The city council proposes to install robust cycle lockers in a mix of long term rental and short term

usage as well as an increase in the number of Sheffield stands. Cycle lockers can be installed in car parks and when used for short stay parking can generate income to replace lost car parking income. We will consider fitting some cycle lockers with solar panels to enable electric bike charging, and tool stations will be provided near to banks of lockers.

Cycle hire

6.8 Cycle hire schemes will be set up in Canterbury, Whitstable and Herne Bay which will facilitate trips between train stations, the bus station, amenities and residential areas for users who only need temporary use of a cycle. These schemes will include the use of electric bikes wherever possible.



Title: Canterbury District Cycle Route (Proposed Network)

Scale: 1:120,000

Date: 25/08/2022

-  Existing On Road Route
-  Proposed On Road Route
-  Existing Off Road Route
-  Proposed Off Road Route



Military Road
Canterbury
Kent
CT1 1YW

7. Rail improvements

7.1 The rail network in the district enables east west connections via Canterbury West, and connections to the south via Canterbury East. The coast is linked via stations at Whitstable, Swalecliffe and Herne Bay. Together with the longer distance trips rail travel accounted for 5% of journey to work travel in 2011 but this had dropped to 2.3% in the 2021 census and has also not fully recovered to pre Covid levels. The most heavily used station in the district is Canterbury West with 2,177,268 entries and exits in the year up to March 2023.

Rail improvements that are proposed across the district within the plan period are as follows:

- Canterbury West: Station platform lengthening and widening to allow for 12 cars. This will enable the longer Javelin trains to stop alongside the entire length of platform and will reduce the down time of the crossing barriers at St Dunstan's Crossing;
- Canterbury West: Northern entrance. The proposal to add an entrance to the station from Roper Road is dependent on Network Rail's relocation of electric plant from a land parcel in Roper Road to create a small disabled car park for passengers. An additional gate line and ticket vending machines on this approach to the station will also be required. The project will ease passenger congestion at peak times;
- Canterbury West: Enlarged booking hall including building a new waiting room and tenancy;
- Canterbury East: Access to London bound platform from Gordon Road with additional gate line and ticket vending machine;
- Canterbury East: Enhanced station building an extra ticket gate line and two doorways to the booking hall with additional customer information system and ticket vending machine;
- Chestfield and Swalecliffe Station: improved fencing and anti-trespass measures, new shelters and seating and increased cycle parking;
- Whitstable: Step free access between platforms. At present the only step free access is available by leaving the railway station and using the adjacent roads;
- Sturry: Platform widening. This will enable trains to stop alongside the entire length of platform without overhanging the level crossing and would reduce the downtime of the level crossing gates;
- Sturry: Provision of an additional ticket machine on the southern side. This will enable passengers from the south side of the village to purchase tickets without needing to cross the railway line;
- Bekesbourne Station: New shelters and seating and secure cycle hub;
- Bekesbourne: step free access between platforms.

8. Park & Ride

- 8.1 Park & ride continues to play an important role in reducing city centre traffic. In conjunction with a reduction in city centre car parking and increased parking charges in the remaining car parks, park & ride sites will become more attractive options offering better value for money. As well as offering parking on the outskirts of the city we propose that the park & ride sites should be used as transport interchanges for rural bus services and should offer sustainable options for onward travel such as a circular service mini- bus, cycle hire and cycle compounds. This will allow travellers whose destination is not the city centre to use a sustainable alternative. The target patronage for park and ride is one million passengers/year by 2040. The introduction of a Mobility as a Service (MaaS) platform will enable multi-ticketing and one-stop bookings and payments.
- 8.2 The Mountfield development site (2017 allocation) will relocate and expand the New Dover Road park & ride site as part of the development masterplan. The proposed Merton Park strategic allocation will include a park & ride site accessible from a new A2 junction which will therefore serve motorists coming from the A2 west. Wincheap will remain to serve A28 west, and Sturry Road will reopen in 2024 to serve A28 east and A291. Further park & ride sites are likely to be required as city centre car parking spaces are reduced. The provision of additional park and ride sites on the approaches to the city centre, along the A290 from the north of the city and the A257, will be investigated.
- 8.3 Although traffic flows on the six key A roads in the city are lower than in 2000, the volume of goods vehicles, in particular vans, has not decreased as more people take advantage of home delivery options. Sustainable last mile delivery options will be promoted using the park & ride sites as goods transfer stations. The cross city and city centre deliveries will then be undertaken by electric vehicles, cargo bikes or potentially drones or delivery bots in the future.



9. Accessibility

- 9.1 Designing infrastructure which includes the needs of disabled people is key to ensuring that a large sector of society is not excluded from future transportation provision.
- 9.2 Most buses operating in the district are already wheelchair accessible, and any new fleet should also be provided with the facility for audible announcements. However in many locations although the bus stops may have high kerbs for ease of wheeling onto the bus, there is no smooth access to the bus stop for wheelchairs or people with mobility issues. This is particularly the case on rural routes, and we will undertake audits of bus routes to try to resolve accessibility issues where land is available to do so.
- 9.3 Walking and cycling routes will also be checked to ensure that disabled users are not disadvantaged, ensuring that routes are suitable for wheelchairs and mobility scooters and for adapted bicycles. Tactile paving will be provided to warn blind and partially sighted users. Schemes designed to improve public spaces will be checked to make sure that any shared spaces are not made more difficult to navigate by visually impaired people.
- 9.4 For people in wheelchairs or pushing prams, it is essential to have access to a clear footway width so that they do not need to venture into the road to avoid an obstacle. We will continue to implement pavement parking bans where parked cars narrow the footway, and we will work with other agencies to remove overhanging vegetation and traders' goods and advertising that blocks footways.
- 9.5 Improvements to the rail infrastructure include schemes to provide step free access between platforms at a number of railway stations.
- 9.6 For residents and visitors who are not able to access the city centre without driving, owing to mobility issues, additional dedicated disabled drivers parking areas will be provided in some of the car parks that will not be available for general parking.



10. Strategic development sites

- 10.1 New development sites are expected to be exemplars at designing for and promoting sustainable transportation links. These sites are also expected to provide sufficient amenities within the developments to encourage internalisation of trips. Sites that are close to existing bus routes, or where bus routes can be adapted have been selected, and developers will be expected to provide suitable cycle links beyond the development boundary. The requirements for each individual site are set out in the Local Plan.
- 10.2 New development sites will also be expected to demonstrate that they will generate significantly lower private car trips by providing reduced parking within the sites. Although parking standards are provided, they are maxima. Carriageways and footways will also need to be carefully designed to ensure that they are not used for overspill parking. In edge of town centre and suburban sites, parking controls should be considered from the outset.



11. Incremental approach to implementation

11.1 The transport strategy categorises proposed measures into short, 2025 to 2030; medium, 2030 to 2035; and long term 2035 to 2040. It is possible that the medium and long term proposals which are the most controversial will not be required if the more easily achievable measures in the short term are effective at achieving mode switch and reducing the number of private vehicles on the city centre roads.

11.2 This is in line with the Department for Transport and National Highways' vision and validate approach to transportation planning which is replacing predict and provide as a more sustainable means of assessing future transportation need.

Monitoring

11.3 Continuous monitoring of traffic flows on the city centre roads will be used to determine the success of the strategy. Sophisticated dedicated traffic flow cameras that can detect fleet composition will allow us to measure the different vehicle types that make up general traffic flow on a continuous basis. Analysis of this data together with information on the patronage and reliability of buses will give a clear picture of the success of this approach.

12. Short term 2025 to 2030

Short term measures include:

- Parking strategy measures:
 - Increases to parking charges particularly at high demand city centre car parks, and at the same time keeping Park & Ride charges as low as possible;
 - Removal of 10% of city centre public car park spaces, providing additional capacity at Park & Ride sites. The city council will identify car parks that can be fully or partially closed in order to reduce the attraction of driving to the city centre.
- Bus strategy measures:
 - Improvements to bus stop environments such as bus shelters, real time information, hardstandings and lighting, improvements to the bus station;
 - Implementation of bus priority schemes that can be constructed without the need to remove road space for private vehicles;
 - Increased frequency of bus services, extended hours and new routes, including new hopper services for the city and town centres.
- Construction of cycling and walking schemes that do not reduce road space. (see LCWIP for details)
- Pedestrian improvements: public realm schemes including Levelling Up Fund (LUF) projects, wayfinding, seats and accessibility route audits.
- Expansion of the car club and implementation of a cycle hire scheme. The existing car club has five cars available to rent for members. The scheme reduces traffic flow as the use of a car has to be considered, unlike a private car which is available at all times. A cycle hire scheme will be introduced in the city centre in 2025/26 and can be expanded to include the strategic developments and the coastal towns.
- Transport hubs at rail stations. Cycle links to both stations need to be improved and cycle lockers provided. Canterbury East is close to a frequent bus route and close to the city centre. Canterbury West is served only by the Uni2 service which is a one way loop. Improvements to all of these facilities can be undertaken in the short term time frame of the strategy.
- Establishment of a mobility as a service platform. This is a digital service that allows for a variety of sustainable transportation modes to be paid for in one transaction.
- Goods transfer stations at park and ride sites for sustainable last mile delivery.
- E scooters. Canterbury was part of the national e scooter trial and ended the experiment after two years in November 2022. Other trials across the country are continuing until May 2024 to allow the Department for Transport to consider whether they should be permanently legalised. If they are legalised, either as part of a controlled rental scheme, or privately owned, they will be accommodated within the highway network.

13. Medium term 2030 to 2035

13.1 By 2030 many of the planned developments will be occupied, or partially completed and it is likely that a more ambitious programme of interventions will need to be considered to provide adequate alternatives to the private car. Measures proposed include:

Fastbus

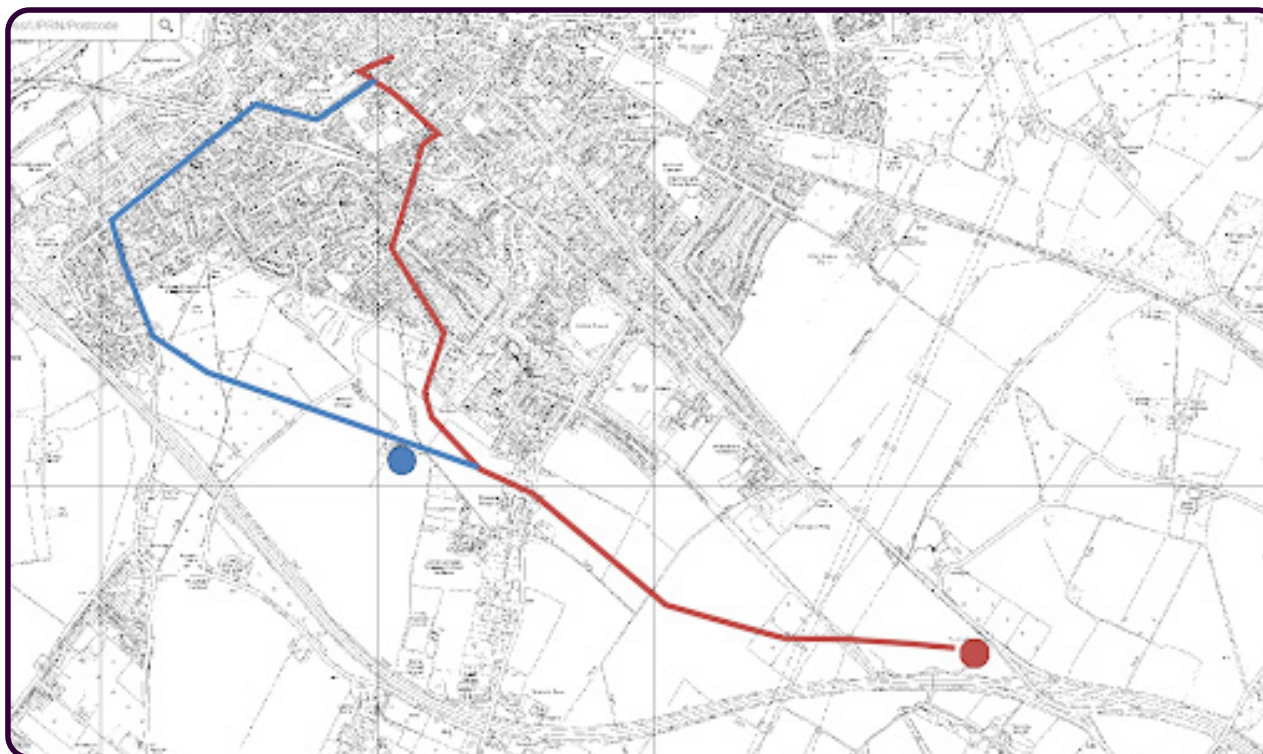
13.2 A fastbus route will be provided by the Mountfield development in South Canterbury which will deliver a fast and frequent bus service from the development to the city centre on a dedicated route. It has been designed to join the existing highway network at South Canterbury Road, but could be amended to connect to the proposed strategic site at Merton Farm as shown on the map.

Reallocation of road space

13.3 At present buses are caught up in the same queues of traffic as private vehicles on most of the city roads and cyclists are deterred from using the radial roads and ring road because of the high volumes of traffic. To rebalance this we propose to create new bus

lanes on the lengths of road that are currently dual carriageway by removing private vehicles from one lane. In some lengths of road where there are already bus lanes, we propose to remove one lane of private vehicle traffic to create high quality cycle lanes.

13.4 This will give buses a significant time advantage over private vehicles. In turn this will reduce the number of buses that are required to maintain each route which will then release buses to improve frequencies on other routes.



13.5 It will also allow cycle routes to be connected along the ring road and from the radial routes across the ring road, which otherwise forms a barrier to cycle route connectivity.

13.6 Some point closures or bus-gates at selected locations in residential neighbourhoods may be needed to prevent the minor streets that form through routes from being used as bypasses to avoid the ring road.

Removal of roundabouts on the ring road and replacement with traffic signals

13.6 The roundabouts are very difficult to negotiate on foot or cycle and although underpasses are present at some junctions they are not available in all directions and cannot be used legally by cyclists without dismounting.

13.7 We propose to replace roundabouts with traffic signalled junctions with push buttons for pedestrians and advance stop lines for cyclists. 'All red' periods can be incorporated into the staging of the traffic signals to enable pedestrians to cross diagonally although this is at the expense of efficiency for motor vehicles.



13.8 Buses can be prioritised by fitting sensors on the approach roads to the traffic signals that detect the presence of a bus on that approach and prioritise the green signal on that approach.

13.9 There are junctions such as St Andrew's Close and Station Road East that will need additional traffic signal control as the ability to u-turn at the roundabouts will have been removed.

Additional measures

13.10 The construction of walking and cycling routes and disposal of city centre car parking will continue in order to prioritise and promote sustainable transport. In tandem with this we will investigate the provision of additional park and ride sites to act as transport interchange hubs.

13.11 It is likely that the existing residents' parking zones will need to be extended to protect residential areas from long stay non-resident parking.



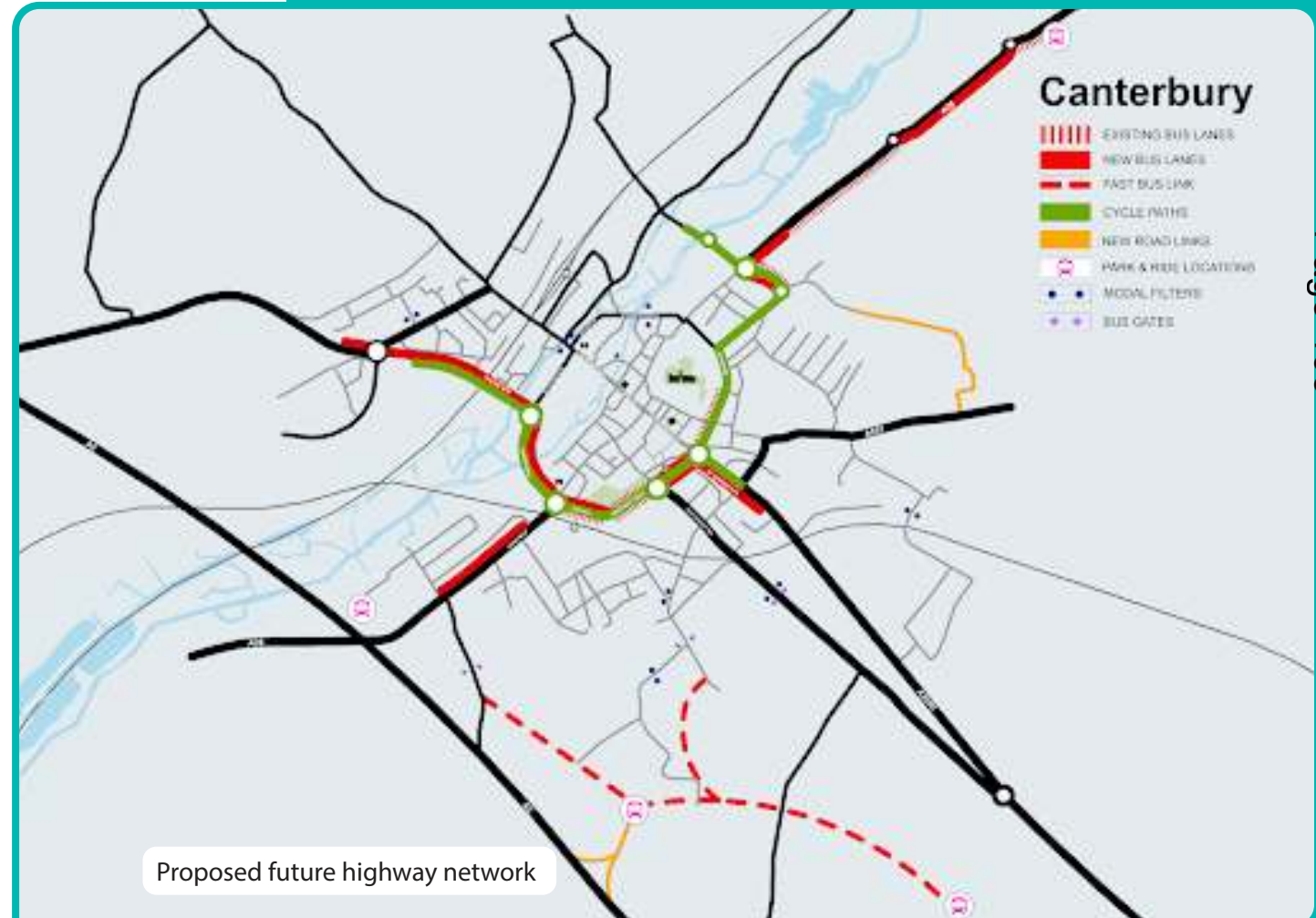
Example of reallocation of road space to create bus and cycle lanes

14. Long term 2035 to 2040

In the long term, measures that can be considered include:

- Completion of the walking and cycling measures set out in the LCWIP.
- A modular electric connected autonomous vehicle to reach smaller villages and settlements that cannot sustain a commercial bus service
- Workplace parking charges. These have been introduced in Nottingham city centre and are being considered by other councils. The charge would apply to any private workplace car park within a defined area and is charged to the business who can pass it to the employee. The charges raised would be ring fenced for spending on sustainable transportation.
- Compulsory goods transfer stations at Park & Ride sites for last mile delivery by sustainable transportation.

Within its Future Mobility Strategic Plan, Transport for the South East identifies Canterbury as a major economic hub and sets out a number of proposed future



transportation interventions which would support the prioritisation of alternative modes of transport. These include:

- Mobility hubs
- A number of shared mobility solutions such as e bike, e scooter, cargo bike, car sharing, ride sharing, business to customer vehicle sharing, car clubs, on-demand private hire/taxi sharing and demand responsive public transport;
- Automated (and ultimately autonomous) road based mass transit, local mobility shuttles, local land based delivery robots;
- Low level air delivery drones;
- Digital platforms including MaaS, kerbside management applications;
- Freight capacity exchanges such as business to business, business to customer;
- Flexible streetscapes;
- Road space reallocation to future mobility modes;
- Hydrogen refuelling infrastructure;
- EV charging infrastructure



15. Whitstable and Herne Bay

- 15.1 The coastal towns will benefit from the measures set out in the bus strategy and in the LCWIP, both of which are district-wide strategies. A hopper bus service in Whitstable would include consideration of routes to the Estuary View Medical Centre.
- 15.2 Specific town centre policies or area action plans will be developed that will provide more detail on transport and parking interventions.
- 15.3 Both Whitstable and Herne Bay experience seasonal influxes of visitors which can overwhelm the infrastructure, particularly the parking.
- 15.4 At Whitstable a Park and Bus site is proposed on land within the development south of the A2990 Thanet Way. This will operate on a slightly different model to the park & ride sites at Canterbury. The car parking will be free and scheduled buses operating through the Whitstable Heights development will stop in a new bus stop on the Thanet Way. Passengers will then pay on the bus. A bus-gate will be provided by the Whitstable Heights development which will give the bus a priority route and enable time savings.
- 15.5 Alternatively people will be able to cycle into the town centre as the new park & bus site is close to the Crab & Winkle cycle route to the harbour.
- 15.6 Improvements to the Crab & Winkle cycle route are set out in the LCWIP and will enable an attractive and mainly traffic free continuous cycle and walking route to the town centre and harbour.
- 15.7 At present residents' parking schemes operate in three very small areas: Island Wall and Waterloo Road, Beach Street and Railway Avenue. Apart from this, parking is generally unlimited and the success of Whitstable as a destination brings uncontrolled parking that creates problems for residents. We will consider creating a much larger residents' parking zone in the town centre.
- 15.8 The city council will promote schemes to improve the appearance of the town centre streets in both Whitstable and Herne Bay to reduce the car dominance and improve the pedestrian environment. We will also consider extending the hours of the pedestrian zone in Herne Bay.
- 15.9 We will improve the walking and cycling links between the King's Hall, Bandstand and Pier by clarifying the cycle route, widening the path to the King's Hall and installing short stay cycle parking as well as lockers for long term cycle parking.
- 15.10 We will consider expanding the residents' parking scheme in Herne Bay.

16. Highway infrastructure schemes

16.1 The majority of new developments are required to provide new highway schemes as mitigation or as enabling infrastructure for their developments. Some of the projects that were included in the previous Local Plan and transport strategy have not been completed because the development has not yet reached the trigger point at which the scheme is necessary.

16.2 Schemes set out in the 2017 Canterbury District Transport Strategy

Development	Key infrastructure	Status/likely construction date
Mountfield Park, South Canterbury	South Canterbury A2 all movement interchange to replace the existing sub standard junction.	2030
Mountfield Park, South Canterbury	Relocation and expansion of New Dover Road Park & Ride site	2030
Mountfield Park, South Canterbury	FastBus link to city centre	2030
Thanington Park/ Cockerling Farm	Wincheap off slip and expansion of Park & Ride site*	2027* but could be replaced by scheme at Merton Farm
Thanington Park/ Cockerling Farm	Wincheap gyratory and traffic management scheme	2024
Howe Barracks	A257 to A28 link road	2024
Sturry/Broad Oak	Sturry link road and bus lane	2025
Strode Park	Herne relief road	2023
Hillborough	Improved A299 junction	2030

16.3 In addition to these, further infrastructure has been identified to unlock proposed additional strategic development sites:

Potential development site	Key infrastructure
Merton Farm	A2 off slip and site for new Park & Ride – as an alternative to * above
Merton Farm	FastBus link to city centre in conjunction with Mountfield above
Land to the north of University of Kent	A2 Harbledown completion of all movement junction
Land north of Hollow Lane	Link road from Milton Manor to Wincheap
Brooklands Farm, Whitstable	New A299 coastbound on/off slips
Brooklands Farm Whitstable	Completion of Crab & Winkle Way: Pedestrian/cycle bridge at Old Bridge Road to Teynham Road
Land south of A2990 Thanet Way Whitstable	Land for Park & Bus site



17. Measuring success

17.1 The sustainable transportation measures set out in this strategy are designed to reduce traffic flows across the district, and in particular on the approaches to and in the city centre of Canterbury.

17.2 It is forecast that the measures set out in the bus strategy and improvements to rail infrastructure will result in a 63% increase in mode shift to public transport, with a further 128% to walking and cycling by the horizon year of 2040. The government's target set out in its long-term walking and cycling plan, Gear Change, is for half of all journeys in urban areas to be made by walking and cycling by 2030. The number of people working from home is estimated to remain higher than was predicted in the 2014 Transport Strategy.

17.3 This will reduce the volume of traffic on the district's roads, specifically on the city centre roads where the majority of congestion is experienced, and therefore the volume of traffic is expected to reduce more significantly as the potential for walking, cycling and local bus is greater.

17.4 The transport strategy will reduce congestion, improve air quality in the city, and bring public health benefits as walking and cycling becomes more attractive.

17.5 Traffic flows and fleet composition will be continuously measured by fleet- sensitive cameras, and analysed to monitor the success of the strategy. Annual traffic counts by the Department for Transport and census data will add further information to the picture.

Target bus mode share 2040

17.6 The district mode share target is supported by ambitious targets for Canterbury city, Herne Bay, Whitstable, between Herne Bay and Whitstable and between Canterbury and Chartham, where a doubling of bus mode share is felt to be achievable due to:

- existing high levels of car use;
- low bus mode share;

- propensity of local populations to use bus (particularly in Canterbury and Herne Bay); and
- significant levels of planned development.

More modest increases are expected to be achievable in other key corridors.

An estimation has also been made of forecast mode switch to active travel along key corridors and in urban areas. The switch to sustainable transport is forecast to be higher in the urban area of Canterbury where significant improvements to bus services and infrastructure as well as new cycle routes are proposed.

The table below shows the 2040 forecast mode share along the key corridors and urban areas for the travel to work journey.

	Canterbury urban	Herne Bay	Whitstable	Herne Bay to Canterbury	Whitstable to Canterbury	Sturry	Chartham	Bridge	Herne Bay to Whitstable
Existing transport mode proportion									
Bus	7%	4%	3%	14%	12%	14%	5%	7%	6%
Car	31%	61%	60%	80%	81%	70%	77%	83%	82%
Walk/Cycle	60%	33%	36%	4%	5%	14%	15%	7%	8%
Propensity to use bus	High	High	Low	Medium	Low	Medium	Low	Low	Medium
Propensity to increase active travel	High	Medium	High	Low	Low	High	High	High	Low
Development	High	High	High	High	High	High	High	High	High
Infrastructure	Yes	No	No	Yes	Yes	Yes	Yes	Yes	No
Overall impact assessment	High	High	Medium	Medium	Low	Medium	Medium	Medium	Medium
Forecast transport mode proportion									
Forecast bus mode share	15%	8%	6%	16%	16%	16%	10%	10%	16%
Forecast active travel share	68%	36%	40%	4%	5%	20%	20%	10%	10%

This would result in a mode switch for the journey to work across the district as shown in the table below:

Mode of Transport	2011 census mode share	2021 census mode share	2031 target mode share	2040 target mode share	Change from 2011 census mode share
Driving a car or van	55.0%	46.3%	42.3%	35.5%	-53%
On foot	14.7%	10.8%	18.0%	20.0%	+43%
Bicycle	2.7%	1.7%	4.0%	5.0%	+85%
Bus, minibus or coach	4.9%	2.9%	6.5%	7.0%	+43%
Train	5.0%	2.3%	6.5%	6.0%	+20%
Working mainly at home	11.6%	30.4%	14.0%	18.0%	+55%
Passenger in car or van	4.7%	3.8%	6.5%	6.5%	+38%
Other	1.5%	1.8%	2.2%	2.0%	+33%

Appendix 1 Bus Strategy

Appendix 2 Local Cycling and Walking Implementation Plan



USEFUL LINKS

- assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/1009448/decarbonising-transport-a-better-greener-britain.pdf
- assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/1182995/NPPF_Sept_23.pdf
- www.gov.uk/government/publications/cycling-and-walking-plan-for-england
- www.gov.uk/government/publications/strategic-road-network-and-the-delivery-of-sustainable-development
- transportforthesoutheast.org.uk/app/uploads/2020/09/TfSE-transport-strategy-Summary-Document.pdf
- www.kent.gov.uk/__data/assets/pdf_file/0011/72668/Local-transport-plan-4.pdf
- letstalk.kent.gov.uk/kent-cycling-and-walking-infrastructure-plan
- www.kent.gov.uk/about-the-council/strategies-and-policies/service-specific-policies/environment-and-waste-policies/environmental-policies/kent-and-medway-energy-and-low-emissions-strategy#strategy
- www.canterbury.gov.uk/strategies-and-policies/corporate-plan-2021-2024
- assets.publishing.service.gov.uk/media/6086912fd3bf7f013c8f4510/DfT-Bus-Back-Better-national-bus-strategy-for-England.pdf

Canterbury District Bus Strategy



Report
February 2024

Canterbury District Bus Strategy

Prepared by:

Steer
14-21 Rushworth Street
London SE1 0RB

+44 20 7910 5000
www.steergroup.com

Prepared for:

Canterbury City Council
Military Road
Canterbury
Kent
CT1 1YW
Client ref:
Our ref: 24510401

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The logo for Steer, featuring the word "steer" in a bold, lowercase, sans-serif font.

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- A Summary Long List Assessment**
- B Baseline Report**

Executive Summary

Context

Canterbury City Council commissioned the development of this bus strategy, to identify measures and actions that could be taken in and around the district to reduce delays to bus services, encourage significant mode shift to bus and provide local consideration of what further proposals could be brought forward to align with the BSIP. This strategy has been developed against a wider national, regional and local policy context including Canterbury City Council's new wider transport strategy (2025-2040). This wider strategy has a vision that by 2040 more journeys in the district will be made by sustainable transport than by the private car; that every person who needs to travel has access to a sustainable mode of transportation; and that the district has absorbed all of the additional trips associated with planned development without increasing congestion. The strategy is consistent with the aspirations set out in Kent County Council's BSIP and arrangements within Kent's Enhanced Partnerships.

Key challenges for bus travel in the Canterbury district relate to varying levels of connectivity across different times of day and days of the week, congestion issues resulting impacting on journey times, reliability and efficiency of bus operations, bus station capacity constraints and customer experience issues in terms of information provision, ease of payment and perceptions of anti-social behaviour.

Strategy vision, aim and objectives

The vision of the Canterbury District Bus Strategy is for bus travel to be a key pillar of our local transport network: a transport option that is reliable, affordable, accessible, safe, integrated and which supports evolving travel patterns. The bus network will provide fast, frequent connections between the district's key centres, deliver a level of service which provides a realistic alternative to the private car, including for those in smaller settlements and new developments, and support improved rural connectivity as part of a multi-modal offer.

The aim of the strategy is to deliver this vision through effective partnership working. The strategy will draw upon resources from all strategy partners; use existing resources in more efficient ways, and harness new funding opportunities as they become available.

Eight objectives were identified and agreed with strategy partners and linked where appropriate to BSIP and Canterbury:

- OB1: to provide fast bus connections between the district's key centres;
- OB2: to provide a reliable bus network;
- OB3: to enhance accessibility and the customer experience;
- OB4: to provide a level of service to meet local need;
- OB5: to reduce the environmental impact of the district's bus network;
- OB6: to ensure the bus network continues to provide an affordable transport option in Canterbury;
- OB7: to support future growth of the network; and
- OB8: to provide opportunities for P&R use.

Current bus services and future considerations

Almost 60 bus services operate within the Canterbury district, operated by Stagecoach and Regent Coaches. Service frequencies change significantly between daytimes, evenings and Sundays. A range of bus infrastructure already exists in Canterbury focussed on the southern

and eastern sections of the ring road as well as Sturry Road. Canterbury’s existing fleet includes over 70 vehicles, the majority of which are Euro 5 or above. The Draft Canterbury District Local Plan (2040) includes proposed housing, employment and mixed-use sites and taken together with committed growth in the adopted 2017 local plan, by 2040 the district’s population is expected to grow by almost 60,000.

Proposed development is concentrated in the southwest of Canterbury (around the A2) and on an east-west axis between Whitstable and Herne Bay. Additional consented development from the 2017 plan is concentrated in south Canterbury and Sturry. Their location, along strategic radial links, presents opportunities for integration with existing services. The size of some development sites such as those in south west Canterbury would likely support new dedicated services and associated infrastructure. A range of bus improvements are already proposed in the Canterbury district including around Wincheap, New Dover Road, Sturry Road and a fastbus route in South Canterbury.

Strategy interventions

A long list of interventions was examined, focusing on three specific themes: Customer Experience; Operations; and Infrastructure. For each theme, workshops were undertaken with partners to identify interventions that would best address the challenges for bus travel and discuss deliverability and feasibility considerations particularly in respect to possible funding, timescales and delivery responsibility. This process resulted in a short list of interventions.

Customer experience

Interventions relating to customer experience include information and awareness raising, fares and ticketing and other customer experience initiatives as set out below.

Information and awareness raising initiatives
K2. Interactive information screens located in new builds
K3. Timely, up to date information provision to bus users via digital means (e.g. QR codes, social media)
K4. Tailored information for specific geographies that includes non-time sensitive information and links to detailed, more dynamic content.
K8. To raise awareness of £2.00 bus single fare amongst non-users
K10*. Ensure bus is promoted via workplace, higher education and school and development travel plans
Fares and ticketing initiatives
J2. Fare subsidies (rural)
K1. Consider fare/services subsidies within city/district over first 5 years of the Local Plan
K9. Off-bus ticketing (e.g. via app) to support reduced dwell time and improved reliability
Other customer experience initiatives
K7. Additional interventions to discourage anti-social behaviour at the bus station.
K11*. Audit of bus stops to consider physical improvements (shelters, lighting, hard standing) and develop agreed appropriate standards for provision.
K12*. Explore development of ‘ <u>Safer Travel</u> ’ partnership and associated marketing e.g. ‘See Something Say Something’

*Indicates interventions added as part of partner feedback during strategy finalisation.

Infrastructure

Infrastructure improvements are focused in the inner area around Canterbury and include reallocation of road space to bus, junction improvements, bus gates and other infrastructure interventions.

Reallocation of road space to bus
A1. Sturry Road: Extension of existing bus lane
A3. Tourtel Road: Reallocation of road space for bus lanes
B2. New Dover Road: Reallocation of road space for bus lanes on key radial routes
B3. Rheims Way: Reallocation of road space for bus lanes on key radial routes
D1/D3 Pin Hill: Reallocation of road space for bus lanes both east and west bound
E6. St Georges Place: Reallocation of road space for bus lanes on key radial routes
E10. Wincheap: Reallocation of road space for bus lanes between Hollow Lane and Simmonds Road/Wincheap
Junction improvements
C1. A2 slips at Harbledown - linked to University of Kent site
C2. A2 slips Wincheap/Merton Park
D4. Military Road roundabout: Enhance bus signal timings to improve bus priority
D6. Ring road signalisation (including bus prioritisation)
E1. Rhodaus Town: Kerb realignment at Watling Street
E9. Downs Road: Study to investigate improvements at Downs Road to facilitate bus enhancements.
H1. A299 Chestfield - new north facing slips linked to Brooklands farm development
Bus Gates
E3. Old Dover Road: Bus gates at key location
E5/E4. Merton Park: Bus gates at key locations
Other infrastructure interventions
B1. London Road Estate: Improving arrangements for school buses at Canterbury Academy (Rheims Way/Knight Avenue)
C3. Mountfield & Merton Park: Fast bus link

Operations

Interventions relating to operations include a network review, service enhancements and park and ride interventions.

Network review
K10. Network review to consider through services and/or connection with city hopper (incl. potential abstraction issues)
G1. City Wide Hopper Service connecting key destinations in/around city centre
G2. Introduce cross city routes to remove the need for interchange (incl. considering termination requirements)
Service enhancements
E2. Zero emission buses
G3. 24hr bus service serving the University of Kent
J6. Improvements to bus services for rural communities including frequency, evening, and weekend services (as per network plan and potential demand)
J7. Outside of school hours, use vehicles to serve rural communities
J8. Enhance Kent Karrier dial-a-ride service to support rural communities in Canterbury
Park & Ride Interventions
F2. New park and ride - Merton Park (via new A2 off slip)
F3. New Park and ride - Mountfield
F4. Assessment of demand for new Park and Bus at A257
F5. Assessment of demand for new Park and Bus at A290
F6. Whitstable Park and Bus at A2990 Thanet Way

2040 Service Levels

To support delivery of the bus led transport strategy, there is a need to increase both the service coverage and frequency of bus services to encourage the use of bus as an alternative to car use within the district of Canterbury and to support planned developments. Aspirational minimum service frequencies and hours of operations are indicated in the strategy including a city hopper option to connect key destinations within the city centre.

Delivery

Canterbury City Council, Kent County Council and the district's bus operators (Stagecoach and Regent Coaches) are part of the governance process and are key to the successful development and implementation of the bus strategy. The Steering Group is composed of Canterbury City Council, Kent County Council and operators. The Steering Group provides governance for strategy implementation, checking and challenging each phase of implementation and ensuring progress in the right direction. Other stakeholders will include National Highways, Transport for the South East (TfSE), DfT, developers, tourism bodies, University of Kent and East Kent NHS Foundation Trust.

The strategy will be delivered by key partners of Canterbury City Council, Kent County Council, Stagecoach and Regent Coaches and key stakeholders in delivery including developers, key employers including universities and the NHS.

A range of funding sources will be drawn upon to fund interventions including S106, Community Infrastructure Levy (CIL), BSIP Funding and operator's funding.

The strategy will be implemented over the period 2025 to 2040. Timescales for delivery have been further broken down into: Quick Wins (to be delivered by end of 2025); Short term (delivered between 2025 and 2030), Medium term (to be delivered between 2030 – 2035) and Long term (to be delivered between 2035 – 2040).

Development of detailed costs for the strategy is outside the scope of this commission however, broad cost ranges have been attributed to each intervention as follows: Low (less than £250,000); Medium (between £250,000 and £1,000,000); and High (more than £1,000,000).

Targets and monitoring

Mode shift targets

Area specific mode share targets include at least doubling of bus mode share in the built-up area of the city of Canterbury as well as Herne Bay, Whitstable, in the south west of Canterbury and between Herne Bay and Whitstable. This would elevate bus mode share to closely match that of historic cities with the highest bus mode shares such as Oxford. In setting these targets, consideration has also been given to the potential for mode shift to bus from the significant new developments, and associated population growth, in these areas.

More modest increases on other corridors have been set where there is already a reasonable bus mode share. Overall, increasing district wide bus mode share from 4.9% (2011 levels) to 7.0% is ambitious but achievable.

Patronage targets

Current patronage levels for bus services arriving or departing the Canterbury district were approximately 10.3 million journeys over a 12-month period (November 2022 to October 2023) excluding Park and Ride. A target patronage increase (excluding P&R) of 8.4 million additional bus trips per annum by 2040 has been set, considering the impacts of the customer experience, operational, infrastructure elements of the bus strategy, supporting demand management aspects of the wider transport strategy and the level of funding ambition for the strategy.

Park and ride patronage was 430,000 return trips in 2023. A target of 1 million return trips per annum has been set for 2040 based on an ambitious programme of extending park and ride provision.

Monitoring

Strategy impacts will be monitored on an ongoing basis, and, where necessary, interventions applied to manage demand for private car use implemented including relocation/reduction of city centre parking provision and consideration of new mechanisms for charging for car access to the city. Traffic flows and fleet composition will be continuously measured by fleet-sensitive cameras, and analysed to monitor the success of the strategy. Annual traffic counts by the Department for Transport and Census data will add further information to the picture.

Glossary

CCC – Canterbury City Council

KCC – Kent County Council

BSIP – Bus Service Improvement Plan

DfT – Department for Transport

TfSE – Transport for the South East

LCWIP – Local Cycling and Walking Implementation Plan

EP – Enhanced Partnership

NBS – National Bus Strategy

QBP – Quality Bus Partnership

P&R – Park and Ride

S106 – Section 106 planning obligations

CIL – Community Infrastructure Levy

LUF – Levelling Up Fund

ZEBRA – Zero Emission Bus Regional Areas

Project Coral – a national programme set up to deliver 'tap-on, tap-off' with daily fares capping

DRT – Demand Responsive Transport

2 Introduction

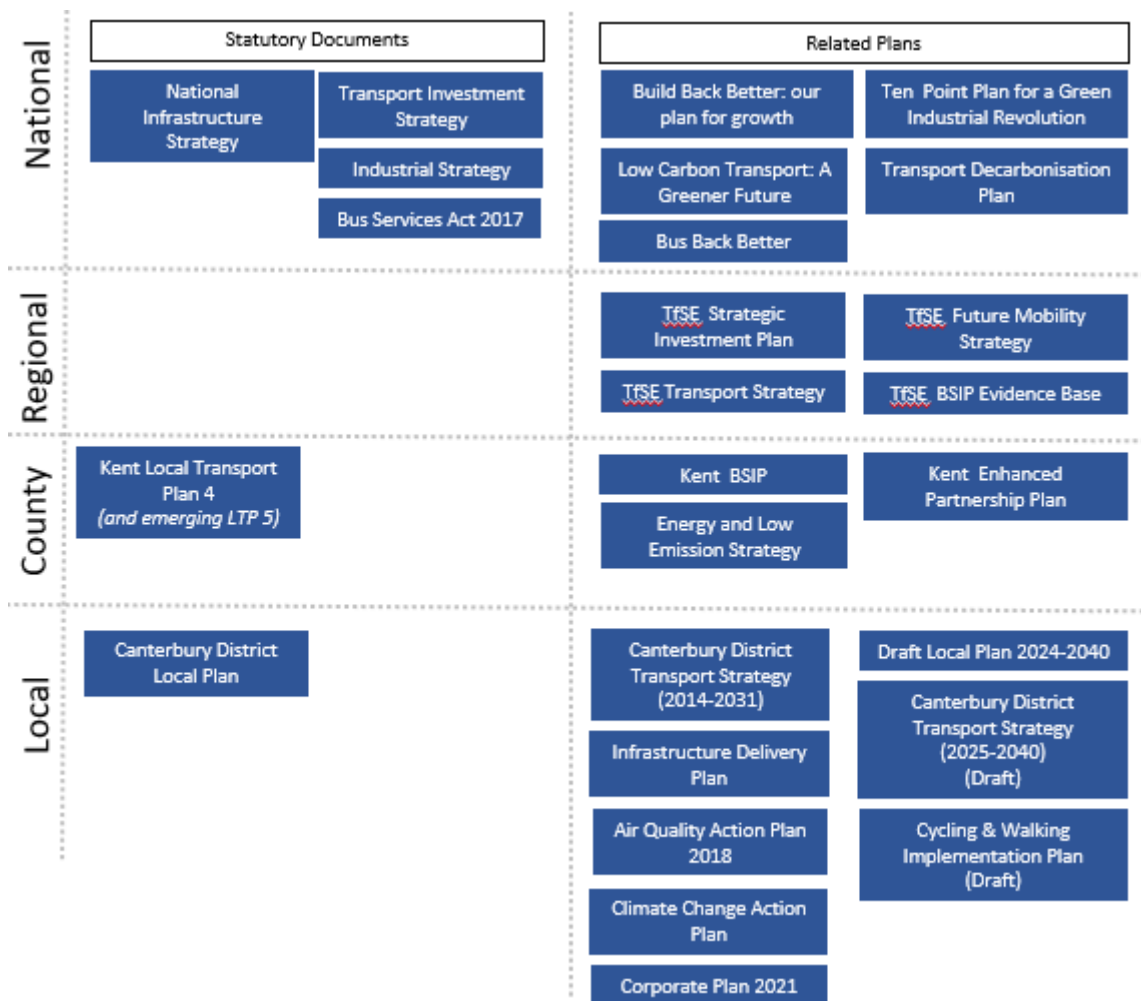
Background

- 2.1 The city of Canterbury suffers from general traffic congestion on a frequent, but often irregular, basis. Despite some, limited, existing bus priority measures on radial routes, bus services get caught up in the congestion which results in poor timekeeping and bus bunching. Due to the physical size/ capacity of many roads and junctions in Canterbury there is a low level of resilience in the road network. As a result, small incidents can cause a rapid build-up of congestion. The low level of network resilience also means that traffic congestion within Canterbury is often unpredictable in respect to the time when it occurs during the day, the area in which the congestion occurs and the extent of delays inflicted on bus services.
- 2.2 These specific local issues compound wider challenges faced by the bus industry in general such as increased operational costs, recruitment issues, and a history of patronage decline which restrict opportunities for operators to improve services.
- 2.3 For many years Canterbury City Council and Kent County Council have had progressive policies supporting public transport and active travel. These reflect the need to minimise traffic in the city centre to manage congestion, pollution and high amenity, its popularity with tourists, the historic nature of the city and the needs of its citizens.
- 2.4 Kent County Council secured an indicative funding allocation of £35.1 million of central government funding for its 'Bus Service Improvement Plan' (BSIP) in April 2022. Tranche 1 of this funding was received in March 2023 for the delivery of an accelerated initiative programme agreed with the Department for Transport (DfT) over 2023/24. The second tranche of this funding is expected to be confirmed early 2024 and will deliver initiatives in the 2024/25 financial year. The BSIP includes significant elements for bus priority schemes, ticketing enhancements and other measures. Improvements in Canterbury are explicitly included in the BSIP.
- 2.5 Canterbury City Council commissioned Steer to develop this bus strategy, to identify measures and actions that could be taken in and around the city centre to reduce delays to bus services and encourage significant mode shift to bus and provide local consideration of what further proposals could be brought forward to support the emerging Local Plan and align with the BSIP.

Policy context

- 2.6 This strategy has been developed against a wider national, regional and local policy context as summarised in Figure 2.1. The strategy supports Canterbury City Council's new wider transport strategy (2025-2040) which has a vision that by 2040 more journeys in the district will be made by sustainable transport than by the private car; that every person who needs to travel has access to a sustainable mode of transportation; and that the district has absorbed all of the additional trips associated with planned development without increasing congestion.

Figure 2.1: Policy Overview



Key challenges and opportunities for bus in Canterbury district

Connectivity

- 2.7 The scope of the strategy encompasses the entire district of Canterbury including the city of Canterbury itself, peripheral settlements of Sturry, Blean and Chartham as well as Whitstable and Herne Bay on the coast. The district is served by a rail network, including eight rail stations. The rail network predominantly provides regional connectivity and connectivity to London.
- 2.8 The bus network provides north-south connectivity between Canterbury and Whitstable/Herne Bay, east-west connectivity between these two settlements and radial services to, from and within Canterbury itself.

Opportunity: bus provides the opportunity for local/district connectivity, particularly for north-south connections.

Challenge: Radial network can result in longer, indirect journeys across the district

Congestion

- 2.9 The key radial routes into Canterbury city centre and Canterbury's ring road are key congestion hot spots. The following routes in particular experience congestion:
- Sturry Road (A28);
 - New Dover Road (A2050);
 - St Dunstons St (A290);
 - Old Dover Road;
 - Wincheap;
 - St Stephens Road;
 - The ring road (Military Road, Upper Bridge St, Lower Bridge St, St Peters Place);
 - London Road; and
 - A257/St Augustine's Roundabout.
- 2.10 Many of these routes are narrow, single carriageway routes, meaning conflicts for roadspace between different road users.

Challenge: Many of these routes are narrow, single carriageway routes with likely conflicts between different road users. Identifying interventions to deliver journey time savings will be challenging given space constraints.

Challenge: How can bus help address air quality issues on key corridors (such as Military Road and Herne Street)

Opportunity: Interventions which help reduce congestion on the ring road will help circulation across the wider city. Improving bus travel presents an opportunity to move higher volumes of people in limited roadspace compared to private car travel.

Bus Station Capacity

- 2.11 The bus station itself is a key pinch point in the bus network. Space within the bus station is highly constrained and is at capacity. Some space immediately outside the bus station is used as a taxi rank. This means that introducing new services which would require additional layover spaces is very challenging. However, opportunities for expansion of the bus station or re-modelling to allow through movements, is also constrained by the surrounding historic environment.

Challenge: Physical space constraints and the large volume of bus services utilising the bus station present a challenge in terms of meeting efficient operation.

Bus Frequencies

- 2.12 Bus routes provide high frequency (6+ buses per hour composed of multiple services) on radial corridors with Canterbury acting as a hub at the centre of the district. Bus travel provides high frequency east west local connections between Herne Bay and Whitstable. Lower frequencies are evident in north-east Canterbury (around Hales Place) , Whitstable (around Chestfield) as well as in rural areas to the south of the district.
- 2.13 Outside key corridors, there are limited services meaning much of Canterbury district is not adequately served by public transport.

Challenge: How to meet the accessibility needs of Canterbury’s rural population and other areas of poorer service provision.

Opportunity: New areas of demand could be served with the existing fleet if reliability and journey time improvements could be delivered.

Population

- 2.14 The population of Canterbury is predominantly focused in three areas: the city of Canterbury, Whitstable and Herne Bay. Other smaller population centres of note include Sturry, Herne, Blean, Chartham, Bridge, Littlebourne and Barham.

Opportunity: Concentrated settlements present good opportunities for developing bus patronage with 85% population within 400m of a ‘high’ frequency corridor and 85% population within a major urban area.

Challenge: How to meet the accessibility needs of dispersed smaller settlements in the district.

Access to opportunities

- 2.15 Areas of highest deprivation (top 10% most deprived in England) are located in Herne Bay and east Canterbury. Other areas in the top 20% most deprived are located in east, west and central Canterbury, Herne Bay and south Whitstable.

Challenge: How to ensure all residents in the district of Canterbury have access to the opportunities they need including employment, education, training, retail and leisure, in a way they can afford.

Challenge: How to ensure those from less deprived communities feel the bus is an attractive and convenient alternative to driving.

Propensity to use bus

- 2.16 Populations with the greatest propensity to use buses are located in parts of the city of Canterbury and Herne Bay. These areas are also where the highest population densities indicate good opportunities to increase bus patronage levels in these areas.

Opportunity: a range of locations with high propensity for bus use provide an opportunity for targeted interventions to encourage bus patronage increase.

Employment distribution and travel to work patterns

- 2.17 The highest concentrations of employment are focused in Canterbury city centre, Herne Bay and Whitstable. Key employment areas outside the district with direct bus and rail links to Canterbury include Ashford, Folkestone, Dover, Ramsgate and Margate.

Opportunity: Movements focussed on access to Canterbury city centre via radial corridors to access employment, retail, leisure and other opportunities presenting an opportunity for Park and Ride.

Challenge: Ensuring high levels of integration and ease of interchange (e.g. with rail or bus-bus) to ensure Canterbury’s population can access employment opportunities within the district and wider region.

Customer experience

- 2.18 Anti-social behaviour presents a barrier to use of public transport use, particularly for the most vulnerable members of society. A recent study indicated that compared to the rest of the population, the risk from infection and protection from anti-social behaviour on the bus were more important to those who could be classed as 'Anxious Vulnerables' (typically white women, over 55 years of age from lower social grades). Tackling anti-social behaviour could be effective in driving bus patronage for this audience.

Opportunity: A wider range of stakeholders outside those focussed on transport provision (e.g. the police, education) have the ability to influence behaviour and tackle anti-social activity. National examples of partnership working highlight an opportunity to address the issue of anti-social behaviour on the bus network.

Challenge: Tackling anti-social behaviour in a cost-effective manner on the bus network is a challenge given the high volume of vehicles and wide geographic coverage.

Kent County Council Bus Service Improvement Plan and Enhanced Partnership

- 2.19 In response to Bus Back Better, the National Bus Strategy, Kent County Council (KCC) and local bus operators have developed the Kent Bus Service Improvement Plan (BSIP) (2021). The document sets out 11 key principles for delivering bus improvements in the County. These include:
1. Form Enhanced Partnerships covering all public buses in Kent.
 2. Put the customer at the heart of the bus improvement programme.
 3. Seek to secure all available funding for network developments.
 4. Continue to support the development of the community transport sector in Kent to supplement the core bus network.
 5. Consider and embrace innovative transport solutions such as DRT and MaaS and make use of BRT where appropriate.
 6. Provide flexible and better value ticketing options.
 7. Improve quality and accessibility of public transport information.
 8. Strive to improve levels of physical and digital accessibility.
 9. Promote the role of buses in solving air quality issues.
 10. Put buses at the centre of decision-making in respect to new road schemes, planning and developments.
 11. Continue to promote the bus as a convenient, cost-effective and sustainable means for travel to school and college.
- 2.20 Targets are set for 2024/25 within Kent's BSIP around improving journey times, bus reliability, increasing passenger numbers and passenger satisfaction, as well as reducing vehicle emissions. These are tied to specific initiatives and include:
- Journey time – average bus speeds of 24.7 kmph
 - Reliability of service timekeeping at 95%
 - Reliability of service operating at 99.5%
 - Passenger numbers up to 58.2 million (+5% on 2018/19 levels)
 - Passenger satisfaction of 95%
 - Percentage of bus fleet using low or zero emission vehicles at 40%

- 2.21 DfT provided an indicative allocation of £35.1m to Kent County Council for its BSIP in April 2022. £18.9m of this was secured in March 2023 for an accelerated initiative programme over 23/24. Kent County Council expects to receive £16.1m for delivery of initiatives in 24/25 however this has not yet been confirmed.
- 2.22 KCC have made the decision to form Enhanced Partnerships with bus operators to cover the whole of Kent from March 2022, as a key tool for delivering the Kent BSIP. The Kent Enhanced Partnership Plan (2023) covers the period from 2022 to 2027 and sticks closely in its policy direction to the 11 key principles outlined in the BSIP. A range of specific initiatives are set out which are aimed at helping to deliver these key principles. These include a mix of measures that do and do not require funding associated with the National Bus Strategy. Canterbury-specific initiatives include:
- Bus priority improvements along the Sturry to Canterbury City Centre corridor.
 - Revisions to service 8/8A to reinstate the Canterbury to Broadstairs link.
- 2.23 Further measures apply to Canterbury City Council (CCC) among other local councils in Kent, including:
- Ensuring that appropriate bus service provision is actively considered as part of new planning applications, including housing schemes.
 - KCC will offer an annual Rural Shelter Grant to support delivery of improved shelters in more rural areas as funding permits.
 - KCC will work to identify and deliver bus standing and driver facilities to support network growth and service reliability.
 - KCC will press for inclusion of bus priority measures as part of new developments.
 - For any new / upgraded highway schemes under KCC's control, they will explore the potential of bus service improvements which would enhance reliability, service levels and accessibility and incorporate as funding permits.
 - KCC will ensure that park & ride, coach services, community transport services and DRT schemes are integrated with the conventional bus network, including in marketing and ticketing schemes.
 - Where funding permits, KCC will deliver publicity campaigns to promote the role of the bus in meeting environmental challenges.

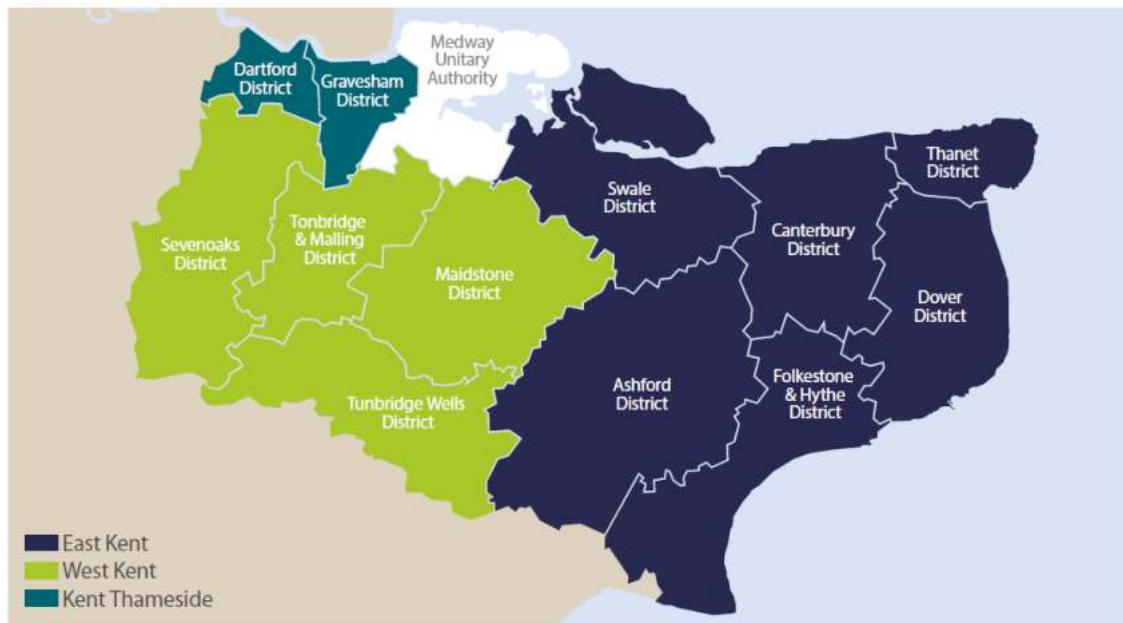
Role of Enhanced Partnership

- 2.24 In June 2021, following a statutory decision by the Cabinet Member for Highways and Transport, KCC identified that in line with Government guidance it would be forming an Enhanced Partnership (EP) for Kent from April 2022. The EP model allows KCC to build on the positive relationships it already has with the county's bus operators, in order to seek to deliver the aspirations of the NBS and the BSIP.
- 2.25 The use of franchising was given due consideration but was not deemed appropriate at this time. Franchising is not automatically available to non-mayoral authorities and there are considerable questions over the implications on resourcing and subsequent service levels which could be delivered in the county. KCC also already has strong relationships with its operators which can be the basis for more formal statutory EP Schemes in the future.
- 2.26 Close ties already existed prior to the National Bus Strategy between operators and KCC through such initiatives as the Kent Travel Saver, Kent's eight Quality Bus Partnerships (QBPs)

and through management of contracted local bus services. It is felt that these existing relationships will form a strong base for establishing an EP model.

- 2.27 The formation of three Enhanced Partnership Schemes (as shown in Figure 2.2) was therefore identified as the appropriate mechanism for KCC and its bus operators to meet the requirement of the NBS in introducing ‘a new statutory path for the regulatory set up of bus services in the county by March 2022’.

Figure 2.2: Kent Enhanced Partnership Scheme Areas



Source: Kent Bus Service Improvement Plan 2021

Strategy vision, aim and objectives

- 2.28 The vision, aim and objectives were developed with strategy partners and based on the challenges and opportunities for bus travel in Canterbury. The vision, aims and objectives are set out below. The process by which the vision, aim and objectives were developed is set out in the Baseline Report (Appendix B).

Vision

- 2.29 The vision of the Canterbury City Council Bus Strategy is for bus to be a key pillar of our local transport network: a transport option that is reliable, affordable, accessible, safe, integrated and which supports evolving travel patterns. The bus network will provide fast, frequent connections between the district’s key centres, deliver a level of service which provides a realistic alternative to the private car, including for those in smaller settlements and new developments, and support improved rural connectivity as part of a multi-modal offer.

Aim

- 2.30 The aim of the strategy is to deliver this vision through effective partnership working. The strategy will draw upon resources from all strategy partners; use existing resources in more efficient ways, and harness new funding opportunities as they become available.

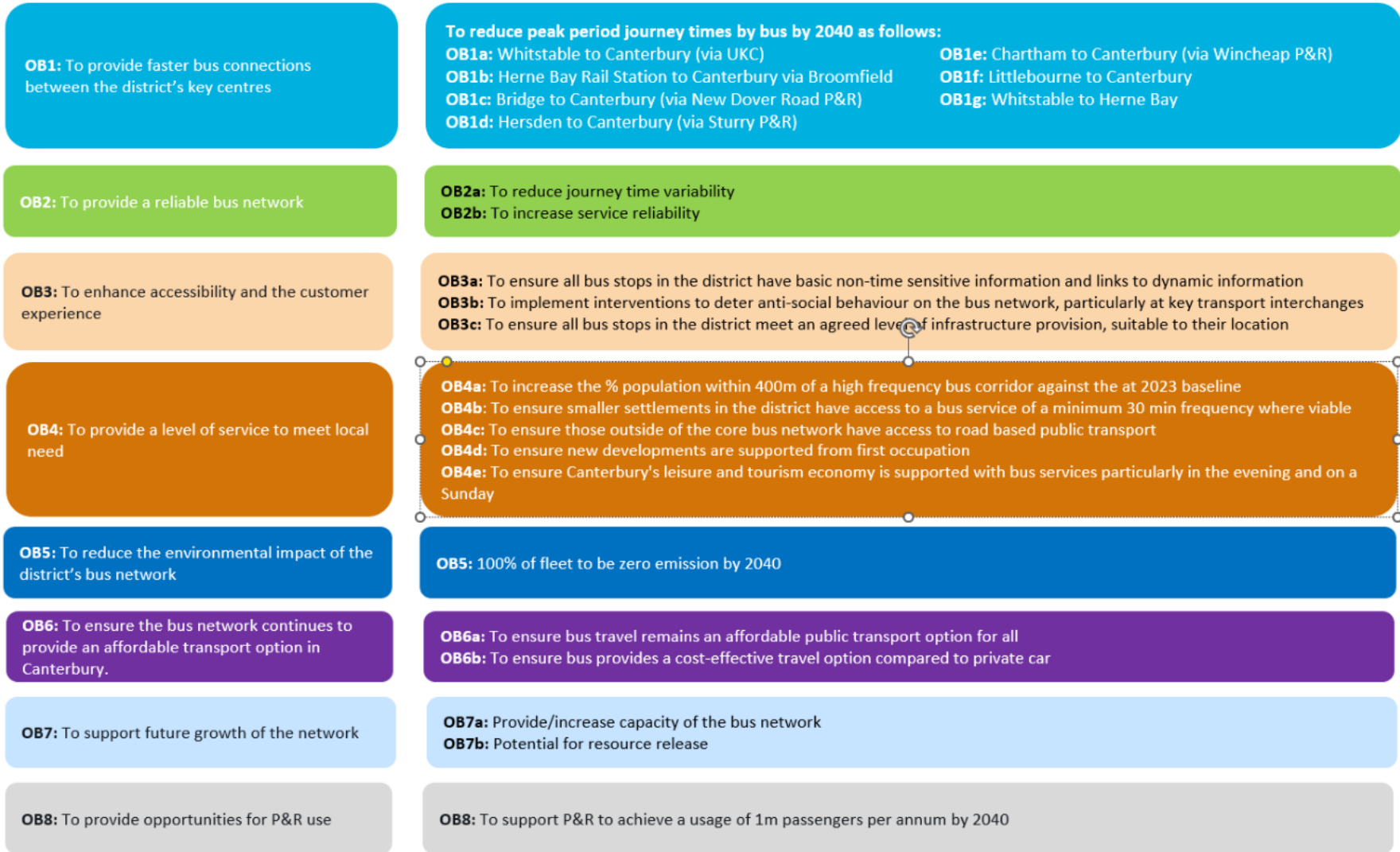
Objectives

- 2.31 Eight objectives were identified and agreed with strategy partners and linked where appropriate to BSIP and Canterbury :
- OB1: to provide fast bus connections between the district's key centres;
 - OB2: to provide a reliable bus network;
 - OB3: to enhance accessibility and the customer experience;
 - OB4: to provide a level of service to meet local need;
 - OB5: to reduce the environmental impact of the district's bus network;
 - OB6: to ensure the bus network continues to provide an affordable transport option in Canterbury;
 - OB7: to support future growth of the network; and
 - OB8: to provide opportunities for P&R use.
- 2.32 These core objectives are supported by a range of sub objectives as set in Figure 2.3.

Strategy structure

- 2.33 This remainder of this strategy is structured as follows:
- Strategy context;
 - Future developments;
 - Intervention identification and assessment;
 - Short list interventions;
 - Costs and funding;
 - Governance;
 - Delivery plan; and
 - Monitoring and evaluation.

Figure 2.3: Canterbury Bus Strategy objectives and sub-objectives



3 Bus services in Canterbury

Introduction

- 3.1 The following section summarises the findings of the **Baseline Report** included in **Appendix B** in relation to current bus services in Canterbury. Please consult Appendix B for more detail.

Canterbury's transport network

- 3.2 The local transport network in the district comprises of a road network that provides radial connectivity from Canterbury city centre to the surrounding area as well as a rail network that predominantly provides east-west connectivity along two axes – through Canterbury itself, as well as through Whitstable and Herne Bay. Though the district is served by almost 60 bus services, only four of these operate at a daytime frequency in excess of four buses per hour with two of these being Park and Ride services. Evening and Sunday services are much more limited. Most services stop at Canterbury bus station and the Triangle service provides key connectivity between a range of settlements (Canterbury, Blean, Sturry, Herne Bay, Whitstable) and key points of interest (Canterbury Bus Station, Canterbury East Station, University of Kent, and Sturry Business Park).
- 3.3 Service revisions have resulted in removal of services to Broad Oak and Rough Common and service reductions to Spring Lane and Barton Estate. An aspiration would be to reach a point where these services could be reintroduced in such a way as to be attractive in terms of frequency and hours of operation.

Access to bus services

- 3.4 Considering the proportion of the population within 400m of Canterbury's bus network during the AM peak, 64% of the population are within 400m of a high frequency corridor (greater than 4 buses per hour). This drops to 16% on a weekday evening and 27% on a Sunday daytime. At all time periods, between 8% and 9% either have no access or access to only a very infrequent service of less than one bus per hour. Extending operating hours, service re-introduction and park and bus options will improve access to bus services.

Consistency of service levels

- 3.5 The peak time bus network in the Canterbury district includes corridors with a bus frequency of greater than one every 15 minutes (4 per hour) which connect Canterbury city centre with Blean, Whitstable, Herne Bay and Sturry to the north and Bridge in the south. However, during the inter-peak, services to Tyler Hill and Littlebourne become less frequent. Evening service frequencies are more limited, with links to and between Canterbury, Whitstable and Herne Bay and Canterbury and Bridge reduced to a frequency of between 3 and 4 services an hour and other corridors between 1 and 2 services per hour. Sunday services across the network operate on an even lower frequency with the only high frequency services between Canterbury and Sturry and Canterbury and Bridge. This highlights lack of consistent service levels across the day and week, which are particularly limited in terms of the nighttime and

Sunday economy. Improving service level consistency across the week and extending operating hours presents an opportunity to make bus travel available and more convenient at the times people wish to travel.

Journey times and reliability

- 3.6 Analysis done undertaken for TfSE shows public transport does not present a faster option than car, presenting a challenge to its attractiveness. Improving bus journey times and reliability present an opportunity to improve the attractiveness in relation to car. In the area immediately around Canterbury city centre, evidence suggests that journey time improvements of between 1 and 10 minutes would allow the bus to be more competitive with the private car. Further bus priority and interventions such as off-bus ticketing will help deliver improved journey times and reliability improvements, making bus a more attractive transport option.

Patronage levels

- 3.7 Bus patronage in Canterbury doubled between 2005 and 2015 which coincided with the implementation of bus priority measures and the introduction of the Quality Bus Partnership, which demonstrates that it is possible to increase the mode share if appropriate measures are in place. Patronage levels in Canterbury for 2022/2023 indicate approximately 10.3 million trips from Stagecoach services with additional services operated by Regent Coaches. The Triangle (including No.4 and No.6), Unibus and No.3 to Faversham show some of the highest patronage levels (excluding Park and Ride). Evidence indicates infrastructure, operations and customer experience improvements would all support patronage growth, further supported by any demand management interventions within the emerging wider transport strategy.

Existing bus infrastructure

- 3.8 Kent County Council and Canterbury City Council have implemented a range of bus infrastructure in the district including bus priority on St George's Lane, Tourtel Road, bus lanes on Pin Hill/Rhodaus Town, Lower Chantry Lane, Broad Street and Sturry Road and a bus gate on Brymore Road. Further opportunities exist for increasing bus priority infrastructure across the city including further road space reallocation to bus on the ring road, New Dover Road, St Georges Place and Wincheap and junction improvements linked to new development such as Merton Park and Brooklands Farm.

Bus fleet

- 3.9 Canterbury's existing fleet includes over 70 vehicles run by Stagecoach and Regent Coaches, the majority of which are Euro 5 or above. Decarbonation of the bus fleet presents an opportunity to support net zero goals and improved air quality.

Bus fares

- 3.10 As of September 2023, single journey fares are subject to the £2 Bus Fare Cap and therefore limited at £2. This does not apply to return tickets, however return journeys can be made using two single journey fares. The £2 fare is applicable in all cases including concessions. Promotion of the £2 fare cap presents an early opportunity to encourage increased patronage.

Park and Ride

- 3.11 Park and Ride usage peaked at 612,881 users in 2007, however during the pandemic users fell to a low of 122,017. User volumes for 2022 increased to 205,199 and park and ride payments

by month between January 2023 and August 2023 show a continued trend for increased use. Sturry Road closed in July 2022 due to low usage levels but it is planned the site will reopen in April 2024. Particular challenges relating to Park and Ride relate to changing travel patterns following Covid resulting in a need to extend P&R bus service to continue into the evening to support and expanding nighttime economy. The radial nature of movements presents an opportunity for additional park and bus operations particularly in the north of the district where Park and Ride services are not present, and existing frequent traditional services operate such as the Triangle service.

Congestion

- 3.12 Canterbury city centre experiences congestion linked to high traffic levels, linked particularly with education (resulting in a relatively short morning peak but an afternoon peak that starts earlier) as well as the constrained road layout of the historic city centre. Analysis indicates in addition to those accessing Canterbury city along radial routes, significant amounts of car travel occur within the built-up area, presenting opportunities for mode shift to bus (potentially including a city hopper style service), supported by wider transport strategy elements to manage travel demand and encourage walking and cycling.

Changing travel patterns

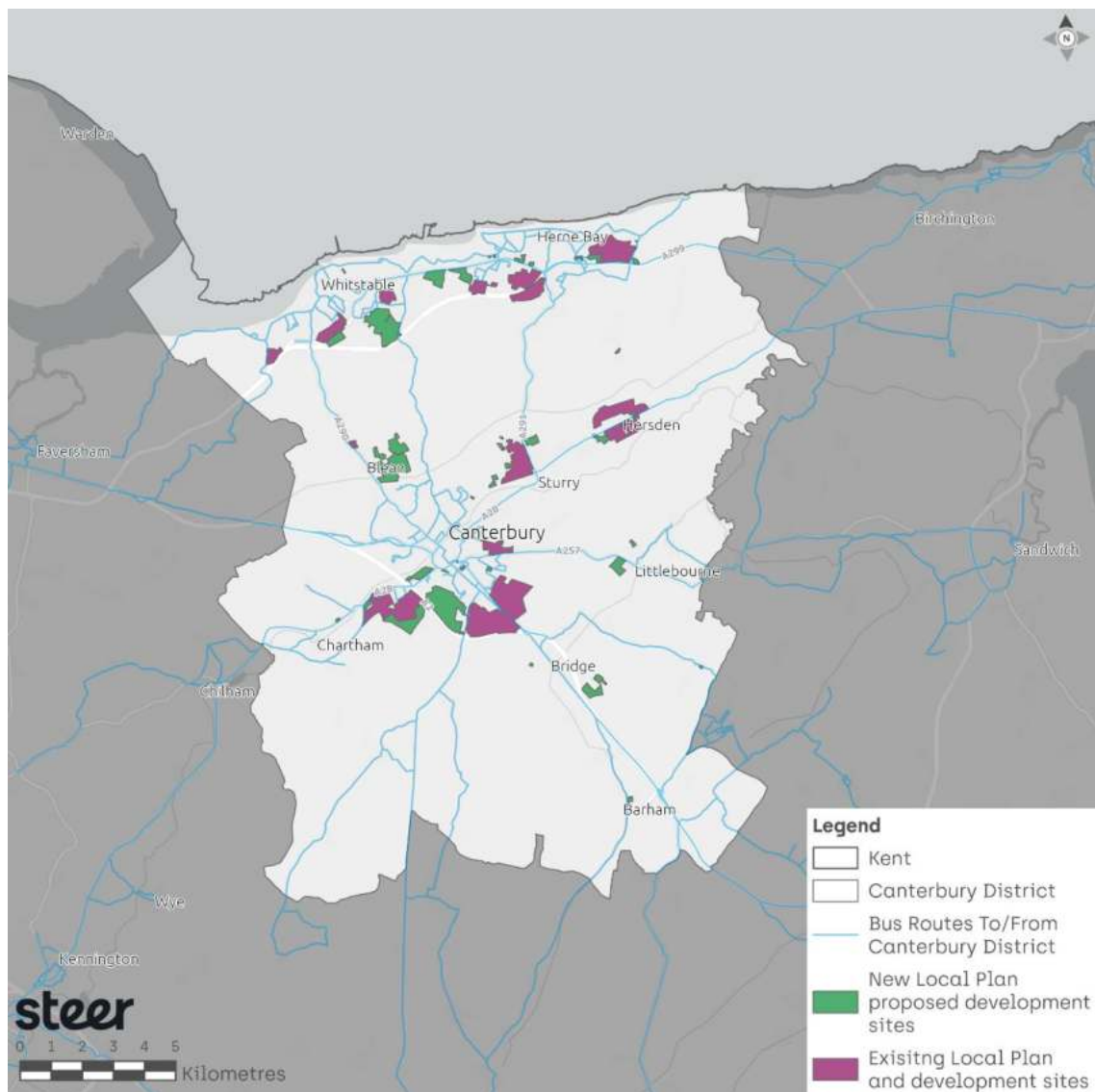
- 3.13 Changes in travel patterns and behaviour due to the Covid pandemic resulted in a large change in how, where and when people travel. Comparing travel to work mode share between 2011 and 2021 census data shows how mode share for travel to work changed in the Canterbury district with bus use dropping from 4.9% to 2.9% and a large increase in working from home, rising from 11.6% in 2011 to 30.4% in 2021. It should be noted that the 2021 census was conducted during travel restrictions due to the Covid pandemic thus do not provide a fully accurate picture of post covid travel patterns, however long-lasting impacts continue to be evident.
- 3.14 Given the changes in when and where people travel, travel to work mode share itself may no longer be as important as an indicator as it has been in the past, with more people being able to work from home, and choosing to travel for other non-work related purposes however more comprehensive, up to date trip data is not currently available.

4 Future developments

Proposed development sites

4.1 Local Development plans include proposed housing, employment and mixed-use sites on the periphery of key settlements within the district including Canterbury, Sturry, Whitstable, Herne Bay and Bridge.

Figure 4.1: Existing and new Local Plan development sites and proposed development sites



4.2 It can be seen that proposed development is concentrated in the south of Canterbury (around the A2), around Blean and on an east-west axis between Whitstable and Herne Bay. Additional consented development in the 2017 plan is concentrated in south Canterbury and

Sturry. Their location, along strategic radial links, presents opportunities for integration with existing services. The size of some development sites such as those in south west Canterbury would support new dedicated services and associated infrastructure.

Population growth projections

- 4.3 The total population growth estimated by 2024 in Canterbury district is 59,821 (CCC local plan) from 2021 baseline of 157,400.
- 4.4 ONS data indicates population growth in the district will include an increasing proportion of older people. This presents a challenge in terms of providing concessionary services which meet the needs of this ageing population, a reduced pool of non-concessionary users and a need for services and information that are better able to support those who may have limiting physical conditions.

Proposed transport infrastructure schemes relevant to bus

- 4.5 A range of bus improvements are already proposed in the Canterbury district as shown in the table below.

Table 4.1: Proposed transport infrastructure schemes relevant to bus

Canterbury
Proposed schemes
Wincheap: Proposed eastbound contraflow bus lane (between Hollow Lane and Simmonds Road)
New Dover Road (at St Lawrence Road): Bus priority measure associated with South Canterbury development (no detail)
Sturry Road: Proposed extension to existing bus lane between Starle Close and Tourtel Road; Proposed extension to bus lane Vauxhall Road to South Street
Nunnery Fields/South Canterbury Road/New fastbus route from Mountfield Park to South Canterbury crossing B2068 and continuing to city centre on carriageway around Kent and Canterbury Hospital crossing B2068: Proposed fastbus on existing highway
Whitstable
Proposed schemes
St Andrews Close: bus gate onto Saddleton Road Whitstable Park and Bus: A2990 Thanet Way between Elgar Avenue and A290 junction

5 Intervention identification and assessment

Introduction

5.1 A long list of interventions was examined, focusing on three specific themes: Customer Experience; Operations; and Infrastructure. For each theme, workshops were undertaken with partners to identify interventions that would address the challenges for transport and in particular bus. Interventions were developed without constraints around funding or deliverability:

- Customer Experience: Interventions in this theme included customer information improvements, fare subsidies, ticketing improvements, personal safety improvements and bus stop improvements.
- Operations: Interventions in this theme included enhancement of existing services, re-routing of existing services, reinstatement of previous services and/or new services, new P&R locations and expansion of demand responsive services.
- Infrastructure: Infrastructure interventions included road space reallocation to bus, bus gates, junction improvements, signal improvements, new road infrastructure, additional parking capacity at existing park and ride, extensions to bus laybys, and introduction of zero emission vehicles.

Supporting Interventions

5.2 A range of supporting interventions was also considered which would be expected to interact with buses either positively or negatively. These included schemes targeted at managing the demand for travel by private car (making bus more attractive), reallocation of road space to active modes (which may present a constraint in terms of use of road space) and development of multi-modal hubs (to improve integration across the transport network, particularly outside key urban areas of the district).

Assessment Framework

Approach

5.3 The Long List interventions were first assessed against their level of strategic fit against the range of objectives which the bus focused strategy seeks to deliver against. This assessment was discussed in a subsequent workshop session, during which further consideration was given to deliverability and feasibility considerations of each intervention particularly in respect to possible funding, timescales and lead partner.

Outcomes

5.4 Three interventions were 'parked' at the long listing stage. These were:

- On-bus conductors: introduction of conductors could provide benefits in terms of improved customer experience (e.g. the real or perceived improvements to personal safety) and support speed and reliability benefits through reduced delays due to on-board payment. However, overall costs would reduce the ability of the network to operate at an affordable and commercial level, divert resources from other interventions and would be challenging to deliver due to recruitment challenges. Time savings would be unlikely to balance out costs.
- Separation of public and school services: this intervention would support improved journey times and enhance the customer experience; however the cost would be significant with additional vehicles and running costs, and would be difficult to deliver due to recruitment challenges.
- Two-way operation on St Georges Lane: this intervention would require a full re-design of the bus station and is not deemed feasible within the strategy period.

5.5 The long list and assessment overview is shown in **Appendix A**.

6 Short list interventions

Introduction

- 6.1 The following section details the shortlisted interventions around which the bus strategy will focus, within the same themes of Customer Experience, Operations and Infrastructure.
- 6.2 Many interventions are not bound by specific geography, but where appropriate the geographical location of interventions is shown to aid understanding; however, these locations are indicative only.

Customer experience

- 6.3 Interventions relating to customer experience include passenger information, fare subsidies and physical improvements to bus stops. Improvements to personal safety (real or perceived) were also considered. Key improvements focus on developing the digital information offer; ensuring 'static information' has resiliency to change; off-bus ticketing; raising awareness of current fare cap; and interventions to discourage anti-social behaviour at the bus station.

Intervention ¹
Information and awareness raising initiatives
K2. Interactive information screens located in new builds
K3. Timely, up to date information provision to bus users via digital means (e.g. QR codes, social media)
K4. Tailored information for specific geographies that includes non-time sensitive information and links to detailed, more dynamic content.
K8. To raise awareness of £2.00 bus single fare amongst non-users
K10. Ensure bus is promoted via workplace, higher education and school and development travel plans
Fares and ticketing initiatives
J2. Fare subsidies (rural)
K1. Consider fare/services subsidies within city/district over first 5 years of the Local Plan
K9. Off-bus ticketing (e.g. via app) to support reduced dwell time and improved reliability
Other customer experience initiatives
K7. Additional interventions to discourage anti-social behaviour at bus station.
K11. Audit of bus stops to consider physical improvements (shelters, lighting, hard standing) and develop agreed appropriate standards for provision.
K12. Explore development of ' Safer Travel ' partnership and associated marketing e.g. 'See Something Say Something'

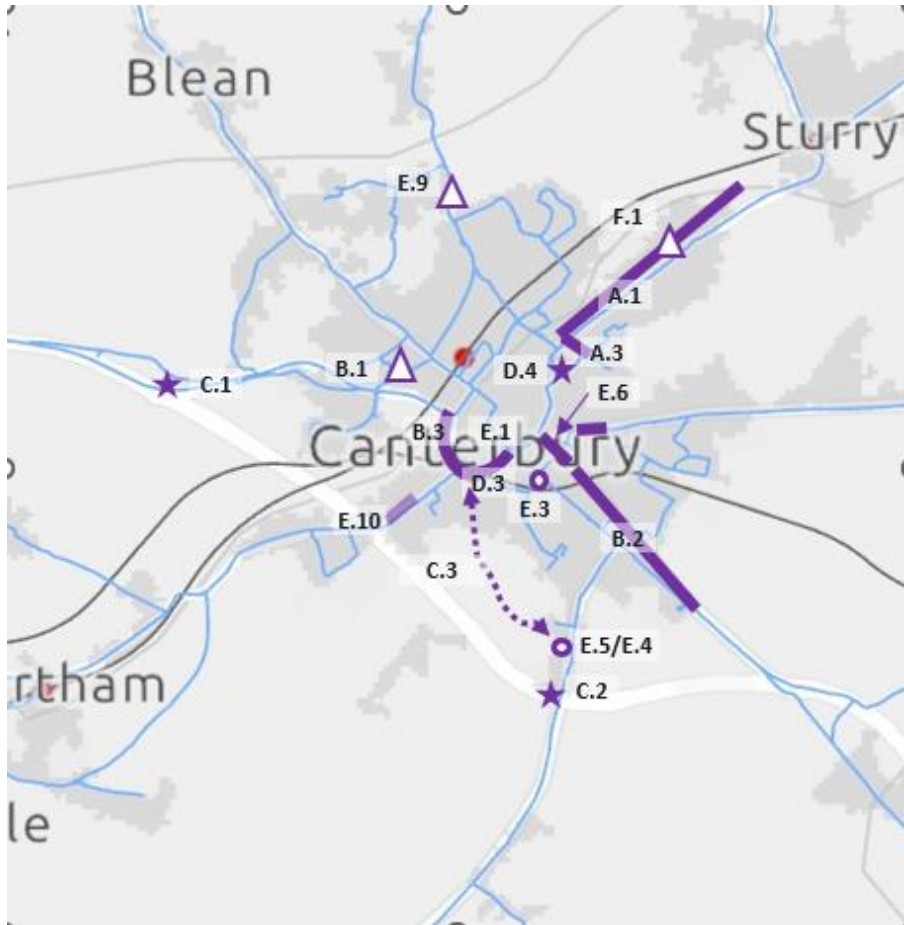
¹ Interventions K10, K11 and K12 do not appear in Appendix A – Long List assessment as they were added as part of partner feedback during strategy finalisation.

Infrastructure

Infrastructure improvements are focused in the inner area around Canterbury and include road space reallocation on key radial corridors and the ring road, enhancing bus speed and reliability; bus gates and bus slips and providing priority at key pinch points. Ring road signalisation and conversion of roundabouts to signalised junctions will be considered to improve journey time reliability for all highway users. Introduction of zero emission buses will support the move to a net zero bus fleet.

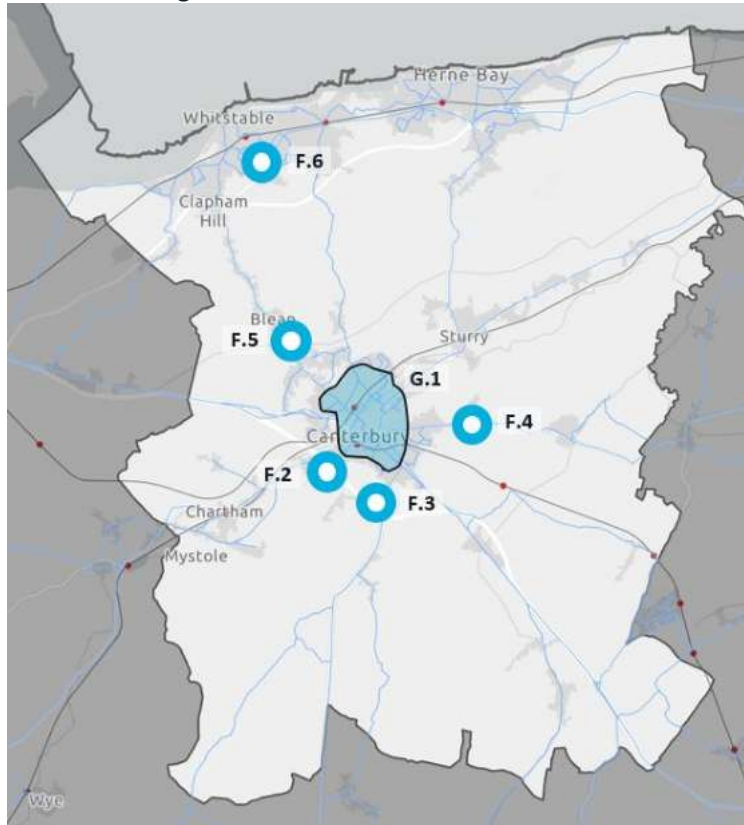
Intervention
Reallocation of road space to bus
A1. Sturry Road: Reallocation of parking for bus lanes (incl increasing road space)
A3. Tourtel Road: Reallocation of road space for bus lanes
B2. New Dover Road: Reallocation of road space for bus lanes
B3. Rheims Way: Reallocation of road space for bus lanes
D1/D3 Pin Hill: Reallocation of road space for bus lanes both east and west bound
E6. St Georges Place: Reallocation of road space for bus lanes
E10. Wincheap: Reallocation of road space for bus lanes between Hollow Lane and Simmonds Road/Wincheap

Intervention
Junction improvements
C1. A2 slips at Harbledown - linked to University of Kent site
C2. A2 slips Wincheap/Merton Park
D4. Military Road roundabout: Enhance bus signal timings to improve bus priority
D6. Ring road signalisation (including bus prioritisation)
E1. Rhodaus Town: Kerb realignment at Watling Street
E9. Downs Road: Study to investigate improvements at Downs Road to facilitate bus enhancements.
H1. A299 Chestfield - new north facing slips linked to Brooklands farm development (not mapped)
Bus Gates
E3. Old Dover Road: Bus gates at key location
E5/E4. Merton Park: Bus gates at key locations
Other infrastructure interventions
B1. London Road Estate: Improving arrangements for school buses at Canterbury Academy (Rheims Way/Knight Avenue)
C3. Mountfield & Merton Park: Fast bus link



Operations

6.6 Interventions relating to operations include enhanced service frequencies and operating hours, a network review to enhance rural services, new park and ride locations which will complement a reduction in city centre parking, potentially a city hopper service to support mode shift to bus for local trips. Hopper services in the two coastal towns will also be investigated.



Intervention
Network review
K10. Network review to consider through services and/or connection with city hopper (incl. potential abstraction issues)
G1. City Wide Hopper Service connecting key destinations in/around city centre
G2. Introduce cross city routes to remove the need for interchange (incl. considering termination requirements)
Service enhancements
E2. Zero emission buses
G3. 24hr bus service serving the University of Kent
J6. Improvements to bus services for rural communities including frequency, evening and weekend services (as per network plan and potential demand)
J7. Outside of school hours, use vehicles to serve rural communities
J8. Enhance Kent Karrier dial-a-ride service to support rural communities in Canterbury
Park & Ride Interventions
F2. New park and ride - Merton Park (via new A2 off slip)
F3. New Park and ride - Mountfield
F4. Assessment of demand for new Park and Bus at A257
F5. Assessment of demand for new Park and Bus at A290
F6. Whitstable Park and Bus at A2990 Thanet Way

2040 Service Levels

- 6.8 To support delivery of the bus led transport strategy, there is a need to increase both the service coverage and frequency of bus services to encourage the use of bus as an alternative to car use within the district of Canterbury and to support planned developments.
- 6.9 Aspirational minimum service frequencies and hours of operations are shown in figures below. The bus network has been broken down into three service groups:
 - Inner Canterbury services (Figure 6.1);
 - Canterbury district wide services (Figure 6.2); and
 - Local/rural services (Figure 6.3).
- 6.10 A city hopper option is also included, the aim of which is to connect key destinations within the city centre. This could either operate as a continuous loop or as two connected routes with common start/end points (Figure 6.4).
- 6.11 Proposed strategic development sites at Merton Farm, University of Kent and Brooklands will be required to make significant improvements to bus services and infrastructure in order to demonstrate the sustainability of the developments.

Supporting interventions in Canterbury’s 2025-2040 transport strategy

- 6.12 The bus strategy is complementary to the wider interventions in Canterbury’s transport strategy (2025-2040) which will reduce reliance in car use including:
 - Walking and cycling improvements as defined in the Local Cycling and Walking Implementation Plan (LCWIP) and as part of new development;
 - Cycle parking improvements;
 - Cycle hire scheme;
 - A package of rail improvements; and
 - Demand management measures.
- 6.13 Interventions which will have a direct influence on the attractiveness of the bus, particularly as an alternative to single occupancy car use are summarised in Table 6.1 below.

Table 6.1: Wider interventions encouraging mode shift to bus including in Canterbury Transport Strategy (2025-2040)

Period	Interventions that will particularly support mode shift to bus
Short term	<ul style="list-style-type: none"> • Increased parking charges in areas of the highest demand • Comparatively low P&R charges to incentivise P&R • Removal of city centre parking spaces and providing additional capacity at P&R sites
Medium term	<ul style="list-style-type: none"> • Extension of residents parking zones to prevent long stay non-residential parking
Long term	<ul style="list-style-type: none"> • Investigation of workplace parking charges

- 6.14 These wider transport strategy measures will further support a shift away from single occupancy car travel, and allow bus priority interventions to be introduced without significant congestion impacts.

Figure 6.1: Inner Canterbury Services

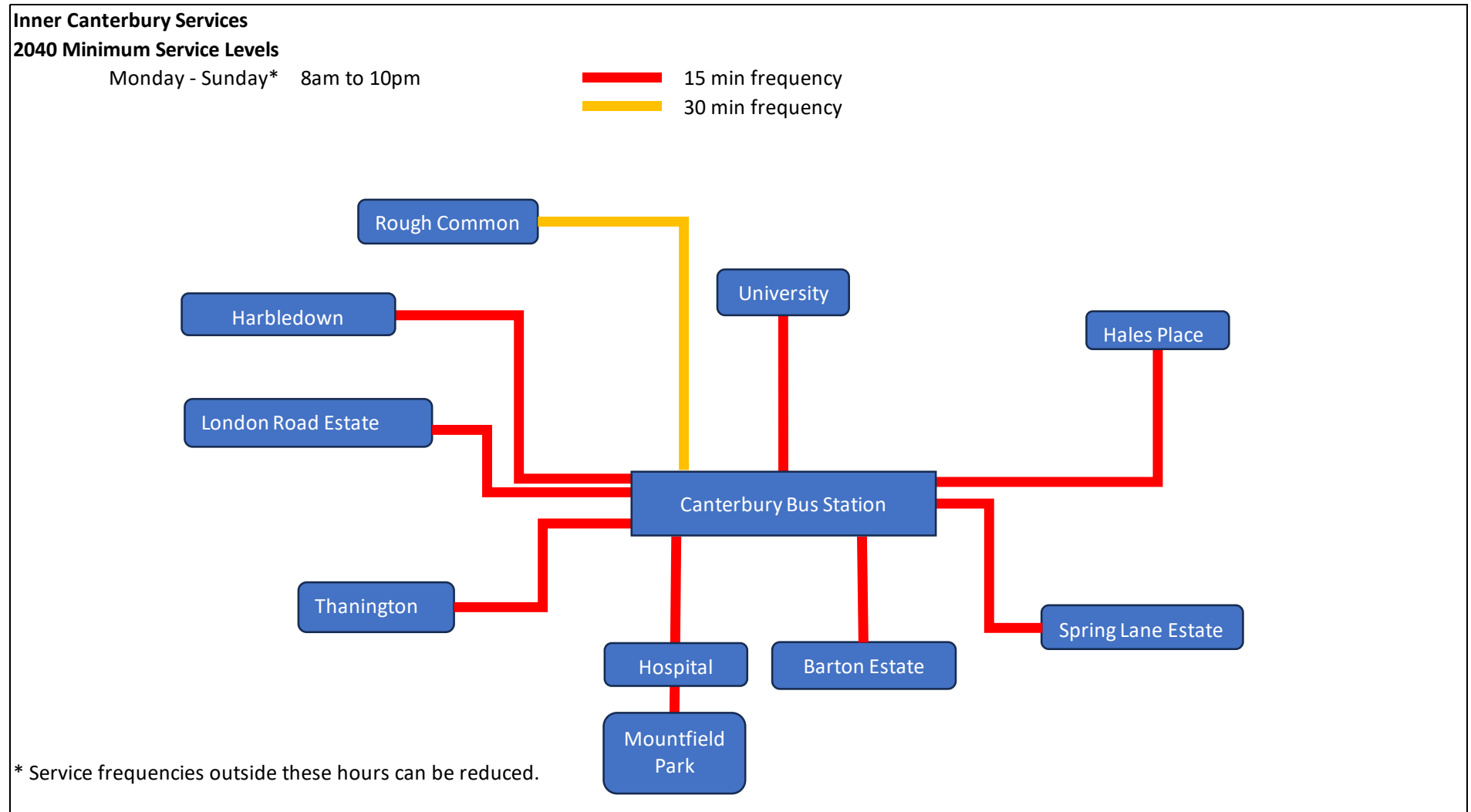


Figure 6.2: Canterbury district wide services

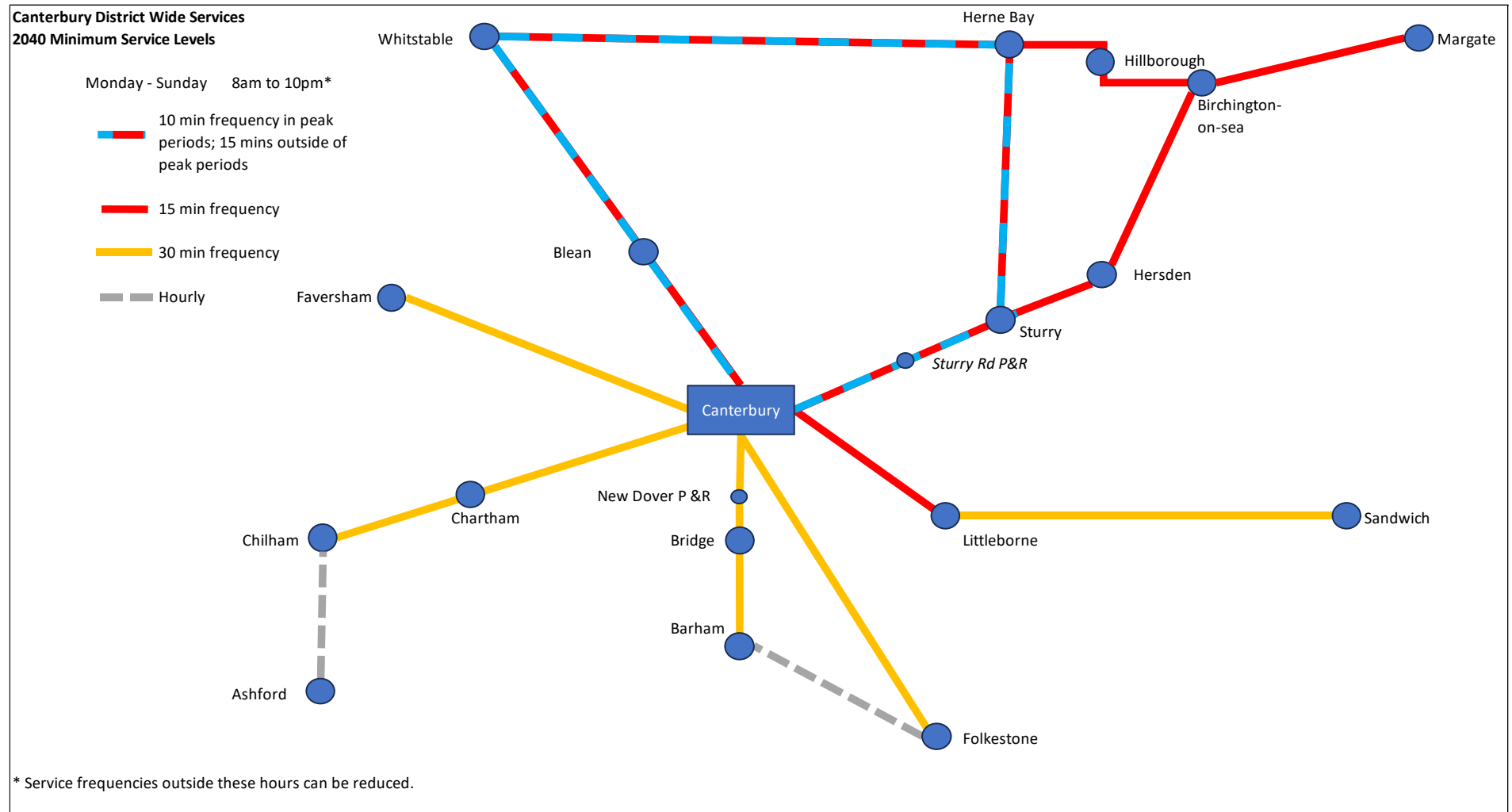


Figure 6.3: Local/rural services

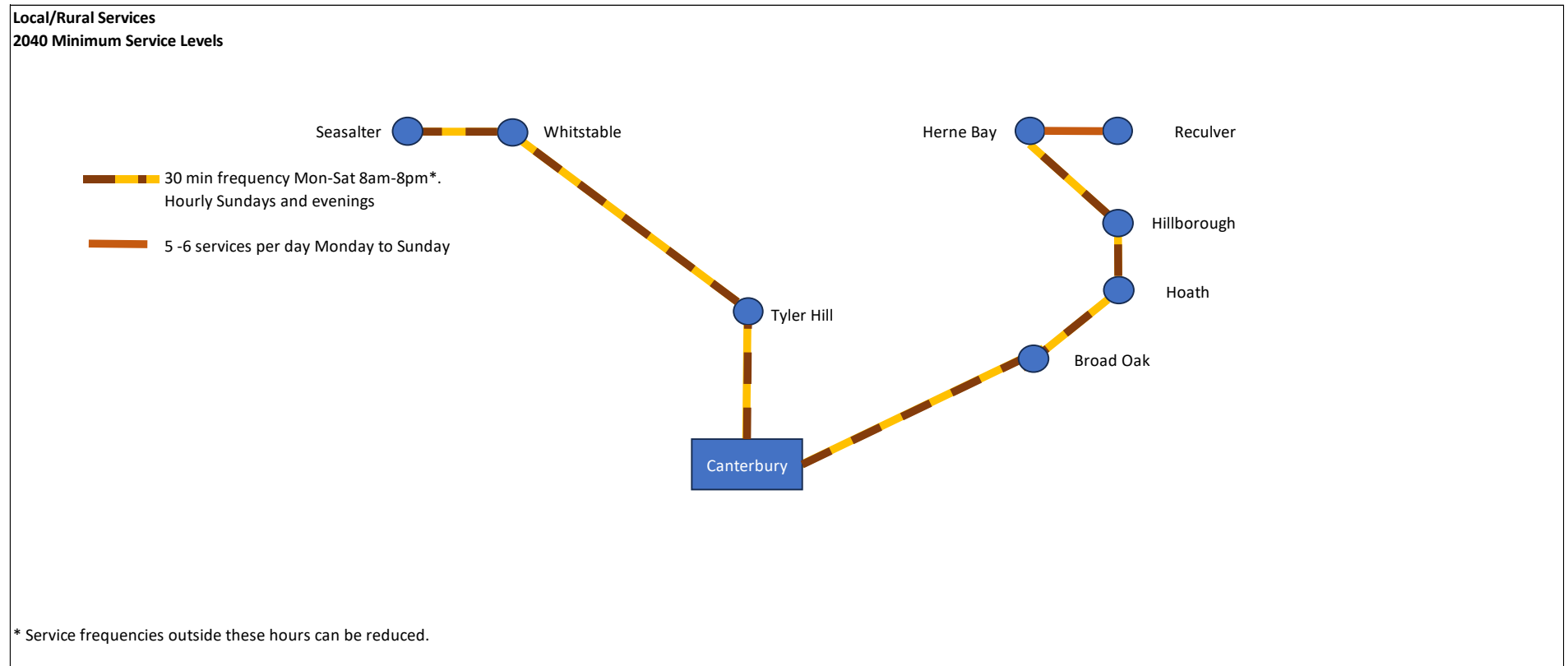
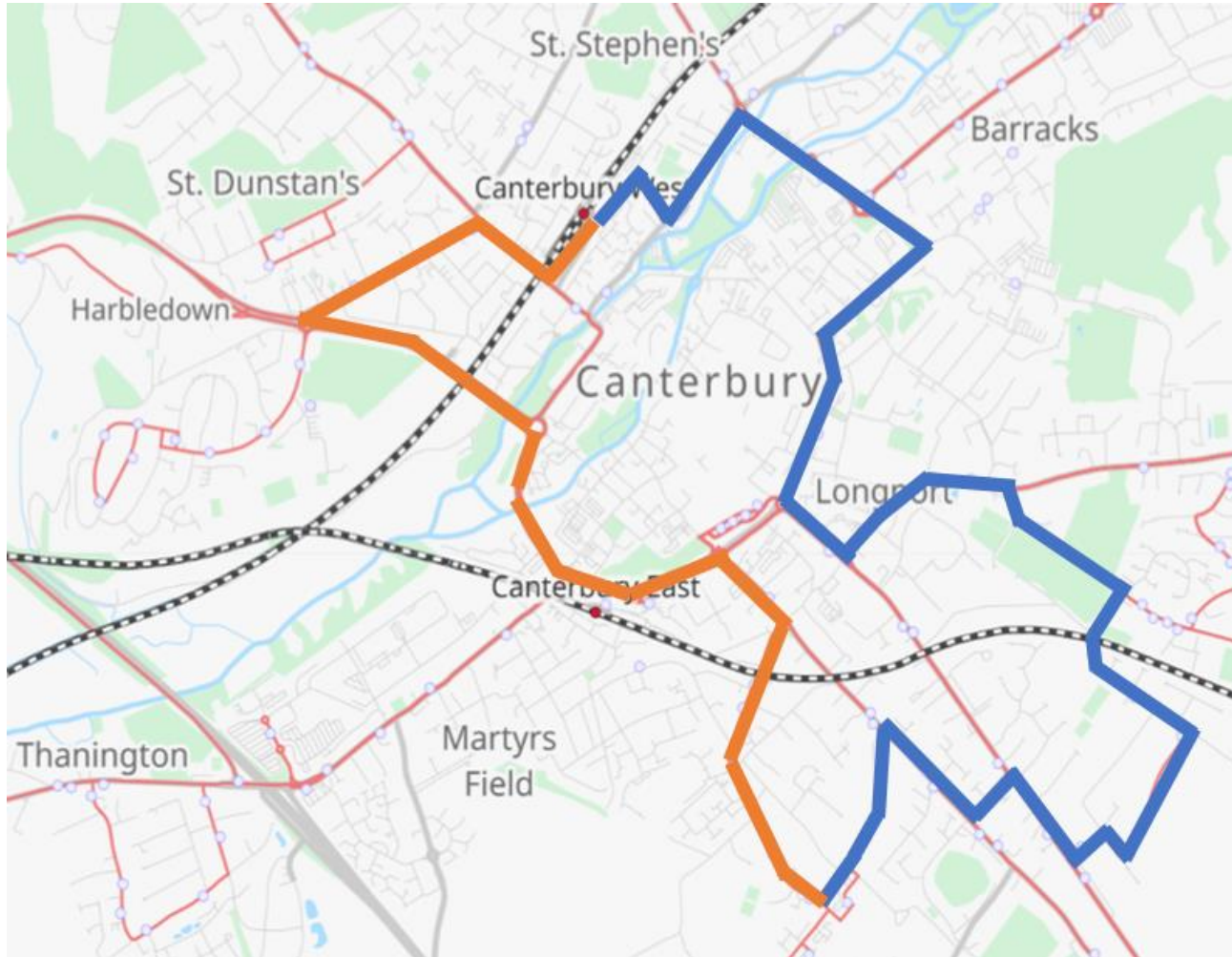


Figure 6.4: City Hopper option



7 Funding

Funding sources

- 7.1 There are a number of funding sources to potentially support investment in Canterbury's bus network. These funding sources, identified below, vary in the likely amount of funding they will generate, and the challenges associated with their implementation. Additionally, new funding sources may emerge in response to environmental, economic and social changes over the life of Canterbury's bus strategy and wider transport strategy.
- 7.2 Potential funding sources include:
- Central Government funding, e.g. Housing Infrastructure Fund
 - Third party contribution, e.g. from major private sector investors, land/asset owners, and developer contributions (including S106 agreements)
 - Local rates/levies, e.g. Business Rate Supplement

Funding and Financing Strategy

It is recognised that funding is challenging at a national, regional and local level, and therefore a range of funding models will need to be analysed and considered. In this regard, Canterbury City Council will identify alternative funding models for development of the bus network within the district. Canterbury City Council will also determine how local strategic bus schemes are prioritised, and develop a prioritised pipeline, in consultation with Kent County Council and local operators. Potential funding options include:

- **Planning obligations and developer contributions (Section 106):** these involve legally binding commitments made by landowner to ensure that transport provision is adequate for the needs of the new development. S106 is restricted to the infrastructure required to directly mitigate the impact of the development.
- **Community Infrastructure Levy (CIL):** this is a levy charged to developers which can be used to finance sustainable transport options. The finance generated can be targeted towards a broader, area-related series of transport improvements rather than a specific set of improvements associated with one particular development.
- **Direct contributions from stakeholders:** these may include contributions from bus operators whose operations are made more attractive or businesses and academic institutions that will benefit from new or improved infrastructure provision.
- **Levelling Up Fund (LUF):** the £4.8 billion fund supports town centre and high street regeneration, local transport projects, and cultural and heritage assets. Canterbury received £22m in funding with schemes funded including improvements to Canterbury Bus Station.
- **Zero Emission Bus Regional Areas (ZEBRA):** support in delivering zero emission buses.

Table 9.1 to 9.3 indicates how each intervention is expected to be funded.

8 Governance

Introduction

- 8.1 Canterbury City Council, Kent County Council and the district's bus operators (Stagecoach and Regent Coaches) are part of the governance process and are key to the successful development and implementation of the bus strategy.

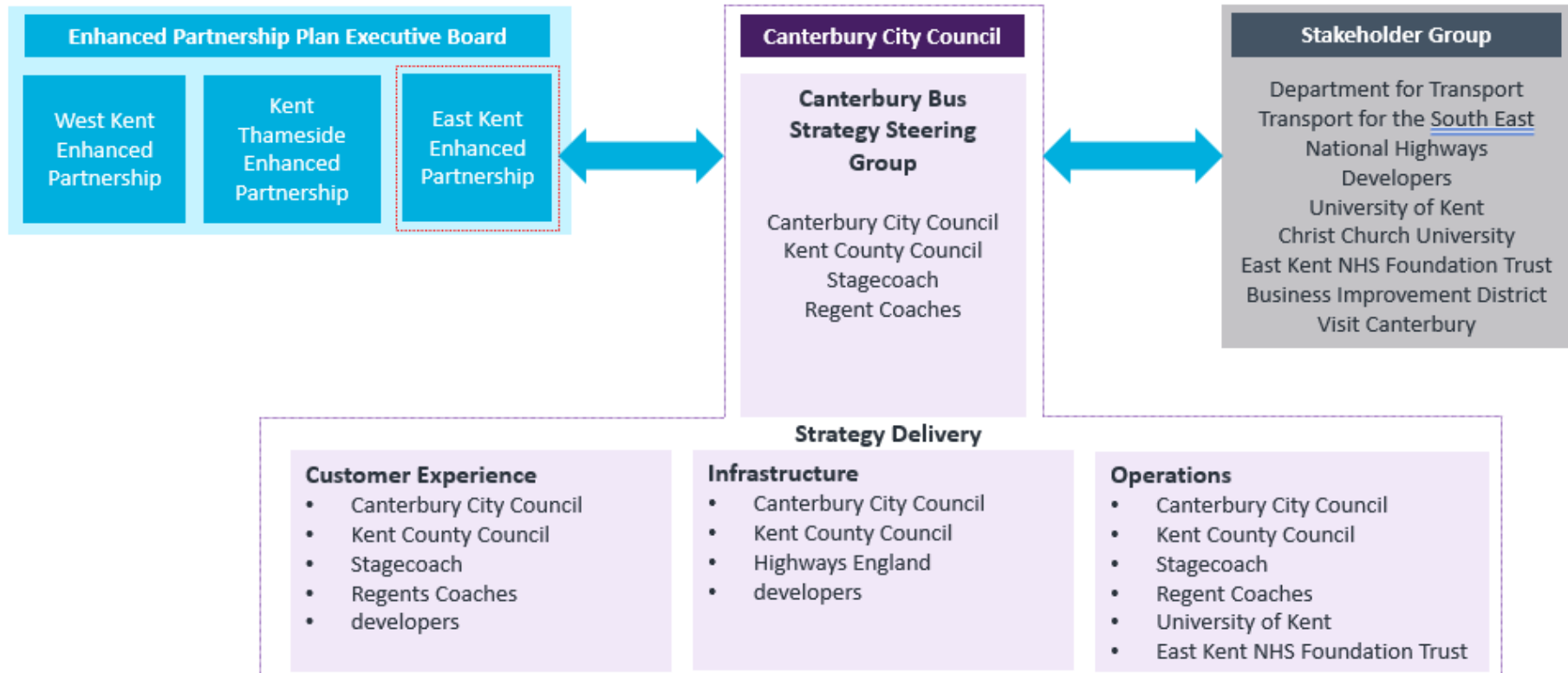
Steering group

- 8.2 The Steering Group is composed of Canterbury City Council, Kent County Council and operators. Other stakeholders will include National Highways, Transport for the South East (TfSE), DfT, developers, tourism bodies, University of Kent and East Kent NHS Foundation Trust. Based around these groups, Canterbury City Council will consider its governance structure for its bus strategy.
- 8.3 The Steering Group provides governance for strategy implementation, checking and challenging each phase of implementation and ensuring progress in the right direction. The Steering Group was composed of representatives of the strategy partners and were involved in setting the vision, aims and objectives of the strategy.

Stakeholder group

- 8.4 The Stakeholder Group represents key interest groups that are critical to the successful delivery of the Canterbury District Bus Strategy and are essential to involve as the strategy progresses. It is composed of the DfT, TfSE, National Highways, developers, University of Kent, Christchurch University, The Canterbury Business Improvement District, Visit Canterbury and the East Kent NHS Foundation Trust.

Figure 8.1: Governance structure



9 Delivery plan

9.1 The strategy delivery plan considers who will deliver each intervention, where the funding or other resources will come from to enable this, and when delivery is expected to occur in the overall strategy timescale.

Who

9.2 The strategy will be delivered by key **partners** of Canterbury City Council, Kent County Council, Stagecoach and Regent Coaches.

9.3 Key **stakeholders** in delivery include:

- Developers;
- Key employers including University of Kent, Christ Church University and East Kent Hospitals NHS Foundation Trust;
- Canterbury Business Improvement District;
- National Highways;
- TfSE; and
- DfT.

How

9.4 A range of funding sources will be drawn upon to fund interventions including:

- S106
- Community Infrastructure Levy (CIL)
- BSIP Funding
- Operator's funding

9.5 At this stage in strategy development, interventions have been broadly costed into Low (£), Medium (££) and High (£££) cost bands.

When

9.6 The strategy will be implemented over the period 2025 to 2040. Timescales for delivery have been further broken down into:

- Quick Wins: to be delivered by end of 2025
- Short term: 2025 – 2030
- Medium term: 2030 – 2035
- Long term: 2035 – 2040

9.7 Quick wins identified include:

- Improved travel information
- Awareness raising of £2.00 fare
- Audit of shelters
- Anti-social behaviour intervention

- Opportunities within the BSIP

How Much

9.8 Development of detailed costs for the strategy is outside the scope of this commission however, broad cost ranges have been attributed to each intervention as follows:

- Low: < £250,000
- Medium: £250,000 and £1,000,000
- High: > More than £1,000,000

Table 9.1: Delivery Plan – Customer Experience²

Intervention	Timeframe	Scheme Promoter	Delivery Partners	Indicative cost	Possible funding source(s)
Information and awareness raising initiatives					
K3. Timely, up to date information provision to bus users via digital means (e.g. QR codes, social media)	Quick win	Kent CC	Stagecoach	Low	BSIP funded
K4. Tailored information for specific geographies that includes non-time sensitive information and links to dynamic content.	Quick win	Stagecoach	-	Low	Stagecoach
K8. To raise awareness of £2.00 bus single fare amongst non-users	Quick win	Stagecoach	Kent CC	Low	Stagecoach existing marketing + BSIP funded
K2. Interactive information screens located in new builds	Short Term	Developer	-	Low	Developer Funding
K10. Ensure bus is promoted via workplace, higher education and school and development travel plans	Short term	Canterbury	Developers, Occupiers	Low	CIL/S106
Fares and ticketing initiatives					
K9. Off-bus ticketing (e.g. via app) to support reduced dwell time and improved reliability	Quick win	Stagecoach	Kent CC	Medium	BSIP (tranche 2), Project Coral, BSIP ticket machine upgrade
K1. Consider fare/services subsidies within city/district over first 5 years of the Local Plan	Short Term	Canterbury	Stagecoach	Medium	CIL
J2. Fare subsidies (rural)	Long Term	Canterbury	-	Medium	CIL
Other customer experience initiatives					
K11. Audit of bus stops to consider physical improvements (shelters, lighting, hard standing) and develop agreed appropriate standards for provision.	Quick win	Kent CC	Canterbury	Low	Advertising, Parish Councils CIL, BSIP package approach (potential)
K7. Additional interventions to discourage anti-social behaviour at bus station.	Quick win	Canterbury	-	Low	LUF as part of bus station improvement plans
K12. Explore development of 'Safer Travel' partnership and associated marketing e.g. 'See Something Say Something'	Short term	Canterbury	Kent Police, Kent CC, Operators	Low	LUF as part of bus station improvement plans

² Interventions K10, K11 and K12 do not appear in Appendix A – Long List assessment as they were added as part of partner feedback during strategy finalisation.

Table 9.2: Delivery Plan – Operations

Intervention	Timeframe	Scheme Promoter	Delivery Partners	Indicative cost	Possible funding source(s)
Network review					
K10. Network review to consider through services and/or connection with city hopper (incl. potential abstraction issues)	Quick win	Canterbury	Operators	Low	Developer funding (CIL)
G2. Introduce cross city routes to remove the need for interchange (incl. considering termination requirements)	Dependent on above	Canterbury	Operators	Low	Developer funding (CIL)
G1. City Wide Hopper Service connecting key destinations in/around city centre		Canterbury	Operators	Medium	Developer funding (CIL)
Service enhancements					
G3. 24hr bus service serving the University of Kent	Quick win	Operators	-	Medium	BSIP, CIL, Developer funding
J7. Outside of school hours, use vehicles to serve rural communities	Quick win	Operators	Canterbury	Low	Stagecoach
J8. Enhance Kent Karrier dial-a-ride service to support rural communities in Canterbury	Short term	Kent CC	Canterbury	Low	CIL
E2. Zero emission buses	Long term	Operators	DfT	High	DfT ZEBRA funding, Operator
J6. Improvements to bus services for rural communities including frequency, evening and weekend services (as per network plan and potential demand)	Long term	Canterbury	Operators	Medium	CIL
Park & Ride Interventions					
F2. New park and ride - Merton Park (via new A2 off slip)	Short term	Canterbury	Developer	High	Developer Funding (S106) and CIL
F3. New Park and ride - Mountfield	Short term	Canterbury	Developer	High	Developer Funding (S106)
F6. Whitstable Park and Bus at A2990 Thanet Way	Short term	Canterbury	Developer	Medium	Developer funding (CIL)
F4. Assessment of demand for new Park and Bus at A257	Medium term	Canterbury	Developer	Low	Developer funding (CIL)
F5. Assessment of demand for new Park and Bus at A290	Medium term	Canterbury	Developer	Low	Developer funding (CIL)

Table 9.3: Delivery Plan – Infrastructure

Intervention	Timeframe	Scheme Promoter	Delivery Partners	Indicative cost	Possible funding source(s)
Reallocation of road space to bus					
A1. Sturry Road: Reallocation of parking for bus lanes (incl increasing road space)	Quick win	Kent CC	Canterbury	Medium	Developer Funding (CIL) available S106 funding
E10. Wincheap gyratory - Reallocation of road space for bus	Quick Win	Kent CC	Canterbury	Low	Existing developer funding
B2. New Dover Road: Reallocation of road space for bus lanes	Short term	Canterbury	Kent CC	Low	Existing Developer funding
D1/D3 Pin Hill: Reallocation of road space for bus lanes both east and west bound	Long term	Canterbury	Kent CC	Medium	Developer Funding (CIL)
A3. Tourtel Road: Reallocation of road space for bus lanes	Long term	Canterbury	Kent CC	Low	Developer Funding (CIL)
B3. Rheims Way: Reallocation of road space for bus lanes	Long term	Canterbury	Kent CC	Medium	Developer Funding (CIL)
E6. St Georges Place: Reallocation of road space for bus lanes	Long term	Canterbury	Kent CC	Medium	Developer Funding (CIL or S016)
Junction improvements					
E9. Downs Road: Study to investigate improvements at Downs Road to facilitate bus enhancements.	Quick win	Kent CC	Canterbury	Low/Medium	BSIP (Tranche 2)
D4. Military Road roundabout: Enhance bus signal timings to improve bus priority	Quick win	Kent CC	Canterbury	Low	Existing S106 funding
E1. Rhodaus Town: Kerb realignment at Watling Street	Quick win	Kent	Canterbury	Low	S106 funding/BSIP
C1. A2 slips at Harbledown - linked to UoK site	Long term	Developer	Canterbury	High	Developer Funding (S106)
C2. A2 slips Wincheap/Merton Park	Long term	Developer	Canterbury	High	Developer Funding (S106)
H1. A299 Chestfield - new north facing slips linked to Brooklands farm development	Long term	Developer	Canterbury	High	Developer funding (S106)

Intervention	Timeframe	Scheme Promoter	Delivery Partners	Indicative cost	Possible funding source(s)
D6. Ring road signalisation (including bus hurry calls)	Long term	Canterbury	Kent CC	High	Developer contributions (S106 + CIL) depending on location
Bus Gates					
E5/E4. Merton Park: Bus gates at key locations	Long term	Developer	Canterbury	Low	Developer Funding (CIL or S016)
E3. Old Dover Road: Bus gates at key location	Long term	Developer	Canterbury	Low	Developer Funding (CIL or S016)
Other infrastructure interventions					
B1. London Road Estate: Improving arrangements for school buses at Canterbury Academy (Rheims Way/Knight Avenue)	Quick win	Kent CC	Operator	Low	CIL
C3. Mountfield & Merton Park: Fast bus link	Long term	Developer	Canterbury	High	Developer Funding (S106)

10 Monitoring and evaluation

Introduction

- 10.1 The impacts of the pandemic still affect the ability to set robust mode share targets. The 2021 census provides the most recent travel to work dataset, and one that would normally be expected to be a core consideration in target setting. However this data was collected during a period of significant travel restrictions due to the Covid-19 pandemic, resulting in results significantly different both from pre-Covid levels and those expected to be prevalent at the time of this strategy's development. In addition to changes to travel patterns resulting directly from travel restrictions picked up in 2021 census results, the pandemic resulted in longer term impacts on travel behaviour in terms of increased levels of working from home, frequency of trip making and time and purpose of trip making. These impacts mean identifying realistic impacts of Canterbury's bus strategy are more changing than they would be pre-pandemic.
- 10.2 To counter this uncertainty, target setting has been informed by a range of considerations including comparison of bus mode shares with comparable districts and urban areas in England, consideration of 2011 census data (rather than more recent 2021 mode share data which was significantly influenced by travel restrictions imposed during the Covid pandemic) location of future development and planned infrastructure and evidence of impacts of strategy elements.

Potential impact

- 10.3 To consider impacts in a way that is proportionate to the strategy overall, a review of evidence of impacts of physical, operational and customer experience interventions and comparison of other UK cities with similar attributes to Canterbury to determine what 'good' could look like was undertaken.
- 10.4 Interventions defined by physical infrastructure improvements are shown to decrease journey times and improve reliability of bus services. Evidence indicates these interventions may reduce bus journey times by 20-23% while knock-on impacts to private vehicle journey times are likely to be only marginally affected. Bus service reliability may improve by 12-18% patronage by up to 20%.
- 10.5 Considering operational changes, research shows these are capable of delivering an increase in patronage by up to 20%, improve journey times by 10% and lead to revenue increases of over 10%.
- 10.6 Implementing a range of 'soft' measures such as improvements to branding and passenger comfort can also lead to patronage improvements with examples showing overall patronage rise of between 14% and 35%.
- 10.7 A review was also undertaken considering bus mode share for historic cities elsewhere in England prior to Covid to consider how Canterbury (both as a city and a district) compared with other potentially similar locations. In 2011, Oxford's built up area had a notably higher

bus mode share than other historic cities (16%), which though partly due to high student population may also be attributed to long term policy backdrops that support bus and park and ride use. In this regard, the value of 16% has informed (alongside other variables) aspirational target setting for bus mode share for urban areas in the Canterbury district.

Targets

10.8 Development of strategy targets considered the potential for increasing bus use across several key areas of the district:

1. within Canterbury's built-up urban area;
2. within Herne Bay;
3. within Whitstable;
4. between Herne Bay and Canterbury;
5. between Whitstable and Canterbury;
6. between the east of the district and Canterbury;
7. between the southwest of the district and Canterbury;
8. between the south of the district and Canterbury; and
9. between Whitstable and Herne Bay.

10.9 The potential for increasing bus mode share has been assessed across these nine geographies as shown in Table 10.1.

Table 10.1: Potential for increasing bus mode share

Attribute	1 Canterbury City Centre	2 Herne Bay	3 Whitstable	4 Herne Bay Canterbury	5 Whitstable Canterbury	6 Sturry	7 Chartham	8 Bridge	9 Herne Bay Whitstable
Mode share (2011)									
Bus	7%	4%	3%	14%	12%	14%	5%	7%	6%
Car (drivers & passengers)	31%	61%	60%	80%	81%	70%	77%	83%	82%
Active modes (walk & cycle)	60%	33%	36%	4%	5%	14%	15%	7%	8%
Other modes	1%	1%	1%	2%	1%	1%	1%	1%	2%
Other attributes									
Propensity to use bus	High	High	Low	Medium	Low	Medium	Low	Low	Medium
Development	High	High	High	High	High	High	High	Low	High
Infrastructure	Yes	No	No	Yes	Yes	Yes	Yes	Yes	No
Impact assessment									
Overall impact assessment	High	High	Medium	Medium	Low	Medium	Medium	Medium	Medium
Potential future mode share for bus	15%	8%	6%	16%	16%	16%	10%	10%	16%

District wide mode share targets

- 10.10 Analysis of the movements summarised in Table 10.1 allowed determination of an overall bus mode share target (shown in Table 10.2), increasing district wide bus mode share from 4.9% (2011 levels) to 7.0%.

Table 10.2: District wide targets

	2011 Mode Share	2014 2031 Transport Strategy	2024 2040 Bus Strategy	2011 2040	
				% change	% point change
Driving a car or van	55.0%	42.3%	35.5%	-35%	-19.50%
Passenger in car or van	4.7%	6.5%	6.5%	38%	1.80%
Bus, minibus or coach	4.9%	6.5%	7.0%	43%	2.10%
Train	5.0%	6.5%	6.0%	20%	1.00%
Bicycle	2.7%	4.0%	5.0%	85%	2.30%
On foot	14.7%	18.0%	20.0%	36%	5.30%
Working mainly from home	11.6%	14.0%	18.0%	55%	6.40%
Other	1.5%	2.2%	2.0%	33%	0.50%
Total	100.0%	100.0%	100.0%		

Area specific mode share targets

- 10.11 Area specific mode share targets which, when achieved would deliver the overall district target are shown in Table 10.1. This includes at least doubling of bus mode share in the built-up area of the city of Canterbury as well as Herne Bay, Whitstable, in the south west of Canterbury and between Herne Bay and Whitstable. Consideration has also been given to the potential for mode shift to bus from the significant new development, and associated population growth, in these areas. More modest increases on other corridors have been set where there is already a reasonable bus mode share.

Patronage target

- 10.12 Current patronage levels for bus services arriving or departing the Canterbury district were approximately 10.3 million journeys over a 12-month period (November 2022 to October 2023) excluding Park and Ride. In order to determine a patronage target for 2040, the following has been considered:

- Estimate of increase in patronage due to background population increase to 2040³;

³ Total population growth estimated as 59,821 (CCC local plan) from 2021 baseline of 157,400. To account for 2023 patronage baseline, 2023 population taken as 164,000 to account for two years of growth. Avg bus trips per person estimated at 23 trips/day (NTS2022, Dec 2023). Results rounded to nearest 100,000.

- Patronage increase of 5% of baseline as a result of BSIP interventions prior to 2025;
- Estimates of patronage uplifts as a result of bus strategy⁴ including:
 - +20% from Infrastructure interventions;
 - +20% from Operations interventions;
 - +20% from Customer Experience interventions;
 - +10% from Demand Management interventions.

10.13 Results are summarised in Table 10.3 and indicate a target of patronage increase (excluding P&R) of **8.4 million** additional bus trips per annum by 2040 as a result of the strategy (including demand management elements of the wider transport strategy).

Table 10.3: Bus patronage target (all journey purposes, excluding Park and Ride)

Element	Trips per annum (million)
2023 Baseline (excluding P&R)	10.3
Estimated increase from background growth	+1.7
<i>Additional trips resulting from initial BSIP interventions to 2025</i>	+0.5
<i>Additional trips from background population growth to 2040</i>	+1.2
Estimated increase from strategy elements between 2025-40	+5.4
<i>Infrastructure</i>	+2.4
<i>Operations</i>	+2.4
<i>Customer experience</i>	+2.4
<i>Demand management</i>	+1.2
Estimated total bus trips in 2040 (including background growth)	20.4

Park and ride target

10.14 Park and ride patronage was 430,000 return trips in 2023. A target of 1 million return trips per annum has been set for 2040 based on an ambitious programme of extending park and ride provision including re-opening Sturry Road, and new Park and Ride facilities at Merton Park and Mountfield.. Additional park and ride sites on corridors that are not currently served will also be investigated/considered.

Monitoring

10.15 Strategy impacts will be monitored on an ongoing basis, and, where necessary, interventions applied to manage demand for private car use implemented including relocation/reduction of city centre parking provision and consideration of new mechanisms for charging for car access to the city. Traffic flows and fleet composition will be continuously measured by fleet-sensitive cameras, and analysed to monitor the success of the strategy. Annual traffic counts by the Department for Transport and Census data will add further information to the picture.

⁴ Uplifts have been informed by research included in the baseline report which explore limited available evidence of the impact on patronage due to bus infrastructure, operational and softer factors in combination with the proposed strategy elements and level of funding ambition.

A Summary Long List Assessment

Summary Assessment

Theme	Assessment against objectives	
A. Customer Experience		
K.2	Interactive information screens located in new builds	Minor Benefit
K.3	Timely, up to date information provision to bus users via digital means (e.g. QR codes, social media)	Major Benefit
K.4	Tailored information for specific geographies that includes non-time sensitive information and links to detailed, more dynamic content	Minor Benefit
K.1	Consider fare/services subsidies within city/district over first 5 years of the LP/ Subsidise school bus season tickets in addition to KCC subsidies	Minor Benefit
K.8	To raise awareness of £2.00 bus fare amongst non-users.	Minor Benefit
J.2	Fare subsidies (rural)	Minor Benefit
K.5	On-bus conductors	Disbenefit
K.9	Off-bus ticketing (e.g. via app) to support reduced dwell time and improved reliability	Minor Benefit
K.6	Separation of public and school services	Disbenefit
K.7	Additional interventions to discourage anti-social behaviour at bus station.	Minor Benefit
J.1	Bus stop improvements including bus shelters, lighting and hardstandings, particularly at rural locations	Major Benefit

B. Operations		
G.2	Introduce cross city routes to remove the need for interchange	Minor Benefit
G.3	24hr bus service supported by University of Kent and Stagecoach	Minor Benefit
J.6	Improvements to bus services for rural communities including frequency, evening and weekend services (including on demand/driverless pods)	Minor Benefit
J.7	Outside of school hours, use vehicles to serve rural communities	Major Benefit
J.8	Expand Kent Karrier dial-a-ride service to support rural communities in Canterbury	Major Benefit
F.2	New Park and Ride - Merton Park (via new A2 off slip)	Minor Benefit
F.3	New Park and Ride - Mountfield	Minor Benefit
F.4	New Park and Ride at A257	Minor Benefit
F.5	New Park and Ride at A290	Minor Benefit
F.6	Whitstable Park and Bus: A pay on bus model of Park & Ride with a new car park sited on A2990 Thanet Way accessible by passing bus service	Minor Benefit
G.1	City Wide Hopper Service connecting key destinations in/around city centre incl. stations, bus station, hospital, universities, retail/tourist sites	Minor Benefit
K.10	Network review to consider services operating through the bus station	Major Benefit
M.1	Two-way operation on St Georges Lane through the bus station (or some other form of works) to allow easier bus through/cross city routing	Major Benefit

C. Infrastructure		
A.1	Reallocation of road space for bus lanes on Sturry Road	Major Benefit
A.3	Reallocation of road space for bus lanes on Tourtel Road	Minor Benefit
B.2	Reallocation of road space for bus lanes on key radial routes – New Dover Road	Major Benefit
B.3	Reallocation of road space for bus lanes on key radial routes – Rheims Way	Major Benefit
D.1	Extend bus lane on Pin Hill to Canterbury East Station Bridge	Major Benefit
D.3	Reallocation of road space for bus lanes on Pin Hill	Major Benefit
E.1	Bus lane widening, signage and repainting at junction of Rhodaus Town/Watling Street. Moving guardrail	Minor Benefit
E.10	Reallocation of road space for bus lanes on Wincheap	Major Benefit
E.6	Remodeled road layout to provide two-way access for buses – St Georges Lane	Discounted on feasibility grounds
E.3	Bus gates at key location – Old Dover Road	Minor Benefit
E.4	Bus gates at key locations – Hollowmead	Minor Benefit
E.5	Bus gates at key locations – Merton Park	Minor Benefit

D.4	Bus slip addition - removal of highway verges and installation of bus slip road to merge back onto Military Road (bypassing roundabout) removing requirement to join roundabout.	Minor Benefit
A.7	Move sensor for traffic lights onto the slip bus lane from A28 to Tourtel Road to allow time for traffic queuing to join the roundabout to dissipate to allow buses to merge more easily into the right hand turn lane	Minor Benefit
D.6	Ring road signalisation (including bus prioritisation)	Minor Benefit
C.1	A2 slips at Harbledown – linked to University of Kent site	Major Benefit
C.2	A2 slips Wincheap/Merton Park	Major Benefit
C.3	Fast bus link from large developments – Mountfield & Merton Park	Major Benefit
H.1	A299 Chestfield - new north facing slips linked to Brooklands farm development	Major Benefit
B.1	Extension from 2 to 4 double decker buses to help traffic flow in/out of London Road estate at peak school traffic periods	Minor Benefit
E.9	Install improved calming to manage speeds of all road users on length of carriageway to ensure buses can safely turn left and right out of Downs Road	Minor Benefit
E.2	Zero emission buses	Major Benefit
F.1	Extension to Park and Ride at Sturry Road	Minor Benefit

B Baseline Report

Control Information

Prepared by

Steer
14-21 Rushworth Street
London SE1 0RB
+44 20 7910 5000
www.steergroup.com

Prepared for

Canterbury City Council
Military Road
Canterbury
Kent
CT1 1YW

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Author/originator

John Geelan

Reviewer/approver

Phil Turner

Other contributors

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2nd February 2024
15th February 2024



Canterbury District

Draft Local Cycling and Walking Implementation Plan 2025-2040

Draft Local Cycling and Walking Implementation Plan

Introduction

This Local Cycling and Walking Implementation Plan sets out the aims and aspirations of the council to increase significantly the number of trips made by walking and cycling within the horizon period of the new Local Plan to 2040. The transport strategy relies on a substantial switch to active travel modes for local trips.

This implementation plan sets out how we propose to achieve that with policies that encourage active travel and a network of route proposals that integrate with existing routes, with key destinations and with planned developments.

Network development

The objective is to progressively develop a coherent network for everyday safe and convenient walking and cycling that promotes the modal hierarchy and identifies and delivers enhancements.

A review by Sustrans of the city cycle network and suggested improvements has been completed as is included at appendix A.

A review by Spokes (The East Kent Cycling Campaign community group) of the cycle network has been undertaken and suggested improvements have been included in the proposed network.

Based on the reviews, we have assessed where there are gaps in the network by identifying amenities and residential areas that are not served by cycle routes.

Routes will follow the guidance set out in DfT LTN 1/20 and will be Coherent, Direct, Safe, Comfortable and Attractive.

Routes will be suitable for wheelchairs, prams and all styles and models of cycles.

Cycle routes will be separated from walking routes where possible; many quieter routes will involve shared use.

Cycle routes will be separated from heavily trafficked and/ or high speed roads where possible; making cycling on the road safe and convenient will be a priority in local neighbourhoods and on roads with less traffic.

We will aim to remove some local vehicular short cuts leaving permeability for cycling and walking. Motor traffic will be encouraged to use main roads so that cycling on quiet streets is encouraged.

Delivery Models

We will seek opportunities for funding bids that prioritise or include active travel.

We will ensure that all new developments are suitably linked to the cycle network and that opportunities to extend the network are funded by developers where appropriate.

Funding linked to developments can be through S278 agreements where the developers undertake the construction, through S106 funding agreements, or by contributions through CIL.

All new developments should have walking and cycling links that are more convenient and more direct than motor traffic routes.

The network proposals maps include routes that will be required to be delivered by strategic developments.

We will put agreements in place with developers to ensure that ownership and maintenance of the routes is either included in their management plans or is handed over to the city council or adopted by Kent County Council with commuted sums for future maintenance where appropriate.

Priority and Infrastructure

The mode hierarchy at an intervention and system level is:

1. **People:** safe and healthy walking routes between home and neighbourhood centres with progressive pedestrianisation at the centres
2. **Bicycles:** safe and easy cycling within neighbourhoods and on routes to school, work and urban centres, segregated wherever possible
3. **Public transport:** increasing access, reliability and connectivity of bus, rail park and ride, and innovative public transport services
4. **Service vehicles:** planned, coordinated and efficient delivery of goods and services to minimise the impact on urban centres, neighbourhoods and congestion
5. **Shared mobility:** infrastructure and systems that reduce the need for private car ownership such as car clubs
6. **Private vehicles:** appropriate levels of access for private vehicles to the regional road network, but generally disincentivising short distance and through neighbourhood individual car journeys

We will design walking routes that are more direct than driving routes, giving priority to pedestrians over all other forms of transport, with dropped kerbs at road crossings;

We will investigate junctions to see if the radii can be tightened to reduce vehicle speeds and make a more direct crossing for pedestrians;

We will add pedestrian push buttons to traffic signals to give pedestrians a safe crossing place;

We will install seats and benches in areas with high concentrations of pedestrians where there is enough space to do so;

We will design cycle routes that are more direct than driving routes, giving priority to cyclists at junctions where possible;

We will add advance stop lines to traffic signal junctions to give priority to cyclists where possible;

We will allow contraflow cycling in one way streets if possible where this improves a route;

We will add red surfacing to cycle lanes on the carriageway to make motorists aware of cycles;

We will install simple hoop style cycle parking for short stay, covered where possible, and cycle lockers or compounds for long stay parking;

We will install and maintain pedestrian and cycle direction signs where the routes are different from vehicular routes;

We will ensure that high quality cycle parking and onward information is provided at transport interchanges;

We will remove access controls from cycle routes where possible.

Environment, Air Quality and Health

The transport strategy proposes a significant modal shift to walking and cycling to improve air quality and reduce congestion. Active travel creates no emissions and therefore improves the air and makes the streets more people friendly and makes towns and cities nicer places to live, which in turn encourages more active travel. The benefits of travelling short distances by walking or cycling are improved fitness, improved mental health and improved air quality all of which save the NHS billions of pounds each year.

Research undertaken by the iConnect consortium for Sustrans suggests that active travel can replace 41% of car trips, saving nearly 5% of carbon dioxide equivalent (CO₂e) emissions from car travel.

Innovation

We will work with an operator to set up and run a cycle and electric cycle hire scheme to link transport interchanges and popular destinations. A design solution to the last mile of a delivery schedule that removes the need for a vehicle would alleviate much of the congestion and pollution from the city, and if successful could be extended to the coastal towns. Freight transfer stations using small areas of the existing Park & Ride car parks and cargo bikes could be used to replace van deliveries.

Electric bike hire will be included in the cycle hire offer, and we will investigate solar power charging of ebikes.

We will investigate solar powered bollard lighting for rural cycle paths to achieve a balance between the need to light the route to increase its usage, and environmental concerns.

We will ensure that cycle parking includes provision for non standard cycles such as those with trailers, or disability adapted cycles, and that vertical racks are hydraulically assisted. .

We will install public cycle maintenance stands in locations with cycle compounds and shelters.

Information

We will ensure that cycling and walking routes have legible signing and waymarking that is continuous between destinations.

We will ensure that our web-site and our partners web-sites provide up to data and usable information on the cycle route network.

We will work with KCC Highways and Network Management to ensure that cycle routes are considered when planning roadworks.

We will seek to install cycle counters on key routes and use the data to track cycle usage.

We will promote cycling through our website

Maintenance and Enforcement

Maintaining walking and cycling routes is essential if the benefits and opportunities for modal shift are to be realised. Routes will have a variety of 'owners' with differing maintenance responsibilities including : KCC, CCC, management companies, private landowners with permissive agreements.

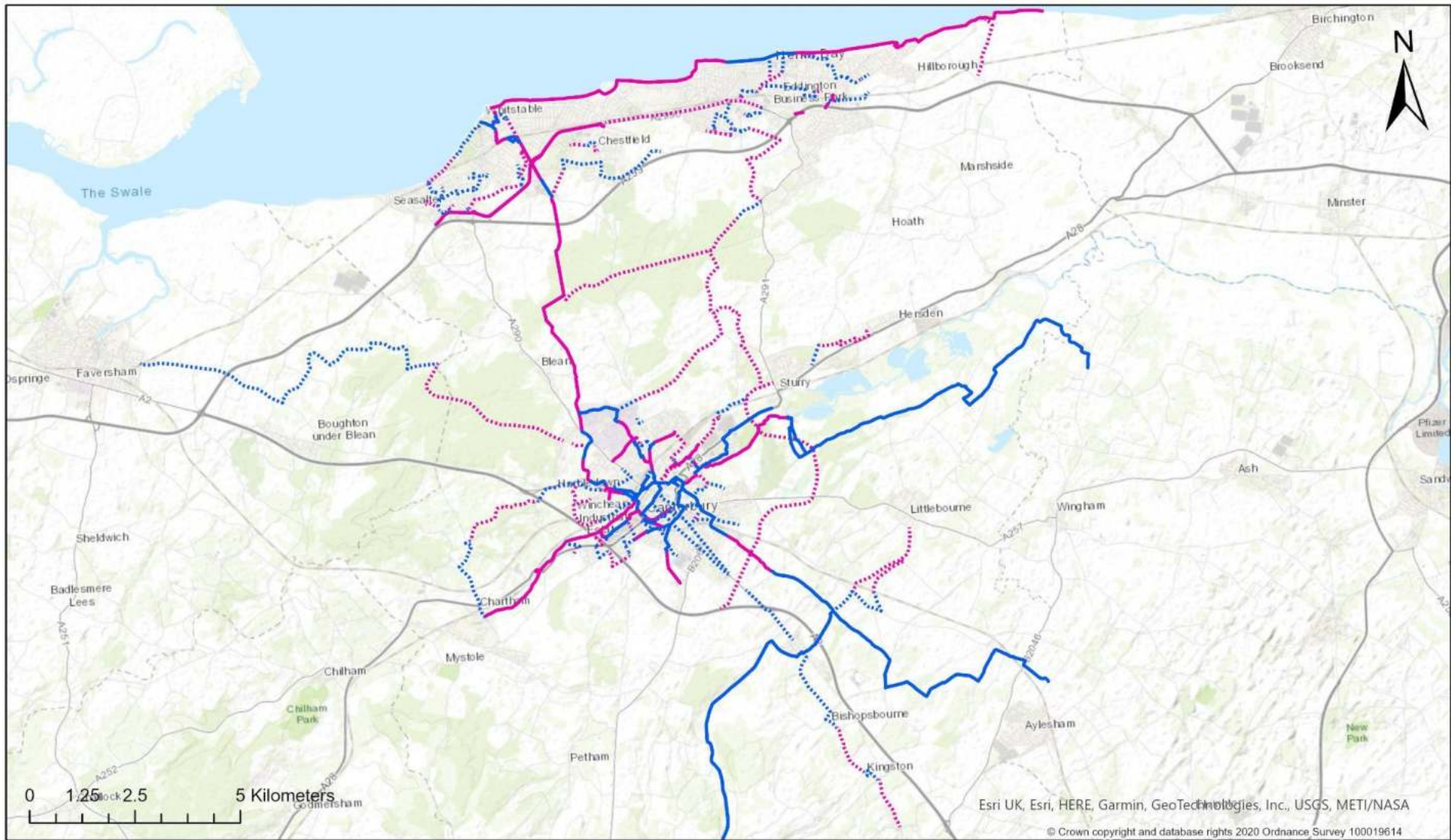
Where we have responsibilities and influence (i.e. through the planning process), we will ensure that walking and cycle routes are regularly maintained. Maintenance will include vegetation/tree clearance, repairs to surface defects, lighting, signs and litter/debris clearance and winter maintenance.

When new routes are provided as part of developments, we will ensure that ownership is transferred to either KCC or CCC in an adoptable condition, with appropriate commuted sums.

We will work with the Police and other agencies to tackle anti-social cycle behaviour in locations where cycling is not permitted and where routes are used by non authorised modes e.g. motorbikes

Proposed Routes and Improvements





Proposed routes and improvements are set out in the following tables along with an estimate of the cost and the proposed funding source:



Title: Canterbury District Cycle Route Proposed Network

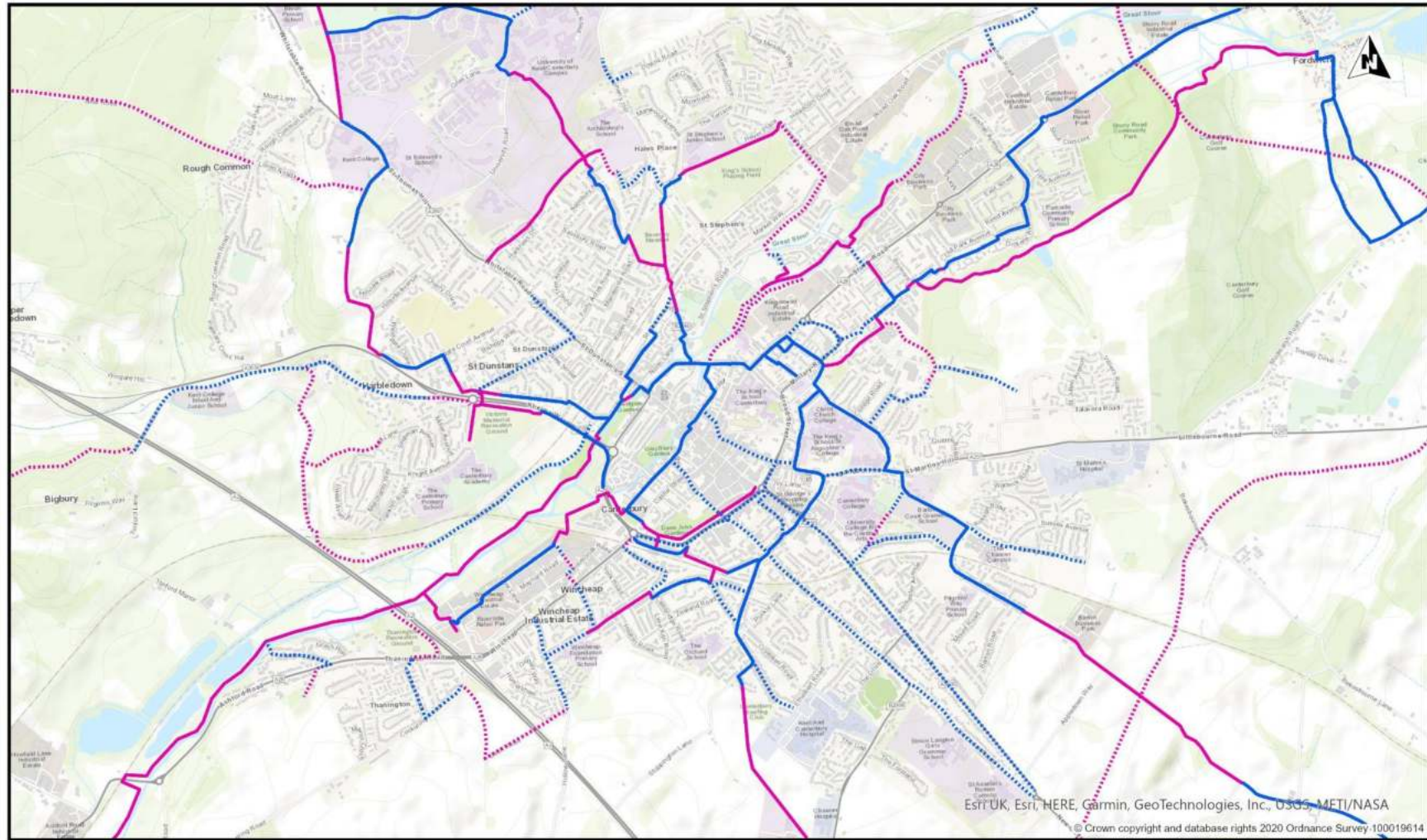
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Date: 25/08/2022

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Military Road
Canterbury
Kent
CT1 1YW



Title: Canterbury Proposed Cycle Network

Scale 1:25,000


Date: 03/10/2022

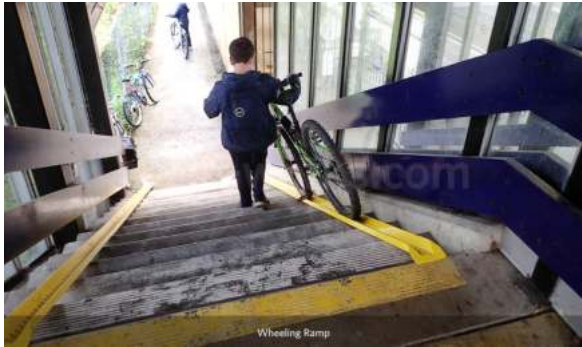
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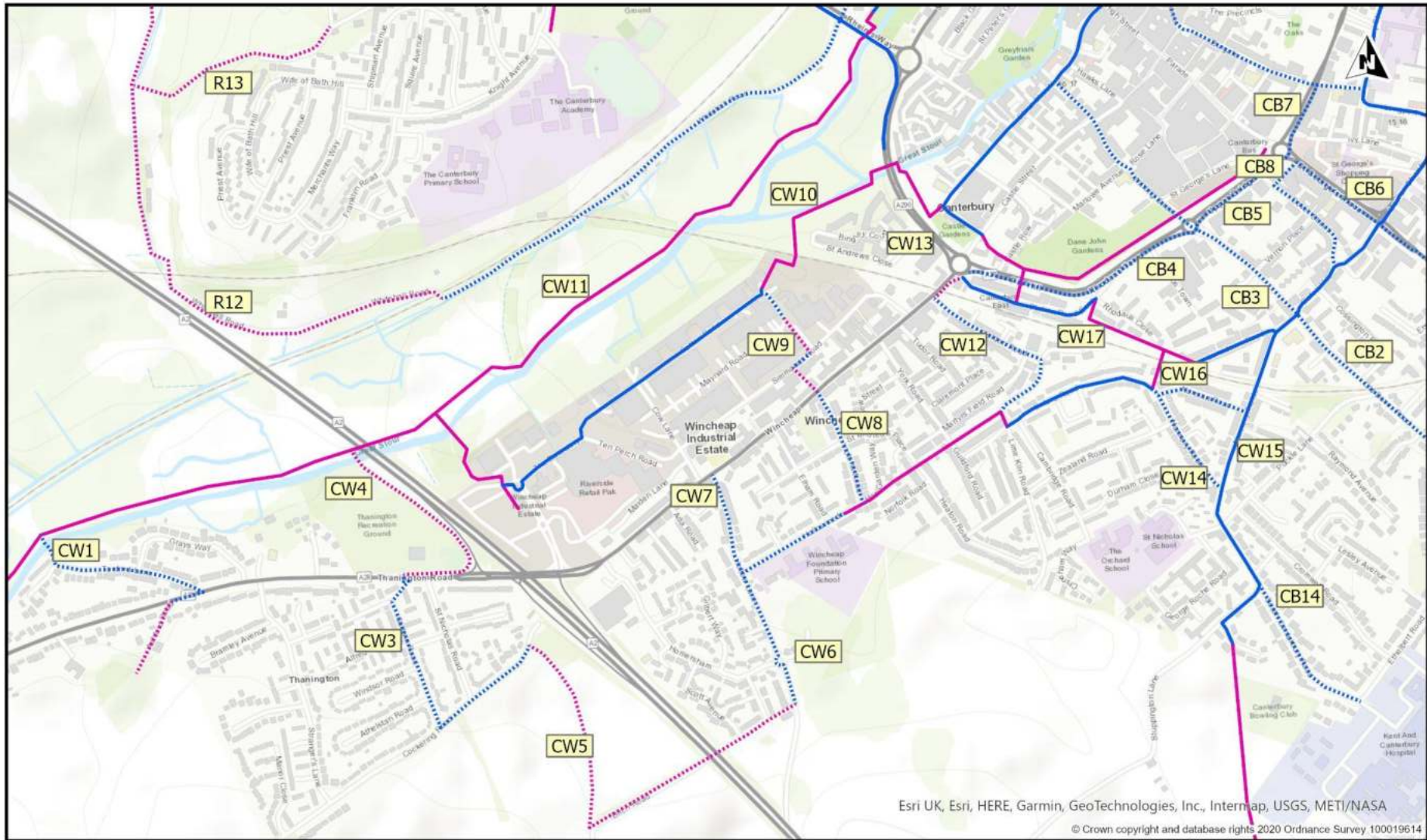


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Canterbury
Kent
CT1 1YW

Ref	Action	Detail	Est cost	Proposed funding source
Wincheap Area				
CW1	New cycle bridge at Tonford Lane to replace existing stepped bridge and connect Thanington to the Great Stour Way path	The approaches on both sides to the existing bridge are not suitable for cycles or wheelchairs/ prams. It may be possible to retain the bridge deck and replace the steps with a zigzag ramp.	£250,000	S106 South west Canterbury developers
CW2	Ashford Road Thanington, new toucan crossing to connect new developments to Tonford Lane.	Walking/ cycle links are proposed from the new developments which will join A28 Ashford Road at the access to the community centre. A new toucan crossing with cycle lanes on carriageway or widened footway will connect to the new bridge at Tonford Lane	£150,000	S106 South west Canterbury developers
CW3	Change existing pelican crossing to toucan and widen footpath link to Godwin Road	This will link the wider Thanington area to the Neighbourhood centre and onwards on a traffic free route to Canterbury or Chartham	£70,000	S106 South west Canterbury developers
CW4	New cycle bridge from Thanington Neighbourhood centre to Great Stour Way path and new shared link path round grounds		£350,000	S106 South west Canterbury developers
CW5	New cycle paths through Thanington strategic developments to be provided by developer	The detail of this will emerge through the planning process	n/a	S278
CW6	Traffic calming on Hollow Lane to encourage cycling	This would discourage traffic from using this route as a shortcut.	£100,000	S106 South west Canterbury developers

CW7	Modal filter at Hollow Lane south of junction with Hollowmede	 <p data-bbox="857 533 1178 563">Example of a modal filter</p>	£10,000	S106 South west Canterbury developers
CW8	New cycle crossing Victoria Road to Cooper's Lane and improvements to Cooper's Lane	This would provide a safe link from the residential area of Wincheap to the retail estate, and to the existing route at Cotton Road via the link at CW9	£150,000	Existing developer funding
CW9	Widen existing footpath link Jackson Road to Simmons Road and provide lighting	This provides a shortcut alternative to the roads in the retail estate.	£25,000	CIL
CW10	Illuminate existing cycle route	The existing route from Wincheap retail estate through Bingley Court and adjacent to the city wall is not illuminated, and off putting to cycle in darkness.	£25,000	CIL
CW11	Illuminate existing cycle route	The existing Great Stour Way route is not illuminated and not inviting to cyclists after dark. The illumination can be via solar powered, proximity detection low level bollards or solar studs	£100,000	CIL
CW12	New shared route on footway	Cycling to be permitted on the southern footway of Wincheap to link Simmonds Road to the existing cycle link at Station Road East.	£30,000	S106 South west Canterbury developers





CW13	Replace the roundabout with traffic signals with separate cycle and pedestrian stages		£500,000	S106 South west Canterbury developers
CW16	<p>Improve wheeling ramp at steps over railway.</p> <p>It is not possible to replace the steps with a ramp as the gradient would be too steep, but the existing ramps on the steps on both approaches can be replaced by a more accommodating design</p>	 <p>Wheeling Ramp</p>	£5000	CIL
CW17	Improve access to station by opening gate on London bound platform - needs consent from Network Rail	This would make the station directly accessible from the west for pedestrians and cyclists.	£20,000	S106 South west Canterbury developers
CW18	Improve surface and lighting at Hop Garden Way		£20,000	CIL
CW19	Provide ramp from Great Stour Way to existing cycle route on footway at Rheims Way	This needs to be further investigated to ensure that it is technically feasible	£100,000	CIL



Title: Canterbury West Proposed Cycle Network

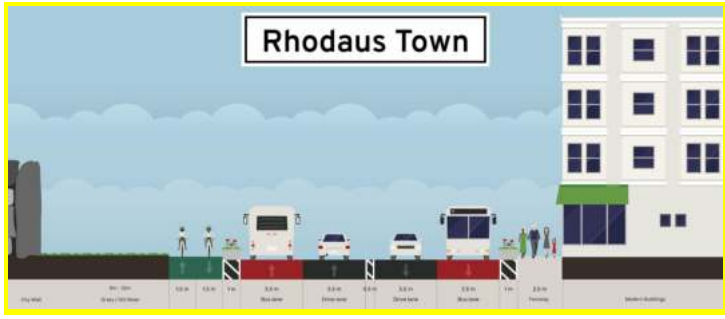
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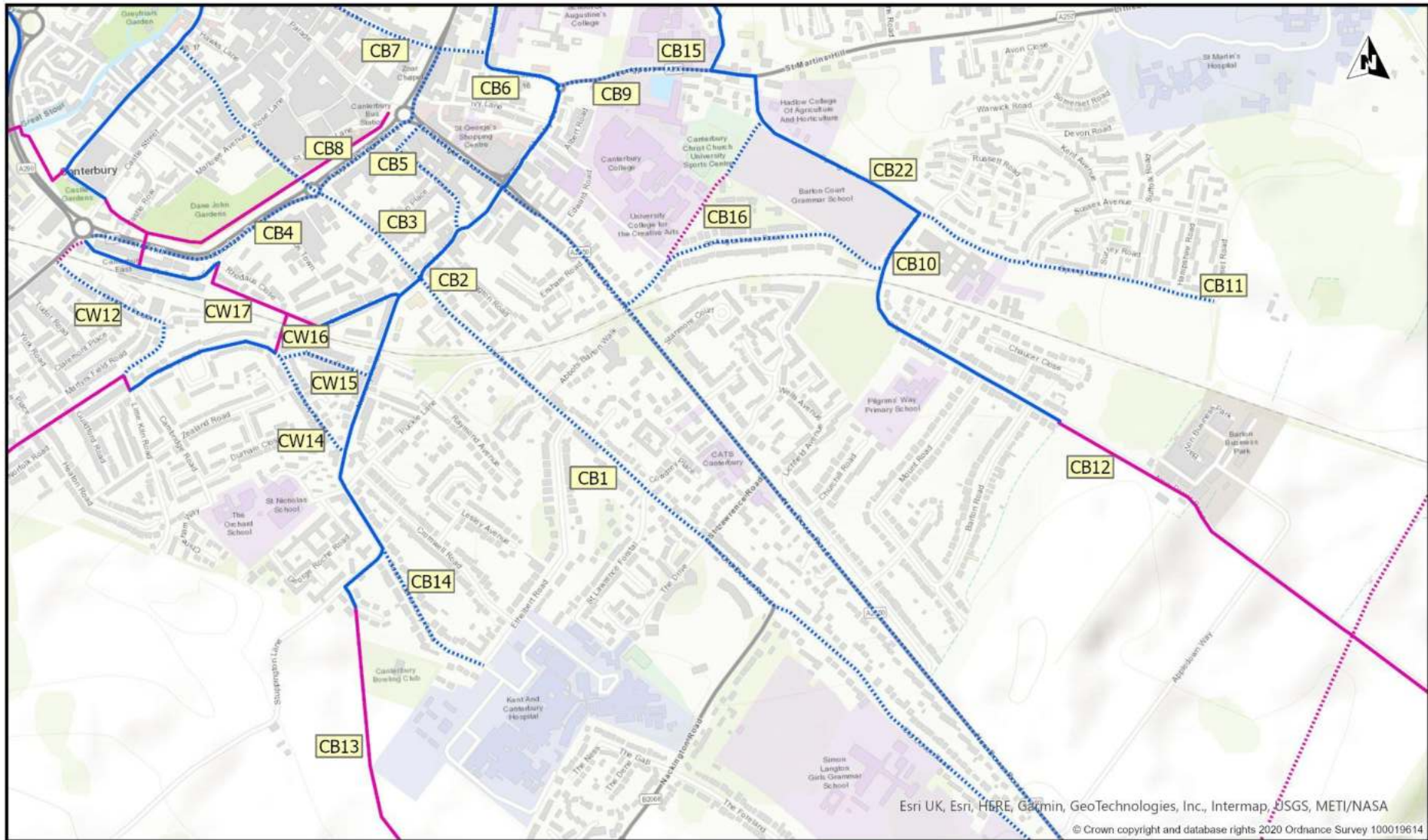
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Ref	Action	Detail	Est cost	Proposed funding source
	Barton Area			
CB1	Modal filter at Old Dover Road. May need to be controlled by CCTV. This reduces vehicular traffic to those needing access only. Remove parking to provide cycle lanes.	This is proposed between the junctions of Ethelbert Road and Cowdrey Place and will remove a significant volume of vehicular traffic to make the road safer for cycling. It can be enforced with ANPR cameras to allow access for certain classes of vehicle if required. Removal of on street parking will enable the provision of cycle lanes	£50,000	CIL
CB2	Add advance stop lines and approach lanes to all approaches to traffic signals. Add straight through pedestrian stages to signals	At present pedestrians can only cross the junction in stages, and only one push button crossing is available at Old Dover Road (north). An all red vehicular stage would allow pedestrians to cross in any direction. Cycle lanes can be marked through the junction to highlight the cycle route	£50,000	CIL
CB3	Replace the roundabout with traffic signals with separate phases for pedestrians and cyclists		£500,000	CIL
CB4	Remove one lane of traffic in each direction to provide a segregated cycle route	This is set out in the transport strategy and illustrated below	£250,000	CIL
CB5	Remove one lane of traffic in each direction to provide a segregated cycle route		£250,000	CIL
CB6	Remove one lane of traffic in each direction to provide a segregated cycle route		£250,000	CIL

CB7	Provide signalised route through roundabout	This might consist of providing a cycle lane around the circulation area of the roundabout (Dutch style) or constructing cycle lanes through the central island of the roundabout.	£500,000	CIL
CB8	Improve walking link through Bigglestones Link and allow cycling. This will require the consent of the landowner	The road has highway status to the rear of the properties in Upper Bridge Street and is used for rear access and bin storage. Its appearance could be improved greatly to make it an attractive walking and cycling link. At its eastern end, along the flank wall of the cinema, the land is in private ownership.	£50,000	s106/CIL
CB9	Improved cycle link Longport to Burgate to be provided by KCC as an Active Travel scheme	Active Travel tranche 2 approved scheme to be constructed in 2023/24	n/a	KCC/ DfT
CB12	Illuminate existing off road cycle route	The route is not illuminated and not inviting to cyclists after dark. The illumination can be via solar powered, proximity detection low level bollards or solar studs	£100,000	CIL
CB14	Remove some parking and narrow the carriageway to add new cycle lanes and improve junction with the hospital road	This route will also link with the fast bus route and green corridor from Mountfield park so a more visible cycle infrastructure will be necessary.	£50,000	S278 from existing south Canterbury allocation
CB15	Install traffic signals with cycle stage at junction	The junction of Longport/ North Holmes Road is very difficult for cyclists with very little road space to add cycle lanes. Separating cyclists on a separate phase will give them sufficient road space to use the junction with confidence.	£250,000	S106
CB16	Surface off road path link to St Augustine's Road and Canterbury College and convert pelican crossing at New Dover Road to toucan crossing	When converted to a toucan crossing this route will link to the new cycle lanes on New Dover Road to be installed by the Mountfield development (CB17)	£100,000	CIL
CB17	Cycle lanes on New Dover Road to be provided by developer		n/a	S278 from existing south

				Canterbury allocation
CB18	Improve existing route at St Martin's Hill	The existing route crosses from North Holmes Road to Spring Lane along St Martin's Hill and would be improved by reducing the speed limit, installing traffic calming, widening the eastern footway and providing greenery.	£100,000	CIL
CB19	Improvements to existing route to clarify 2 way cycling at Old Ruttington Lane	The existing cycle contraflow lane is narrow and subject to poor compliance. Waymarking would improve the information for cyclists travelling with flow.	£20,000	CIL
CB20	Link to development site at Howe Barracks to be provided by developer	At Chaucer Road east of crown court	n/a	S278 from existing Howe Barracks allocation
CB21	Link through proposed development site to be provided by developer	Land at Military Road is scheduled for redevelopment and cycle links to be provided as part of works, exact alignment unknown	n/a	
CB22	Traffic calming and improvements to existing route on Spring Lane	Improvements to improve the conspicuity of the cycle route	£50,000	CIL
CB23	Add vibraline to existing cycle lanes on both approaches to traffic signals.	The suggestion from Sustrans was to add vertical segregation to the existing cycle lanes in Upper and Lower Bridge Street. However, the lanes for vehicles are tight and it is likely that HGVs will overrun. Vibraline will provide a modest vertical separation that can be detected by motorists.	£5,000	CIL
CB24	Tighten junction radii to reduce width of carriageway for pedestrians	At Oaten Hill Road junction with Dover Street, and permit 2 way cycling in existing one way street	£50,000	S278 from existing south Canterbury allocation
CB25	Add cycle symbols to carriageway and	At Oaten Hill	£100,000	CIL

	traffic calming			
CB26	Add signing to clarify cycle right turn, remove on street parking to extend cycle lane.	At Nunnery Fields junction with Lansdown Road	£1,000	CIL







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Title: Canterbury South Proposed Cycle Network

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Date: 25/08/2022

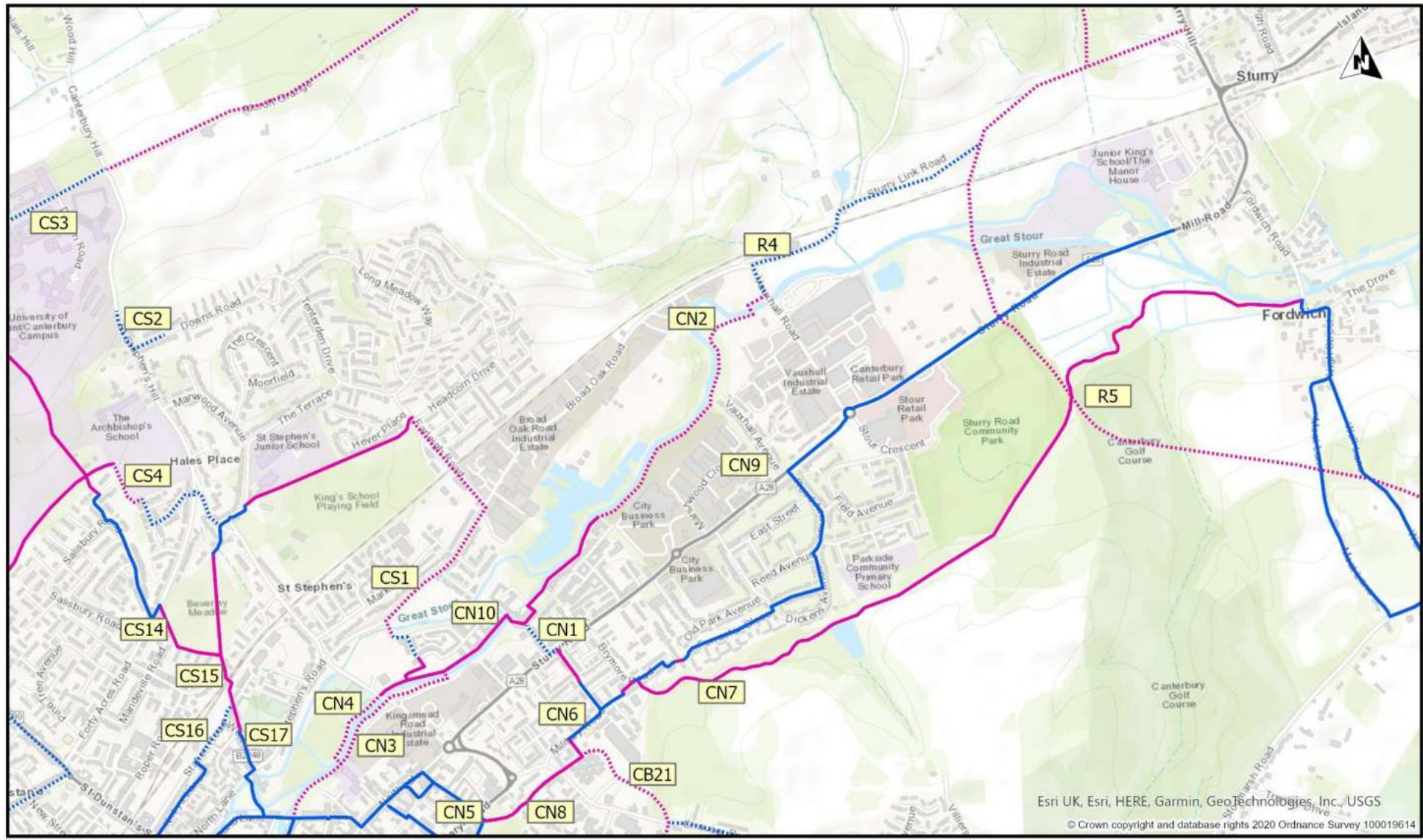
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Military Road
Canterbury
Kent
CT1 1YW

Ref	Action	Detail	Est cost	Proposed funding source
	Northgate area			
CN1	Provide new link via Barton Mill Road and new cycle stage at traffic signals	This will enable an important link from the Brymore estate to the riverside path	£100,000	CIL
CN2	Extend riverside route to Vauxhall Road	Off road route as part of longer Canterbury to Sturry route	£150,000	CIL or AT4
CN3	Widening and improvements to existing riverside path Kingsmead to St Radigunds	Completed December 2022	£150,000	S106 from Riverside development
CN4	Widen and improve existing link to leisure centre	This would provide a direct cycle route to the rear of the leisure centre	£50,000	CIL
CN5	Add cycle contraflow to New Ruttington Lane, Union Street and Union Place	This would give cyclists options for a more direct route	£5,000	CIL
CN6	Remove parking and add cycle lanes to carriageway	This is also being considered as a Sustrans Quietway project	£1,000	CIL or AT5
CN7	Access improvements and waymarking to both ends of footpath link	This link adjacent to the Northgate ward community centre and the Brymore archive building is the start of the Fordwich off road route and would benefit from improvements to raise its conspicuity	£5,000	CIL
CN8	Improvements to cycle paths on both approaches to toucan crossing	Both New Ruttington Lane and Old Ruttington Lane have narrow cycle paths on the approaches to the toucan crossing	£20,000	CIL / LUF
CN9	On road link between Riverside route and Sturry Road cycle lanes. Convert existing pelican crossing to toucan crossing	Once the riverside route is extended to Vauxhall Ave, this will provide a useful link to Sturry Road and to Reed Avenue.	£100,000	CIL
CN10	Add ramps to existing 2 sets of steps to	This would provide links up the residential roads	£50,000	CIL





	provide wheeled accessibility	in the Stonebridge Road development		
CN11	Cycle lanes on Military Road and Tourtel Road	This requires removal of road space to provide high quality segregated cycle lanes in both directions on both roads	£250,000	CIL
CN12	Provide signalised route through roundabout	A segregated route through the roundabout will be required to give cyclists priority or replace the roundabout with traffic signals	£500,000	CIL
CN13	Provide signalised route through roundabout	A segregated route through the roundabout will be required to give cyclists priority or replace the roundabout with traffic signals	£500,000	CIL
CN14	Permit contraflow cycling	At the minor arm of Broad Street approach to the A28 Military Road	£500	CIL



Title: Canterbury East Proposed Cycle Network

Scale 1:15,000

Date: 25/08/2022

-  Existing On Road Route
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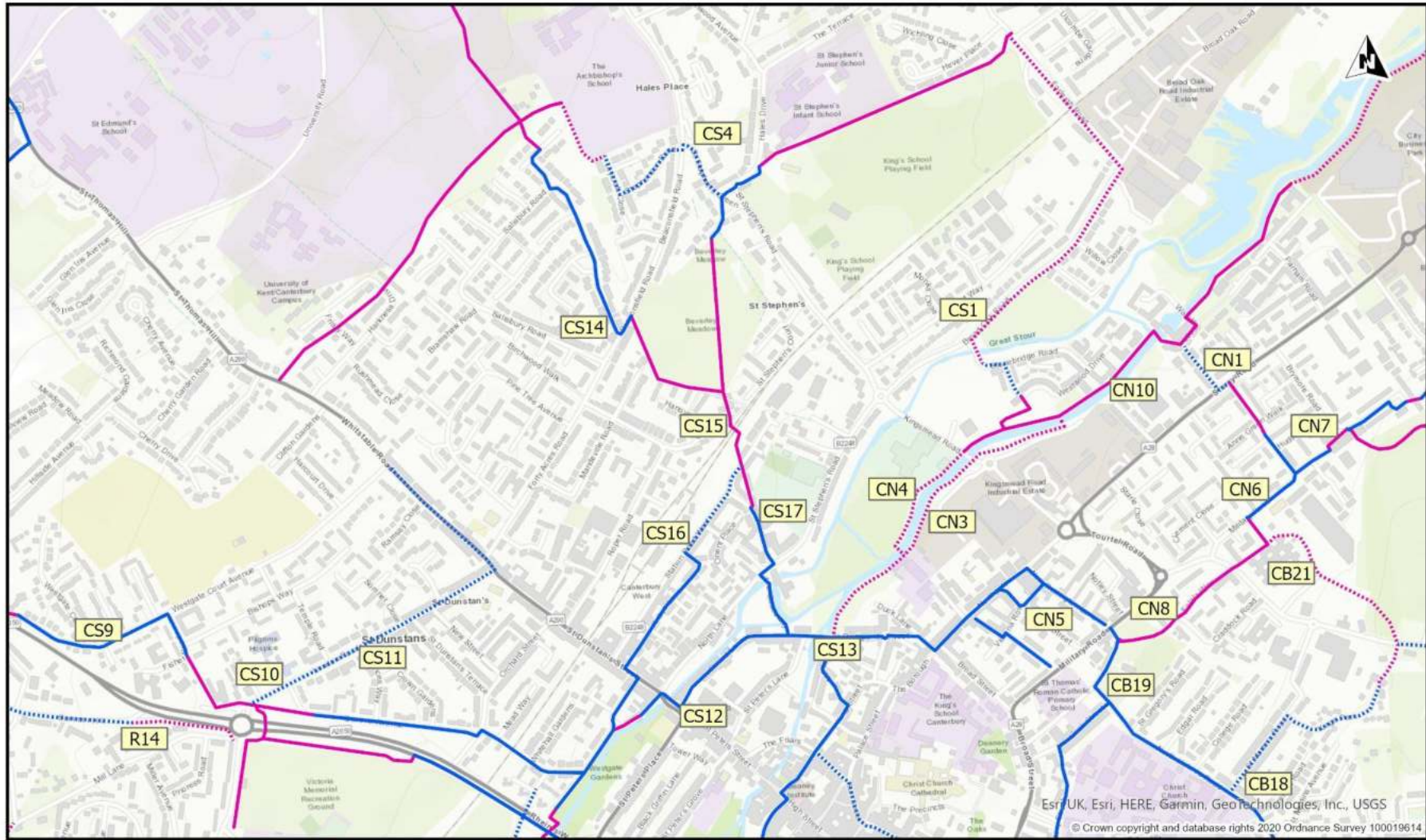
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Ref	Action	Detail	Est cost	Proposed funding source
	St Stephens and St Dunstan's area			
CS1	Widen footway in Farleigh Road and Broad Oak Road to provide 2 way cycling. Toucan crossing at Broad Oak Road	The western footway of Farleigh Road and southern footway of Broad Oak Road can be widened by removal of the grass verge to provide a shared cycle link to Stonebridge Road. A toucan crossing will be required close to the junction with Farleigh Road	£200,000	S106
CS2	Install traffic signals and advance stop line at junction with Downs Road. Allow cycling to be permitted on footway up to University of Kent cycle storage facility	This will create a link between the large residential area of Downs Road/ Hales Place and the University. Traffic signals will also benefit the bus service	£250,000	CIL
CS3	On road link to Alcroft Grange	This requires consent from the landowners, but no further works.	n/a	
CS4	Surface and illumination to existing bridlepath to provide a link from UoK to Stephenson Road with cycle contraflow to mini roundabout and traffic calming on link to St Stephen's Road	The bridlepath is well used by pedestrians and cyclists but consists of trodden earth and is difficult to cycle on. Geometric changes to the roundabout's splitter island will be needed to accommodate a cycle crossing and traffic calming to St Stephen's Hill to link to Hales Drive	£200,000	CIL
CS5	Waymarking to Park Wood Road and cycle lanes on carriageway	This will require consent of UoK as landowner	£1000	CIL
CS6	Investigate narrowing carriageway and widening footway/ cycle lanes	The existing segregated paths are narrow and difficult for cyclists to pass without straying into the pedestrian side.	£50,000	CIL
CS7	Widen and surface existing path link from Neals Place Road to Lovell Road	This will require consent of landowners and conversion of a public footpath to cycle track	£100,000	CIL

CS8	Widen existing path	The length of route to the west of houses in Hillview Road is constrained. It would be possible to widen the path on its western side using land in CCC ownership	£50,000	CIL
CS9	Improve existing route with wayfinding, cycle lanes and lower speed limit	Westgate Court Avenue to Fisher Road	£20,000	CIL
CS10	Improve link to toucan crossing. Remove barrier and better wayfinding on minor road	There is scope to widen the footpath which links Fisher Road to London Road	£5,000	CIL
CS11	Improvements to existing route. Widen path and better wayfinding/ highlighting of route.	Include modal filter to remove through traffic in Queen's Avenue	£50,000	CIL
CS12	Modal filter to remove through traffic in Pound Lane at its western end		£5,000	LUF
CS14	Remove parking, widen footways and install table junction to provide better crossing area	Beaconsfield Road: short length of carriageway between the path adjacent to the former railway line and St Michael's Road. This requires cyclists to turn left then right in the carriageway at present	£100,000	CIL
CS15	Investigate "Share with Care" length of path and removal of barriers	At Hackington Place	£1000	CIL
CS16	Widen existing path and footway by using land to north of existing footway to Canterbury West station	This would create an important link from the station to University and residential areas to the north. It would enable the creation of an integrated transport hub at the station.	£100,000	CIL
CS17	Reduce carriageway width and widen footway/ cycle path at Station Road West	Add kerbed level difference between footway and cycle path. Improve pedestrian/ cycle crossing point on North Lane. Add cycle symbols to carriageway at The Causeway.	£150,000	CIL
CS18	Rationalise parking and add cycle lanes to	Westgate Court Avenue	£1,000	CIL





	carriageway			
CS19	Install segregated cycle lane by reducing carriageway width and reducing footway width to 2.0m	London Road	£100,000	CIL
CS20	Sign cycle route on local roads to existing toucan crossing	Clifton Road and Harcourt Drive	£500	CIL
CS21	Existing 20mph street. Add cycle symbols to carriageway and cycle lanes where width allows	St Dunstan's Street and Whitstable Road	£500	CIL
CS22	Widen footway to incorporate width of temporary bollards	At lower St Dunstan's Street	£50,000	Active travel funding



Title: Canterbury North Proposed Cycle Network

Scale 1:10,000

Date: 25/08/2022

-  Existing On Road Route
-  Proposed On Road Route
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Cycle Strategy Herne Bay schemes

Ref	Action	Detail	Est cost	Potential funding source
H1	Station to sea front. Active Travel scheme providing a widened footway at Station Road, a signed route through Memorial Park and contra flow cycling on Richmond Street	This scheme is programmed for completion in early 2024	£100,000	KCC/ DfT active travel funding (ATE3)
H2	Memorial Park to sea front via Station Chine and a contra flow on William Street.	This links the station to the memorial park to the leisure centre and town centre.	£250,000	CIL
H3	Link from Greenhill strategic development to station	The scheme uses local roads in Greenhill and a new link to existing toucan crossing, a widened shared path on the northern footway of A2990 and a widened path adjacent to allotments to Cobblers Bridge Road. Widened footway for shared use on Cobbler's Bridge Road and signed route via Cross Street, potentially with modal filter at its junction with Fleetwood Avenue. Scheme is partially funded by the Greenhill developer and scheduled for construction 2023/24	£150,000 £100,000	S106 from existing Greenhill allocation +CIL
H4	Modal filter at Central Parade to remove through traffic. Included in Active Travel scheme	Programmed for completion in early 2024	n/a	Active travel 3 scheme
H5	Safety improvements at Margate Road to provide a link from Herne and Broomfield via Mill Lane to Albert Hugo Friday bridge.	Permit cycling on the western footway or create traffic calming measures on the carriageway to highlight the presence of cyclists	£50,000	CIL or developer
H6	Link from The Boulevard through new development to Hillborough		n/a	Hillborough development
H7	Surface Thundersland Road path to link two residential areas	This will link Mickleburgh Ave to Burton Fields.	£50,000	CIL
H8	Cycle crossing at Reculver Road with tightened junction radii at Grange Road and Highfields	Signed route on residential roads provides a link to sea front via H10	£100,000	Hillborough development or CIL

	Avenue to link Beltinge to eastern Herne Bay.			
H9	Link Highfields Avenue to Churchill Avenue by widening the link path to permit cycling.	This links two residential areas and will provide an alternative to Beltinge Road which is more heavily trafficked	£25,000	Strategic development or CIL
H10	Off road path from Beacon Hill to sea wall via Kings Hall		£25,000	CIL
H11	Canterbury Road at its junction with Spenser Road.	Tighten junction radii and install toucan crossing to link two residential areas	£150,000	CIL
H12	Cycle path on A2990	Widen the northern footway of A2990 Thanet Way to provide a shared facility from the existing toucan crossing at Flamingo Drive to the footpath at H3	£200,000	Existing developers or CIL
H13	Cycle path on A2990	Widen northern footway of A2990 Thanet Way Chestfield to Greenhill including suitable side road crossings	£350,000	LTP funding or CIL
H14	Junction Road	PRoW to be surfaced for shared use by developer. Provides links to H3 and to Briary Primary School	n/a	Existing strategic developer
H15	Link from Poplar Drive to new development at Randall Way via path to The Fairway and new cycle crossing facility at Bullockstone Road		£150,000	Existing strategic developer/ CIL
H16	Indicative route through former Golf Course development and link through Strode development to new footway/ cycleway on Bullockstone Road		n/a	Existing strategic developer
H17	Off Road route from Braggs Lane to East Blean Woods to join Crab & Winkle existing route.	This will require hard surfacing of existing paths and road crossings at Thornden Wood Road and Radfall Road with measures to warn motorists to be aware of cycles.	£500,000	AT4

H18	Existing path to be shared with additional signage and new dropped kerbs	Bullockstone Road north of Randall Way.	£1500	Existing strategic developer/ CIL
H19	Traffic calming to on road route to link Greenhill to cycle path at Bullockstone link road and new development	Bullockstone Road between Owls Hatch Road (North) and Bridge over A299.	£100,000	Existing strategic developer
H20	Link from Molehill Road to Owls Hatch Road	To be provided by strategic development at Greenhill . This will require traffic calming and/ or shared use of the footway on Thornden Wood Road to enable cyclists to cross over A299.	£50,000	Existing strategic developer
H21	Road crossing on Reculver Road from Albert Hugo Friday bridge to connect with new shared path on Mickleburgh Hill (H22) 	An indirect route is available using the Thanet Way underpass at Mill Lane and the recently constructed Albert Hugo Friday bridge to reach Beltinge from Broomfield. Wayfinding on local roads will then be needed.	£50,000	CIL





H22	Reallocate road space (2.5m for two-way) on Mickleburgh Hill as a segregated shared cycle path up to Grange Road (H23)	 <p data-bbox="1272 272 1503 293">Two-way cycle lane, Bristol</p> <p data-bbox="1272 331 1391 352">Picture: Sustrans</p>	£200,000	CIL
H23	H5,H21, H22, H23, H8, H1 all link together to make a route from Herne to Kings Hall.	Reallocate and mark path at Grange Road to be shared path which will link up to Landon Road	£5,000	CIL



Title: Herne Bay Proposed cycle Network

Scale 1:18,000

Date: 25/08/2022

-  Existing On Road Route
-  Proposed On Road Route
-  Existing Off Road Route
-  Proposed Off Road Route



Military Road
Canterbury
Kent
CT1 1YW

Cycling Strategy Whitstable schemes

Ref	Action	Detail	Est cost	Potential funding source
W1	Extension of Crab and Winkle cycle route on railway embankment and on road to link to existing route to the Harbour.	The scheme includes bridges over Old Bridge Road and railway line, Teynham Road, and an on-road link at The Sidings and Station Road	£3,500,000	Active Travel 4 bid + S106 from developer
W2	Off road route Admiralty Walk to Island Wall.	This requires consent from Network Rail to use land on northern side of railway line to construct a path behind the sea wall. Route uses the sea wall through the caravan park to Island Wall.	£500,000	CIL
W3	On road route linking Joy Lane to Estuary View via Speedwell Road.	Signing and wayfinding only	£500	CIL
W4	Existing path on northern footway of A2990 Thanet Way to be widened and improved for shared use	Some lengths of this are complete. This action includes adding crossing points at side roads as necessary	£500,000	LTP/ CIL
W5	Ramp from northern footway of A2990 to Invicta Way	This would provide a link down the embankment from the road bridge over the cycle path	£250,000	S106 funding from proposed strategic development/ CIL
W6	Link from Clifford Road to Invicta Way to be improved	This link requires widening and clearing to become usable	£15,000	CIL
W7	Link from Old Bridge Road to All Saints Close to be improved (pedestrian link only)	The existing path requires widening and clearing as well as lighting to encourage its use by pedestrians	£10,000	CIL
W8	Cycle crossing at roundabout A2990/ Whitstable Heights development	A cycle crossing needs to be marked out between the existing dropped kerbs at the splitter island.	£15,000	S106 funding from proposed strategic

				development
W9	Cycle crossing at Borstal Hill	A toucan crossing on the northern arm of the roundabout to enable cyclists to continue on the northern footway of Thanet Way	£150,000	CIL
W10	Cycle crossing at Long Reach	A toucan crossing on the western arm of Long Reach roundabout to enable cyclists to cross north to south	£200,000	CIL
W11	Belle Vue Road junction with Millstrood Road.	Tighten up the junction and provide a footway on the northern side of the junction with a table junction treatment to improve the crossing for students at secondary school.	£200,000	CIL
W12	Crab and Winkle cycle route at South Street to Greenhill via Brooklands development site, Grasmere Road and Molehill Road	This route provides an off road/ lightly trafficked road connection to Greenhill from the existing off road Crab and Winkle route and would require a formal crossing point on Chestfield Road	£500,000	S106 funding from proposed strategic development
W13	Cycle lanes or widened footway on Borstal Hill to link Grimthorpe Ave to Pierpoint Road to link the residential areas either side		£100,000	CIL
W14	Cycle lanes or widened footway on Borstal Hill between Gordon Road to Vulcan Close to connect residential area to school.	With tightened junction radii at Gordon Road and cycle zebra just south of Vulcan Close	£250,000	CIL
W15	Link Road from Borstal Hill to Joy Lane.	Close at Borstal Hill except for cycles.	£5,000	CIL
W16	Long Reach Close to Clifford Road via CW19, Meadow Walk, Borstal Avenue , off road to Golden Hill, and Millstrood Road.	Much of this is in private ownership and only unsurfaced footpaths at present	£500,000	CIL
W17	Improve existing link from Britannia Avenue to Columbia Avenue by surfacing the path (not in public ownership)		£25,000	CIL





W18	Sheppey View to Trilby Way link	Widen existing path or create a new one to link 2 residential areas.	£50,000	CIL
W19	Nightingale Avenue to The Grange.	Provide a new path round Mariner's View ground to create a link between 2 residential areas.	£100,000	CIL
W20	The Ridgeway to John Wilson Business Park including an off road link at Chestfield recreation park		£100,000	CIL
W21	Church Lane Seasalter	It is proposed to close this road and divert traffic through a new development to Seasalter Lane. This will leave Church Lane with very low traffic flows.		Developer



Title: Whitstable Proposed Cycle Network

Scale 1:18,000

Date: 25/08/2022

-  Existing On Road Route
-  Proposed On Road Route
-  Existing Off Road Route
-  Proposed Off Road Route

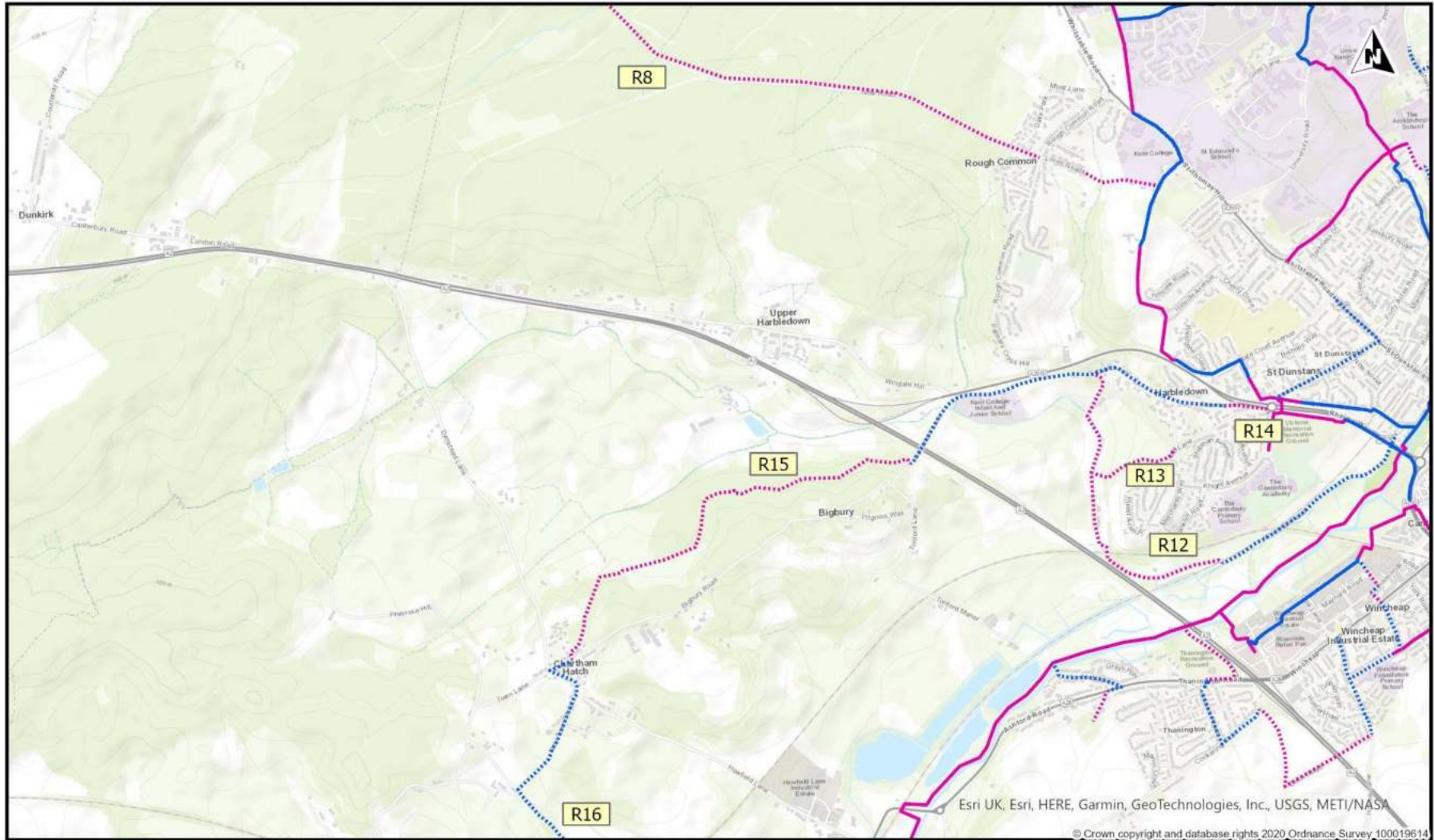


Military Road
 Canterbury
 Kent
 CT1 1YW

Cycle Strategy Rural schemes

Ref	Action	Detail	Est cost	Potential funding source
R1	Off road route from existing Crab 7 Winkle cycle route to Braggs Lane Herne Bay (Ref H17).	Requires surfacing and safe crossing points at Hackington Road and Thornden Wood Road	£500,000	CIL/ AT4
R2	Alcroft Grange Road to Herne Bay via Mayton Lane.	This is linked to the route above and may alter depending on the proposed reservoir. Consent required from landowners at Alcroft Grange Road	£250,000	CIL/ S106 funding from reservoir development
R3	From Sturry link road through strategic development sites to Broad Oak village and link to Mayton Lane		£100,000	S106 from existing strategic allocation/ CIL
R4	Extension of riverside route to Broad Oak level crossing	R4, R3 and R2 all link together to make a route to Herne Bay via Braggs Lane and Bullockstone Road	£250,000	CIL/ future active travel bid
R5	Widen and add lighting to existing route (Sustrans bid)	Existing Fordwich route to be improved	£1,000,000	CIL/ Sustrans
R6	Bridge to Barham via Kingston.	Requires 3rd party consent and surfacing of off road route Bishopshbourne to Kingston, and acquisition of land to complete Kingston to Barham route	£350,000	CIL
R7	Mountfield strategic development to Bridge to be provided by developer		n/a	S106 from existing strategic allocation





R8	Canterbury to Faversham off road route through RSPB Blean woods	This links to the NCR1 at Neal's Place Road and requires consent of landowners to permit cycling on footpaths.	£350,000	CIL
R9	Hersden to Sturry. Requires 3rd party land and surfacing of verge at Babs Oak Hill		£350,000	S106 from existing strategic development and CIL
R10	Littlebourne to Patricxbourne off road route link to Adisham Road.	Requires 3rd party consent and surfacing	£350,000	CIL
R10a	Alternative off road section			
R11	Off road link to Oyster Bay trail. Requires 3rd party consent and surfacing		£150,000	CIL
R12	Off road link to Harbledown requires 3rd party consent and surfacing.	This route includes an uncontrolled level crossing Which will therefore need consent from NR	£150,000	CIL
R13	Alternative link to Mill Lane requires surfacing and vegetation clearance		£100,000	CIL
R14	Off road link to Harbledown	Widen footway between Mill Lane and Summer Hill and reduce radius of junction at A2050	£50,000	CIL
R15	Off road link Harbledown to Chartham on the North Downs Way national trail.	Requires landowner consent and some surfacing	£100,000	CIL
R16	Chartham Hatch to Chartham	Signed on road route. Requires cycle contraflow in Station Road and traffic signals at the junction with A28.	£200,000	CIL



Title: Canterbury West Rural Proposed Cycle Network

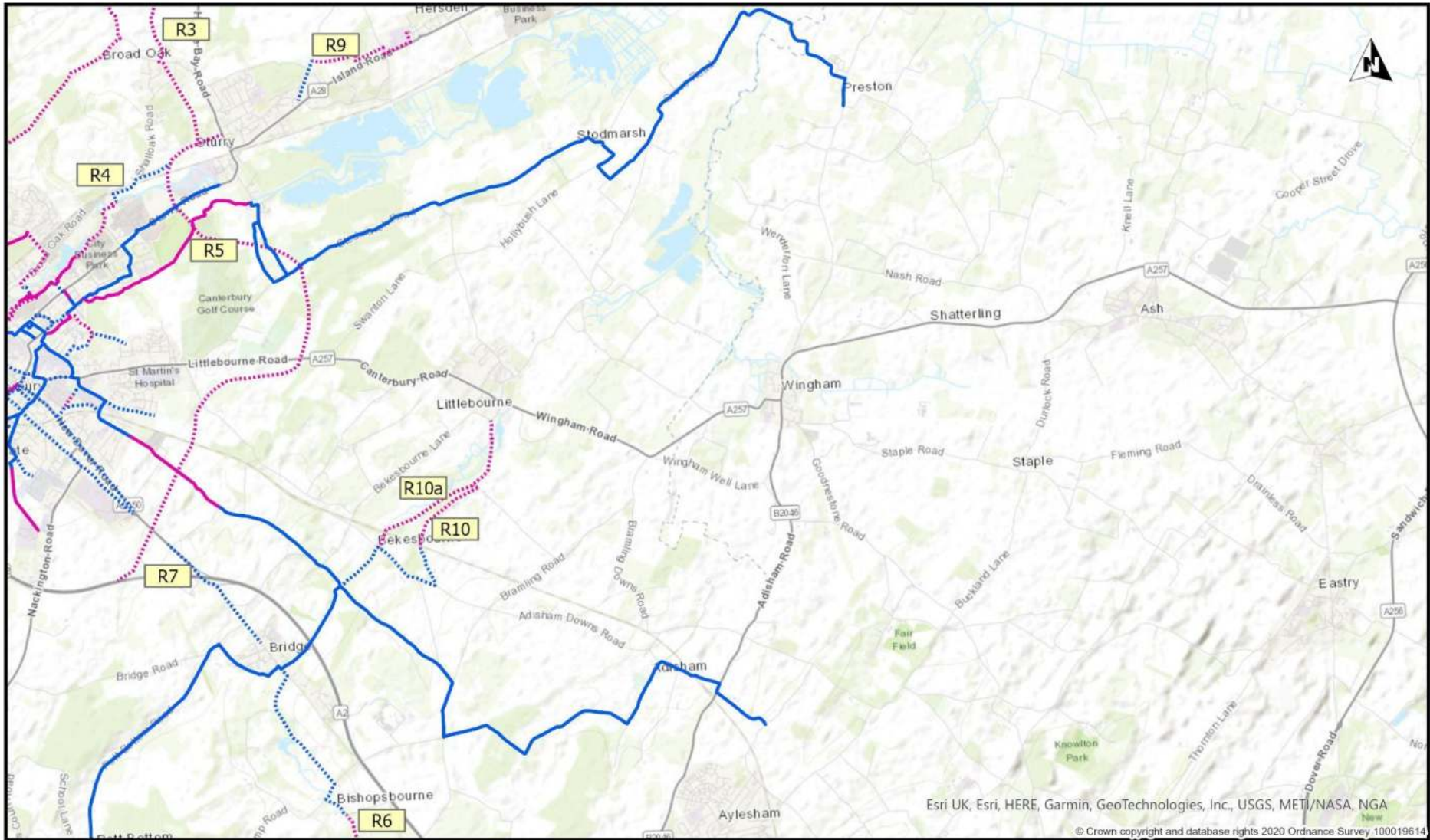
Scale 1:24,000

Date: 03/10/2022

-  Existing On Road Route
-  Proposed On Road Route
-  Existing Off Road Route
-  Proposed Off Road Route







Military Road
Canterbury
Kent
CT1 1YW



Title: Canterbury East Rural Proposed Cycle Network

Scale 1:60,000

Date: 03/10/2022

-  Existing On Road Route
-  Proposed On Road Route
-  Existing Off Road Route
-  Proposed Off Road Route



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 Kent
 CT1 1YW

Glossary

ATE4	Active Travel England	Active Travel England is the government's executive agency responsible for walking, wheeling and cycling
AT4	Active Travel Tranche 4	Funding bid for strategic cycle routes
CCC	Canterbury City Council	
CIL	Community Infrastructure Levy	Development contribution to infrastructure schemes to benefit the area.
DfT	Department for Transport	
KCC	Kent County Council	
LTN	Local Transport Note	Advice/ best practice publication from DfT
LTP	Local Transport Plan	KCC's statutory document which sets the strategy for the management, maintenance and development of the county's transport system.
LUF	Levelling Up Fund	The government's investment programme which aim to level up communities
S106	Section 106 of the Town and Country Planning Act 1990	This allows a local planning authority to enter into a legally-binding agreement or planning obligation with a landowner as part of the granting of planning permission. The obligation is termed a section 106 agreement.
S278	Section 278 of the Highways Act	This is a section of the Highways Act 1980 that allows developers to enter into a legal agreement with the Highway Authority to make permanent alterations or improvements to a public highway, as part of a planning approval.

Appendix A

Sustrans Canterbury Cycle route audits

Special Cabinet - Permission to consult on Local Plan
11 March 2024

Subject: Draft Open Space Strategy (2024 - 2040)

Director and Head of Service:

William Hicks, Deputy Director of Place

Richard Moore, Head of Transport and Environment

Officer:

Martin Hall, Senior Environment Manager

Cabinet Member:

Councillor Charlotte Cornell, Cabinet member for heritage, open space, waste and recycling

Key or Non Key decision: Non Key

Decision Issues:

These matters are within the authority of the Committee.

Is any of the information exempt from publication:

This report is open to the public.

CCC ward(s):

All Wards

Summary and purpose of the report:

The National Planning Policy Framework (NPPF) states that planning policies should be based on robust and up-to-date assessments of the needs for open space, sports and recreation facilities and opportunities for new provision. The Open Space Strategy and its Open Space Assessment provide this evidence.

The Open Space Strategy is therefore a key evidence document of the Canterbury Local Plan and as such is to be published for consultation as part of the larger Local Plan Reg 18 consultations.

The Open Space Strategy has assessed the district's open spaces to determine their quality, quantity and accessibility. It has then set out actions and standards as required to address issues linked to the quality, quantity and accessibility of open spaces.

This report seeks recommendation from Cabinet to include the Open Space Strategy within the Local Plan Reg 18 consultations.

To Recommend:

That the Canterbury Open Space Strategy (2024 - 2040) is included in the Reg 18 Local Plan consultation and that responses are reviewed and the strategy amended as appropriate.

Next stage in process:

The Open Space Strategy will be subject to three months consultation as part of the Local

Plan Reg 18 following which all responses will be assessed and the strategy amended as appropriate.

Officers from the Environment Team will be supporting the Local Plan Reg 18 engagement events to encourage residents to respond to consultation.

Prior to the publication of the Reg 19 Local Plan, the amended Open Space Strategy will return to Cabinet for its adoption.

1. Introduction

This report seeks Cabinets approval to enter into consultation on the Open Space Strategy (2024 - 2040).

This report summarises the feedback on the previous Open Space Strategy consultation and restates the results of the assessment of current open space provision. It compares with Field in Trust standards the proposed standards for the future provision regarding quantity and accessibility of open spaces, and summarises the shortfalls and surpluses per area (Herne Bay, Whitstable, Canterbury and Rural areas).

The report also summarises the Open Space Strategy's appendix 4 relating to the future stewardship (management) models for new open space provision being delivered by strategic developments.

2. Detail

The Draft Open Space Strategy is a supporting document of, and defers to, the Local Plan. It sets out how Canterbury will protect and enhance open space in the district.

The Draft Open Space Strategy's vision is to *'develop and maintain an interconnected network of diverse, high quality open spaces which contribute to biodiversity, habitats and the needs of local people to help raise the quality of life for all residents and visitors to the Canterbury district'*.

This draft Open Space Strategy informs Local Plan policy DS24: Publicly Accessible Open Space, and provides evidence for the promotion of quantity and accessibility standards for inclusion in the adopted Local Plan.

Informed by this strategy, the draft Local Plan recognises the need for the provision of a range of new open spaces and sports and recreation facilities, linked to housing provision and population growth, including a minimum of:

- a. 75ha of natural and semi natural open space
- b. 46ha of amenity open space (including green corridors)
- c. 15ha of parks and gardens
- d. 10ha of play facilities
- e. 279 allotment plots covering 7ha
- f. 16ha of accessible outdoor sports
- g. sports facilities to support new education provision
- h. Broad Oak Reservoir Country Park covering some 440ha

The current 584 open spaces are grouped according to their type as set out in the table below. Due to the inclusion of large woodland sites, such as East Blean and Thorndon Woods, the natural and semi-natural account for 90% of the total area of open space provision.

Open space typology	Number of sites	Total amount (hectares)
Allotments	23	27
Amenity greenspace	262	132
Cemeteries/churchyards	48	45
Natural & semi-natural greenspace	89	3,878
Outdoor sports	25	60
Park and gardens	14	18
Provision for children & young people	123	13
Total	584	4,173

The Canterbury Open Space Assessment identifies 584 open space sites across the area which covers 4,173 hectares; this is equivalent to nearly 30 Hyde Parks. The figure of 584 includes sites that are owned and managed by other parties and which are not solely owned by CCC. Consequently, CCC is not in control of the quality and/or future actions for all sites. The largest contributor by type is natural and semi natural (3,878 hectares).

In November 2022, the Open Space Strategy and its supporting assessment were part of the Local Plan Reg 18 consultation, which ran for 12 weeks. We have amended the strategy to reflect that:

- 80% of respondents agreed to the draft OSS vision and to the three supporting aims, which received support ranging from 92%, 89% and 78% respectively.
- The open space objectives, setting out how we will be delivering the vision and aims, received an average of 79% support.

The consultation responses also sought to see recognition of open space sites' significant contribution to biodiversity (e.g. the Old Park and Chequers Wood Site of Special Scientific Interest). These points have been addressed through amendments to the 2024 - 2040 Open Space Strategy's vision, aims, objectives and actions.

Setting accessibility standards:

When drafting the Open Space Strategy it is necessary to set standards for how accessible the open spaces are. Each type of open space has different standards which relate to their use and draw. The table below shows that the proposed 2024 open space accessibility standards are now more closely aligned to the Fields in Trust standards than the current adopted Local Plan open space accessibility standards.

Open space type		CCC proposed (2024)	CCC current adopted	FIT guideline
		Destination		
Parks & Gardens		(2,000m)	2,000m	710m
		Other (710m)		
Amenity Greenspace / Green corridors		Recreation (710m) Other (480m)	1,000m	480m
Natural & Semi- natural		Over 20 ha (2,000m) or Less 20 ha (720m)	1,000m	720m
Provision for children and young people*	LAP	100m	100m	100m
	LEAP	400m	400m	400m
	NEAP	1,000m	1,000m	1,000m
Allotment		n/a	n/a	n/a
Outdoor sports		n/a	1,000m	1,200m
Cemeteries		n/a	n/a	n/a
Civic space		n/a	1 per urban centre	n/a

Setting quantity standards:

The draft Open Space Strategy promotes Canterbury's quantity standards required per 1000 population. Whilst the 8.845 ha per 1000 population is consistent with the adopted Local Plan (2017), and exceeds the FIT standards, the proposed 2024 standards show an increase in the size of parks and gardens, and a decrease in amenity greenspace.

Open space type		CCC proposed (2024)	CCC adopted	Current levels (2024)	FIT guideline
Hectares per 1,000 population					
Parks & Gardens		0.80	0.3	0.11	0.8
Amenity Greenspace / Green corridors		2.25	3.0	0.80	0.6
Natural & Semi-natural		4.00	4.0	23.45	1.8
Provision for children and young people	LAP	0.25 (child) 0.30 (young people)	0.3	0.08 (0.07 for child) (0.01 for young people)	0.25 (child) 0.30 (young people)
	LEAP				
	NEAP				
Allotment		15 plots (0.375)	15 plots	0.16	0.25
Outdoor sports		0.87 (PPS to inform)	0.87	0.36	1.6
Cemeteries		n/a	n/a	n/a	n/a
Civic space		n/a	1 per urban centre	n/a	n/a
Total		8.845	8.845	24.98	5.60

Current open space provision by area

The Draft Open Space Strategy provides information on the provision of open spaces across the three urban settlements and the district's rural areas. These are summarised below.

Canterbury area

- Has 223 open space sites equating to a total 236 hectares.
- Of the 56 assessed sites, 33 (59%) are below the quality threshold and 26 (46%) are below the value threshold. Seven sites are highlighted as being just below the quality threshold.
- Gaps in catchment mapping are observed in parks, natural and play provision. Within these gaps, six existing sites of different typologies are noted as potentially helping to serve the areas. Of these, two are rated as lower quality.
- The area has shortfalls in quantity against most typologies with the exception for allotments.

Herne Bay area

- Has 65 open space sites equating to a total 99 hectares.
- Of the 27 assessed sites, 12 (44%) are below the quality threshold and 10 (37%) are below the value threshold. Four sites are highlighted as being just below the quality threshold.
- Gaps in catchment mapping are observed in parks, natural, amenity and play provision. Within these gaps, seven existing sites of different typologies are noted as potentially helping to serve the areas. Of these, one is rated as lower quality.
- The area has shortfalls in quantity against most typologies with the exception for parks.

Whitstable area

- Has 105 open space sites equating to a total 418 hectares.

- Of the 41 assessed sites, 23 (56%) are below the quality threshold and 20 (49%) are below the value threshold. One site is highlighted as being just below the quality threshold.
- Gaps in catchment mapping are observed in parks and play provision. Within these gaps, eight existing sites of different typologies are noted as potentially helping to serve the areas. Of these, three are rated as lower quality.
- The area has shortfalls in quantity against most typologies with the exception for amenity.

Rural area

- Has 232 open space sites equating to a total 3,459 hectares.
- Of the 90 assessed sites, 53 (59%) are below the quality threshold and 37 (41%) are below the value threshold. 12 sites are highlighted as being just below the quality threshold.
- Given the lower population densities across the area, no significant gaps in catchment mapping are observed. However, it is identified that eight sites potentially help to serve gaps highlighted in the other analysis areas. Of these, two are rated as lower quality.
- Shortfalls in quantity exist in most areas. The areas of Upper Hardres, Thanington, Ickham and Well, Hersden, Chartham and Bekesbourne-with-Patrixbourne are highlighted as having shortfalls across all open space types.

Long term stewardship of open spaces

The quality of current maintenance of the open spaces as delivered through management companies was an issue raised by numerous respondents to the previous consultation. To reflect on this feedback, appendix 4 of the strategy has been amended to focus on Stewardship models rather than having a single focus on endowment models. The current approach, informed by Homes England Garden Cities Programme, suggests early dialogue with developers to determine the range of stewardship opportunities and models, and the exploration of a 'blended' approach to possible in-perpetuity stewardship approaches.

3. Relevant Council policy, strategies or budgetary documents

Corporate Plan
Local Plan Reg 18

4. Consultation planned or undertaken

Consultation on the Draft Open Space Strategy was undertaken during the previous round of Reg 18 Local Plan engagement. As described in section 2, the representations received were reviewed and the strategy amended.

Further consultation will be undertaken as part of the three month Local Plan Reg 18 consultation following which the representations will again be reviewed and the strategy amended as required.

5. Options available with reasons for suitability

Option 1: To include the Draft Open Space Strategy (2024 - 2040) in the Reg 18 Local Plan consultation, and to amend the document accordingly and report back to Cabinet with a view

to adopting the strategy.

Option 2: To not include the Draft Open Space Strategy in the Reg 18 Local Plan consultation.

6. Reasons for supporting option recommended, with risk assessment

Option 1 is recommended to Cabinet as the Draft Open Space Strategy (2024 - 2040) is a key evidence document to the Reg 18 Local Plan. Failure to consult on the strategy will undermine the robustness of the Reg 18 process and will expose the process to challenge. Not including the Open Space Strategy in the Local Plan consultation would not be consistent with the council's Biodiversity Emergency declaration.

7. Implications

(a) Financial

None identified. The Draft Strategy will inform future s106 developer contributions, securing funds for any off site open space provision.

(b) Legal

None identified

(c) Equalities

None identified

(d) Environmental including carbon emissions and biodiversity

Positive contribution to achieving biodiversity measures.

Other implications

None identified.

Contact Officer: Martin Hall, Senior Environment Manager

Background documents and appendices

Appendix 3 - Draft Open Space Strategy (2024 - 2040)

Additional document(s) containing information exempt from publication:

No

Appendix 1 Climate Change Impact Assessment (Checklist)

Please provide an assessment of the impact of the proposal under each of the headings below. If none, please say so.

1. Climate Change impacts

Impact of proposal	Explanation of impact If you have any relevant data, please include that in the explanation and reference the source.	Mitigation
Impact on the council's target of being carbon neutral by 2030 This applies to emissions of carbon dioxide as a direct result of our own activities and services. Please consider the whole life impact of your proposals		
Positive	The ability to secure an increase in open space from new developments will positively impact on nature based carbon sequestration which in turn will contribute towards being carbon neutral by 2023.	None required.
Impact on carbon emissions in the Canterbury district This applies to the carbon dioxide emissions in the district as a result of your proposal. Please consider the whole life impact of your proposals.		
Positive	Ensuring the increased accessibility of open spaces will support measures to reduce car use and promote sustainable transport measures.	None required
Emission of other climate changing gases including methane, CFCs, nitrous oxide		
Neutral	The provision of open spaces has no direct impact on emissions of climate changing gases.	None required

2. Adaptation to climate change - Impact on our resilience to the effects of climate change

The greatest risks posed by climate change to the UK are:

- Flooding and coastal changes including erosion from extreme events
- Risks to health caused by high temperatures
- Water shortages and drought
- Risk to natural environments & services - landscape, wildlife, pollinators, timber etc
- Risk to food production & trade
- Emergence of new pests and diseases affecting people, plants & animals

What impact do your proposals have on our ability to resist or tackle these problems in the future?

Impact of proposal Positive	Explanation of impact	Mitigation
Positive	Protecting and expanding open spaces will make a positive contribution to flooding, biodiversity and nature recovery, urban cooling and health.	

3. Further assessment work

Is a further more detailed assessment required at a later stage of this proposal?

If yes, please give a brief description

Appendix 2 - Equality Impact Assessment

Date of initial assessment	15/2/24
Division	Transport & Environment
Proposal to be assessed	Draft Open Space Strategy
New or existing policy or function?	Existing
External (i.e. public-facing) or internal?	External
Statutory or non-statutory?	There are statutory elements to the management of some open space typologies.
Your name	Martin Hall
Your job title	Senior Environment Manager
Your contact telephone number	07599 234149
Decision maker (e.g. Community Committee, Management Team etc.)	
Estimated proposal deadline	

<p>Please outline your proposal, including:</p> <ul style="list-style-type: none"> • Aims and objectives • Key actions • Expected outcomes • Who will be affected and how • How many people will be affected 	<p>To protect the existing supply of open space provision where it is needed to meet current and future needs.</p> <p>To enhance open space provision and facilities through improving quality and management of sites.</p> <p>To promote new provision and facilities where current or future demand requires it.</p> <p>These aims and objectives will affect all residents and visitors to the district.</p>
<p>What relevant data or information is currently available about the customers who may use this service or could be affected?</p> <p>Please give details; for example “x% of customers are female” or “x% of customers are aged over 60”</p>	<p>Data relating to users of parks and open spaces is available through the residents survey.</p>

<p>Is the decision relevant to the aims of the Public Sector Equality Duty, which are listed below?</p> <p>Guidance on the aims can be found in the EHRC's PSED Technical Guidance</p>		
Aim	Yes/No	Explanation
Eliminate discrimination, harassment and victimisation		
Advance equality of opportunity between persons who share a relevant protected characteristic and persons who do not share it		

Foster good relations between persons who share a relevant protected characteristic and persons who do not share it		
--	--	--

Assess the relevance of the proposal to people with different protected characteristics, and assess the impact of the proposal on people with different protected characteristics.			
Your explanation should make it clear who the assessment applies to within each protected characteristic. For example, a proposal may have high relevance for young people but low relevance for older people; it may have a positive impact on women but a neutral impact on men.			
Protected characteristic	Relevance to proposal High/ Medium/ Low/None	Impact of proposal Positive/ Neutral/ Negative	Explanation
Age	Medium	Positive	Access to open spaces of all types has proven well-being benefits which can be particularly helpful for older people.
Disability	Medium	Positive	Access to open spaces has proven well-being benefits which can be particularly helpful for people with disabilities.
Gender reassignment	None		
Marriage and civil partnership	None		
Pregnancy and maternity	None		
Race	None		
Religion or belief	None		
Sex	None		
Sexual orientation	None		
Other groups: for example – low income/ people living in rural areas/ single parents/ carers and the cared for/ past offenders/ long-term unemployed/ housebound/ history of domestic abuse/ people who don't speak English as a first language/ People without computer access etc.	Medium	Positive	All open spaces are free to use and therefore the positive well-being benefits that they bring are particularly helpful for those with low income. The accessibility standards are particularly helpful for people without transport or living in isolated rural areas.

Are you going to make any changes to your proposal as a result of these findings, in order to mitigate any potential negative impacts identified?	Any changes that are considered necessary will be informed by the consultation responses.
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If yes, what are they? If no, why not?	
Is there any potential negative impact which cannot be minimised or removed? If so, can it be justified? (for example, on the grounds of promoting equality of opportunity for another protected characteristic)	None identified
What additional information would increase your understanding about the potential impact of this proposal?	The consultation process will seek to establish additional user data.

If a consultation exercise is required as part of your proposal, please complete the consultation planning form on iCan.

Please update the section below if:

- You have amended your proposal
- You have new information
- You have undertaken consultation

Date of revised assessment	Click here to enter a date.
Have you made any changes to your initial assessment? If so, please give brief details	
Did you undertake consultation? – if yes, give date and the consultation results:	
Do you have new information which reveals any difference in views across the protected characteristics?	
Can any new conclusions be drawn as to how the proposal will affect people with different protected characteristics?	
Are you going to make any changes to your proposal as a result of these findings, in order to mitigate any potential negative impacts identified? If yes, what are they? If no, why not?	
Is there any potential negative impact which cannot be minimised or removed? If so, can it be justified? (for example, on the grounds of promoting equality of opportunity for another protected characteristic)	

Should you need to revisit your assessment more than once, please ensure that you provide details of any changes or new information and the date these amendments were made.

Draft

**CANTERBURY DISTRICT
OPEN SPACE
STRATEGY
2023 TO 2040**

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Glossary

CCC	Canterbury City Council
DDA	Disability Discrimination Act
DLUHC	Department for Levelling Up, Housing and Communities
DPD	Development Plan Document
FIT	Fields in Trust
FOG	Friends of Group
GIS	Geographical Information Systems
KKP	Knight, Kavanagh and Page
LDF	Local Development Framework
LNR	Local Nature Reserve
MHCLG	Ministry of Housing, Communities & Local Government
MUGA	Multi-use Games Area (an enclosed area with a hard surface for variety of informal play)
NPPF	National Planning Policy Framework
NSALG	National Society of Allotment and Leisure Gardeners
ONS	Office of National Statistics
OSNA	Open Space Needs Assessment
PPG	Planning Practice Guidance
PPS	Playing Pitch Strategy
SOA	Super Output Areas
SPD	Supplementary Planning Document
SSSI	Site of Special Scientific Interest

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PART 1: INTRODUCTION

This is the Open Space Strategy for Canterbury City Council (CCC). It provides a summary to the findings of the research, site assessments, data analysis and GIS mapping undertaken as part of the Open Space Assessment.

The strategy itself helps to inform direction on the future provision of accessible, high quality, sustainable provision of open spaces across Canterbury district. It includes a series of aims and objectives to inform the priorities for open space provision in order to help address current and future needs.

Starting in November 2022, the Open Space Strategy and Assessment was part of the Local Plan Reg 18 consultation, which ran for 12 weeks. We learnt a lot from the consultation and have amended the strategy to reflect the feedback. In summary:

- 80% of respondents agreed to the draft OSS vision and of the three supporting aims, these received support ranging from 92%, 89% and 78% respectively.
- We tested an initial set open space objectives, to set out how we will be delivering the aims, which received an average of 79% support.

The consultation responses made it clear that there was the need to better reflect open space sites' significant contribution to biodiversity (such as Old Park and Chequers Wood Site of Special Scientific Interest) and links to other related workstreams. This has been addressed through changes to the vision, aims and objectives.

This backing for the Open Space Strategy's vision, aims and objectives demonstrates the importance of public open spaces to local communities and users.

Public open space is defined in the Town and Country Planning Act (1990) as being "any land laid out as a public garden, or used for the purposes of public recreation, or land which is a disused burial ground".

The National Planning Policy Framework (NPPF) sets out that planning policies should be based on robust and up-to-date assessments of the needs for open space, sports and recreation facilities and opportunities for new provision. Specific needs and quantitative and qualitative deficiencies and surpluses in local areas should also be identified. This information should be used to inform what provision is required in an area. The strategy is therefore a key supporting document to the local plan process.

Open spaces contribute to the health, well-being, cultural heritage, landscape, education, climate change mitigation, biodiversity and movement for people and wildlife. The document does not look to provide detail on all these topics but to act as a signpost to the more specific and detailed strategies which exist.

It reinforces the need to understand what open space provision exists and what the priorities and requirements are for the future. It also stresses the importance of opportunities to promote and explore links to other related strategies such as the Pollinator Plan, Tree and Hedgerow Strategy, Riverside Strategy, Green Infrastructure Strategy and Playing Pitch Strategy. This can help to strengthen linked and collective actions as well as maximising successful outcomes.

PART 2: CONTEXT REVIEW

It is important to recognise national and local strategies and documents to help understand the need, challenges, and benefits of open space provision.

2.1 Local

Canterbury City Council Corporate Plan (2021 - 2024)

Sets out the key priorities for the Council to reflect where it can make the biggest difference to people's everyday lives. The main priorities are to:

- Support the district's economy to recover then grow
- Deliver a better social housing service for our tenants
- Deliver better waste collection services for all residents
- Using our enforcement powers to protect the district

It recognises the role and function of supporting documents such as the Local Plan and Climate Change Action Plan in helping to achieve the Council's priorities. It also acknowledges the added challenges brought by the pandemic.

Relating to open spaces, it highlights that one of the Council's roles is in *providing leadership and fighting for the district*. This includes

- Being committed to the council achieving its carbon neutral ambitions by 2030 with our efforts being economically viable and timed to get best value for our residents.
- Recognise new housing developments need real open space that is close by to protect the health and wellbeing of residents. The Council should, within its powers, protect these spaces and work in partnership to enhance and maintain them.

Canterbury District Local Plan 2024 - 2040 (Reg 18).

The Draft Open Space Strategy is a supporting document of, and defers to, the Local Plan. It sets out how Canterbury will protect and enhance open space in the district.

The Canterbury District Local Plan is at Regulation 18 stage with public consultation taking place between March and May 2024.

This draft Open Space Strategy informs policy DS24: Publicly Accessible Open Space and provides evidence for the promotion of quantity and accessibility standards for inclusion in the adopted Local Plan.

The draft Local Plan sets out a positive vision for managing growth in the district to 2040, responding directly to often competing priorities, and provides a strategy for high-quality growth, which can deliver decisive improvements to our district's infrastructure while protecting and enhancing our unique natural and historic environments.

The draft Local Plan establishes 12 strategic objectives including the following covering open space interests:

“Protect and enhance our rich environment and valued landscapes, creating a network of green spaces, protecting and enhancing green gaps between settlements, supporting nature’s recovery and biodiversity and improving the health and wellbeing of our communities”.

The draft Local Plan recognises the need for the provision of a range of new open spaces and sports and recreation facilities, linked to housing provision and population growth, including a minimum of:

- a. 75ha of natural and semi natural open space
- a. 46ha of amenity open space (including green corridors)
- b. 15ha of parks and gardens
- c. 10ha of play facilities
- d. 279 allotment plots covering 7ha
- e. 16ha of accessible outdoor sports
- f. sports facilities to support new education provision
- g. Broad Oak Reservoir Country Park covering some 440ha

Policy DS24 - Publicly accessible open space and sports

Covering seven recognised typologies, DS24 - Publicly accessible open space and sports - is the key Local Plan policy that seeks to deliver the standards and actions as evidenced by this open space strategy and its supporting assessments. It provides detail on the quantity, quality and accessibility of open space requirements for development of over 7.4ha, between 3.5 and 7.4ha and developments below 3.4ha.

DS24 sets out the criteria for change of use for sports pitches, following Sport England's exceptions.

Quality standards for new open space provision are set out in section 5 (a-m) of policy DS24.

Canterbury District Green Infrastructure Strategy (2018-2031)

The Green Infrastructure Strategy sits alongside and supports the delivery of both CCC’s adopted Local Plan 2017 and Corporate Plan, both of which recognise the importance of environmental sustainability and the protection of Canterbury district’s outstanding natural assets. It brings together the objectives and actions of several CCC strategies, policy documents and evidence reports, including the Transport Strategy, the Riverside Strategy, the Open Spaces Strategy and the Landscape and Biodiversity Appraisal plus others.

Climate Change Action Plan (2020 - 2030)

Since declaring a climate emergency in 2019, CCC has been working towards the achievement of net zero greenhouse gas emissions, building resilience to the risks of climate changes, and championing economic activity that delivers climate actions.

The action plan focuses on achieving tangible actions aligned with proven examples. It aims to ensure that CCC and the district make a positive contribution to the global effort. This includes potential projects that will best help reduce emissions across the district such as looking at reducing emissions relating to corporate buildings and transport.

As part of its multifunctional role, open space has the ability in helping to tackle wider social issues such as climate change.

Some open spaces may have the potential to accommodate greater resilience measures to climate change at a local level. This could include simple measures such as more tree planting and wildflower meadow creation to potentially help reduce CO2 levels, provide flood reduction, mitigate impacts of urban heat island effects, and poor air quality.

2.2 National

National Planning Policy Framework

The NPPF sets out the planning policies for England. It details how these are expected to be applied to the planning system and provides a framework to produce distinct local and neighbourhood plans, reflecting the needs and priorities of local communities.

It states that the purpose of the planning system is to contribute to the achievement of sustainable development. It establishes that the planning system needs to focus on three themes of sustainable development: economic, social and environmental. A presumption in favour of sustainable development is a key aspect for any plan-making and decision-taking processes. In relation to plan-making the NPPF sets out that Local Plans should meet objectively assessed needs.

Paragraph 98 of the NPPF establishes that access to a network of high quality open spaces and opportunities for sport and physical activity is important for health and well-being. It states that planning policies should be based on robust and up-to-date assessments of the needs for open space, sports and recreation facilities and opportunities for new provision. Specific needs and quantitative or qualitative deficiencies and surpluses in local areas should also be identified. This information should be used to inform what provision is required in an area.

As a prerequisite paragraph 99 of the NPPF states existing open space, sports and recreation sites, including playing fields, should not be built on unless:

- An assessment has been undertaken, which has clearly shown the site 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 sports and recreational provision, the needs for which clearly outweigh the loss.

Paragraph 148 states the planning system should support the transition to a low carbon future in a changing climate, taking full account of flood risk and coastal change. It should help to: shape places in ways that contribute to radical reductions in greenhouse gas emissions, minimise vulnerability and improve resilience; encourage the reuse of existing resources, including the

conversion of existing buildings; and support renewable and low carbon energy and associated infrastructure.

National Planning Practice Guidance, (MHCLG)

National Planning Practice Guidance (NPPG) is a web-based resource which brings together planning guidance on various topics into one place. It was launched in March 2014 and adds further context to the [National Planning Policy Framework](#) (NPPF). It is intended that the two documents should be read together.

The guidance determines that open space should be taken into account in planning for new development and considering proposals that may affect existing open space. It is for local planning authorities to assess the need for open space and opportunities for new provision in their areas. In carrying out this work, they should have regard to the duty to cooperate where open space serves a wider area.

National Design Guide

This Design Guide sets out the characteristics of well-designed places as well as good design practices. It is part of the Government's collection of planning practice guidance.

Nature and open spaces are recognised as critical contributors of well-designed places including the quality of places and people's quality of life. Attractive open space that are easy to access, with activities for all to enjoy including play, food production, recreation and sport, encourage physical activity and promote health, well-being and social inclusion.

Paragraphs 93 and 94 state open spaces should be designed to be high quality, robust and adaptable over time so they remain fit for purpose and are managed and maintained for continual use. This includes:

- A range of sizes and locations
- A variety of natural and designed landscapes for everyone, with different functions to suit a diverse range of needs
- Opportunities for formal and informal play, exercise and rest that are accessible to all and with no segregation
- Well-integrated drainage, ecology, shading, recreation and food production that achieve a biodiversity net gain as required by the 25 year Environment Plan
- Well-considered maintenance and management regimes based on an understanding of the costs for occupants or users.

Building for a Healthy Life

A design code to help improve the design of new and growing neighbourhoods. It is intended to help focus the thoughts, discussions and efforts on the things that matter most when creating good places to live. Open space being recognised as a key component. The guide uses a 'traffic light' system to illustrate examples of good practice (green light) and poor practice (red light). Some of the good practice relevant to open space includes:

- Biodiversity net gain

- Movement and feeding corridors for wildlife
- Plans that identify and are specific about the character of new spaces, such as parks, woodland, allotments, wildflower meadows rather than public open space
- Create Park Run ready routes on larger developments and other ways to encourage physical activity and social interaction
- Capturing and managing water creatively and close to where it falls using features (e.g. rain gardens, permeable surfaces); allowing people to connect with water
- Create a habitat network providing residents with opportunities to interact with nature on a day to day basis.
- Provide natural surveillance opportunities
- Connected and accessible network of public open spaces with paths and other routes into and through
- Species rich grasslands
- Well considered management arrangements whether public or privately managed.

Public Health England

In October 2014 Public Health England (PHE) produced a plan to tackle low activity levels across the country. Along with making the case for physical activity, the plan identifies four areas where measures need to be taken at a national and local level:

- Active society: creating a social movement. Shifting social norms so that physical activity becomes a routine part of daily life.
- Moving professionals: activating networks of expertise. Making every contact with the health sector count to push the 'active' message and to deliver the message through other sectors including education, sports and leisure, transport and planning.
- Active environments: creating the right spaces. Making available and accessible appropriate environments that encourage people to be active every day.
- Moving at scale: scaling up interventions that make us active. Maximising existing assets that enable communities to be active.

Summary of context

The NPPF states Local Plans should reflect needs and priorities within a local community and be based on robust and current assessments of open spaces. Engaging residents to take up and retain a minimum or better level of physical literacy¹ and activity is a high priority for national government. For many people, open space/recreational activities have a key role to play in facilitating physical activity. Similarly, open space has an important role in many areas in contributing to climate change resilience. Therefore, ensuring that open space creates an active, climate resilient environment with suitable opportunities and good accessibility is important.

¹ Physical literacy is the motivation, confidence, physical competence and understanding to value and take responsibility for engagement in physical activities

PART 3: SUMMARY OF OPEN SPACE ASSESSMENT

The Open Space Assessment details what open space provision exists, its distribution and overall quality. It analyses provision based on quantity, quality, and accessibility.

3.1 Overview

The Canterbury Open Space Assessment identifies 584 open space sites across the area which covers 4,173 hectares; this is equivalent to nearly 30 Hyde Parks. The largest contributor to provision is natural and semi natural (3,878 hectares). The totals include sites owned and managed by other parties and which are not solely owned by CCC. Consequently, CCC is not in control of the quality and/or future actions for all sites.

Table 3.1: Overview of all open space provision

Open space typology	Number of sites	Total amount (hectares) ²
Allotments	23	27
Amenity greenspace	262	132
Cemeteries/churchyards	48	45
Natural & semi-natural greenspace	89	3,878
Outdoor sports	25	60
Park and gardens	14	18
Provision for children & young people	123	13
Total	584	4,173

Open space standards

To identify specific needs and deficits or surpluses of open space in a local area, provision standards focusing on Quantity and Accessibility are set.

Quantity: Are there enough spaces in the right places? Aimed at helping to establish areas of surplus and deficiency and, where appropriate, to understand the potential for alternative uses and/or key forms of provision.

Accessibility: Distance thresholds aimed at improving accessibility factors (e.g. so people can find and get to open spaces without undue reliance on using a car) and helping to identify potential areas with gaps in provision. Shown via maps.

² Rounded to the nearest whole number

The following tables detail the provision standards set by CCC, how this compares to up-to-date existing provision levels and national guidance (i.e. FIT guidance), and whether any adjustment to the CCC standards are required based on this comparison.

Provision standards have been increased where accessibility and quantity need to reflect the FIT guidance, which is widely recognised as best practise for open space standards for the majority of local authorities.

Table 3.1.2 Comparison of accessibility catchments

Open space type		CCC proposed (2024)	CCC current adopted	FIT guideline
Parks & Gardens		Destination (2,000m) Other (710m)	2,000m	710m
Amenity Greenspace/ Green corridors		Recreation (710m) Other (480m)	1,000m	480m
Natural & Semi-natural		Over 20 ha (2,000m) or Less 20 ha (720m)	1,000m	720m
Provision for children and young people*	LAP	100m	100m	100m
	LEAP	400m	400m	400m
	NEAP	1,000m	1,000m	1,000m
Allotment		n/a	n/a	n/a
Outdoor sports		n/a	1,000m	1,200m
Cemeteries		n/a	n/a	n/a
Civic space		n/a	1 per urban centre	n/a

* Draft policy also sets a 20-minute drive time for destination play facilities

Table 3.1.3 Comparison of quantity standards

Open space type	CCC proposed (2024)	CCC adopted	Current levels (2024)	FIT guideline
	Hectares per 1,000 population			
Parks & Gardens	0.80	0.3	0.11	0.8
Amenity Greenspace / Green corridors	2.25	3.0	0.80	0.6
Natural & Semi-natural	4.00	4.0	23.45	1.8
Provision for children and young people	LAP	0.3	0.08	0.25 (child)
	LEAP		(0.07 for child)	0.30 (young people)
	NEAP		(0.01 for young people)	
Allotment	15 plots (0.375)	15 plots	0.16	0.25
Outdoor sports	0.87 (PPS to inform)	0.87	0.36	1.6
Cemeteries	n/a	n/a	n/a	n/a
Civic space	n/a	1 per urban centre	n/a	n/a
Total	8.845	8.845	24.98	5.60

3.2 Quality and value

In accordance with best practice, certain types of open space have been assessed in terms of quality.

There is a mixed quality of open space, reflected in over half (56%) of sites scoring low quality. Proportionally there are more play provision and amenity greenspace sites to rate low for quality. For amenity, this is reflective of the range of sites within the typology.

Table 3.2.1: Quality ratings for assessed sites

Analysis area	No. of sites	
	Low	High
Amenity greenspace	22	17
Natural & semi-natural greenspace	19	17
Park and gardens	5	9
Provision for children & young people	72	49
Total	118	92

Sites rating lower for quality often reflect a lack of ancillary features and facilities (e.g. seating, signage etc.) or access concerns. For play provision, this is often due to concerns with the range and quality of equipment and/or surfaces.

Of the 118 sites to rate below the quality threshold, 24 are noted as being just below the quality threshold. These sites should be reviewed and/or prioritised for possible enhancements to help address quality of provision. This would also shift the balance of sites rating above or below the threshold in the favour of more sites rating higher.

Value is an assessment of the potential use of a site based on its open space type. Over half of assessed sites (58%) rate as high for value, reflecting the role and importance of open space provision to local communities and environments.

Table 3.2.2: Value ratings for assessed sites

Analysis area	No. of sites	
	Low	High
Amenity greenspace	14	27
Natural & semi-natural greenspace	5	31
Park and gardens	1	13
Provision for children & young people	69	52
Total	89	123

Sites rating below the value thresholds often reflect a general lack of offer or potential use (i.e. no features, difficult to access). For play provision, this is often due to a limited range of equipment at sites.

Of the 24 sites highlighted earlier as being just below the quality threshold, 10 sites are also noted as being below the value threshold. These sites should be reviewed and/or prioritised for possible enhancements to help further strengthen the benefits of provision

A high value site is likely to be one considered to be well used by the local community, well maintained (with a balance for conservation), providing a safe environment and range of features, for example, good quality play equipment and landscaping. Sites that provide for a cross section of users and have a multi-functional use are likely to be considered higher value than those offering limited functions and viewed as unattractive.

3.3 Accessibility

Catchment mapping is used to help identify areas potentially not being served by open space provision. They can also be used to help inform where future opportunities for provision could be located.

Gaps in different open space types are highlighted across the area. However, where a gap in one form of provision exists (e.g. for parks) then a site recognised as a different type of open space (e.g. amenity) is often present.

It is therefore important the quality of such sites are to a sufficient level as in some instances they may help to serve as an alternative/secondary role within the identified gap (in the absence of any new provision being able to be provided). Sites helping to serve such gaps are set out within the action plan. It is important that any provision rated as low quality are recognised as a priority for enhancement.

3.4 Quantity

Quantity is measured using a quantity standard (i.e. the amount of provision in hectares per 1,000 population). This can be used to identify areas of shortfalls and to help with determining future requirements due to growth.

All analysis areas are observed as having shortfalls in some form of open space. However, areas such as Upper Hardres, Thanington, Ickham and Well, Hersden, Chartham and Bekesbourne-with-Patrixbourne are highlighted as having shortfalls across all open space types. To some extent this may be expected given the lower population density of such areas.

Areas with greater population density such as Canterbury and Whitstable are both observed as having shortfalls for all provision types (except for allotments in Canterbury and amenity in Whitstable). Herne Bay is noted as having shortfalls in provision with the exception for parks and gardens.

3.5 Headlines

Canterbury

- Has 223 open space sites equating to a total 236 hectares.
- Of the 56 assessed sites, 33 (59%) are below the quality threshold and 26 (46%) are below the value threshold. Seven sites are highlighted as being just below the quality threshold.
- Gaps in catchment mapping are observed in parks, natural and play provision. Within these gaps, six existing sites of different typologies are noted as potentially helping to serve the areas. Of these, two are rated as lower quality.
- The area has shortfalls in quantity against most typologies with the exception for allotments.

Herne Bay

- Has 65 open space sites equating to a total 99 hectares.

- Of the 27 assessed sites, 12 (44%) are below the quality threshold and 10 (37%) are below the value threshold. Four sites are highlighted as being just below the quality threshold.
- Gaps in catchment mapping are observed in parks, natural, amenity and play provision. Within these gaps, seven existing sites of different typologies are noted as potentially helping to serve the areas. Of these, one is rated as lower quality.
- The area has shortfalls in quantity against most typologies with the exception for parks.

Whitstable

- Has 105 open space sites equating to a total 418 hectares.
- Of the 41 assessed sites, 23 (56%) are below the quality threshold and 20 (49%) are below the value threshold. One site is highlighted as being just below the quality threshold.
- Gaps in catchment mapping are observed in parks and play provision. Within these gaps, eight existing sites of different typologies are noted as potentially helping to serve the areas. Of these, three are rated as lower quality.
- The area has shortfalls in quantity against most typologies with the exception for amenity.

Rural area

- Has 232 open space sites equating to a total 3,459 hectares.
- Of the 90 assessed sites, 53 (59%) are below the quality threshold and 37 (41%) are below the value threshold. 12 sites are highlighted as being just below the quality threshold.
- Given the lower population densities across the area, no significant gaps in catchment mapping are observed. However, it is identified that eight sites potentially help to serve gaps highlighted in the other analysis areas. Of these, two are rated as lower quality.
- Shortfalls in quantity exist in most areas. The areas of Upper Hardes, Thanington, Ickham and Well, Hersden, Chartham and Bekesbourne-with-Patrixbourne are highlighted as having shortfalls across all open space types.

PART 4: VISION AND AIMS 2024 - 2040

The vision of the Open Space Strategy is:

‘To develop and maintain an interconnected network of diverse, high quality open spaces which contribute to biodiversity, habitats and the needs of local people to help raise the quality of life for all residents and visitors to the Canterbury district’

To achieve this vision, the following overarching aims are intended to help direct future actions and decisions.

AIM 1

To **protect** the existing supply of open space provision to meet current and future needs.

AIM 2

To **enhance** open space provision and features for everyone through improving quality and management of sites.

AIM 3

To **promote** and **secure** new provision and features where current or future demand requires it.

PART 5: OBJECTIVES / ACTIONS

The following objectives are provided to work towards the aims of this strategy and to help address the shortfalls and issues identified as part of the study.

5.1 Objectives**Objective 1**

Open space provision should be protected in recognition of its contribution to communities. Any potential loss of provision needs to be in line with Local Plan policies.

1. Proposals for development which would result in the loss of publicly accessible open space, as defined on the policies map, will only be permitted if:
 - a. There would be no material harm to the contribution the open space makes to the visual or recreational amenity of the area, and the council has assessed the open space as making no positive contribution to its overall strategy on open space; or
 - b. Where there would be material harm, this would be balanced against demonstrable need for the development in that specific location. Should there be no alternative site available to accommodate the proposed development, any any harm must be offset by the provision of other open space of comparable accessibility, quality, size, character and usability in a suitable location, in addition to any open space requirements of the new development; or
 - c. The proposal is for the construction of a new building that is an essential facility for outdoor sport, recreation, play or allotment use or other open space typology uses that does not conflict with the purpose, character or accessibility of the open space; or
 - d. The proposal is for a proportionate and essential extension or alteration of an existing building or equipment which does not harm the character of the area; or
 - e. The proposal is for the re-use or replacement of existing buildings provided that the proposed uses do not conflict with the purpose, character or accessibility of the open space; and any replacement building is not materially larger; or
 - f. The proposal is for the carrying out of engineering or other operations required for public safety.

In addition, proposals for development which would result in the loss, in whole or in part, of sports or recreation facilities must also demonstrate that:

- g. The site has first been considered for other sport, open space, recreation, biodiversity or community uses; and
- h. It has been demonstrated that the playing field is surplus to requirements having regard to the council's Open Space Strategy or Playing Pitch Strategy; or
- i. There is an overriding need for the proposed development which outweighs the loss and the loss would be replaced by equivalent or better provision in terms of quantity and quality in a suitable location; or,
- j. The development is for a small part of the site; where it has been demonstrated that it will result in enhanced sport and recreational facilities.

2. Proposals for development that would result in the loss of publicly accessible open spaces provided as part of a planning permission for development through new developments will be refused.
3. Proposals for new sports and recreation facilities, either as standalone facilities or as part of a mixed-use development, will be supported where the proposal meets the requirements of other policies in this plan, and where:
 - a. The new provision meets Sports England's criteria for the proposed use and any criteria issues by the relevant National Governing Body; and
 - b. Appropriate ancillary facilities are proposed; and
 - c. Where other sports facilities are proposed as part of the development, the facilities are co-located where appropriate; and
 - d. There is no adverse impact upon living conditions; and
 - e. The site is appropriately accessible by walking, cycling and, where appropriate, public transport; and
 - f. Buildings are well designed, appropriate in scale and function to the use of the land, and meet the minimum size and quality standards to be usable as the proposed type of sport. This includes ensuring sufficient distance between the boundaries and nearby buildings, new and existing; and
 - g. The scheme incorporates measures to improve resilience to the potential impacts of climate change; and
 - h. The application is supported by evidence of a management scheme which details the future ownership, management and maintenance of the site.

Objective 2

Look to address low quality and low value sites through exploring opportunities for enhancement. The priority should be those highlighted as providing a key role in terms of access or which could be improved through relatively minor enhancements

There are 118 sites to rate low for quality (of which 80 also rate low for value). Eight of these sites are highlighted as having the potential to help serve gaps identified in accessibility catchment mapping. It is also highlighted that 24 low quality sites rate just below the quality threshold (Appendix 1).

The potential to adapt these sites through appropriate formalisation and/or greater provision of features linked to other types of open space should be explored. This is to provide a stronger secondary role as well as opportunities associated with other open space types. For some sites, such as natural greenspace, the ability to adapt or strengthen secondary roles may be limited due to the features and characteristics of the site.

We will maximise opportunities for s106 to invest in new and existing open spaces, work with Friends of Groups to improve management and capitalise on external funding opportunities.

Objective 3

Ensure new developments contribute to the provision of open spaces and explore opportunities to address shortfalls in open space provision and

Quantitative shortfalls are identified across the district and these may be exacerbated further by future population increases. By 2040, based on provision standards, Canterbury will require an additional 132 hectares of open space from new development and other open space provision to be determined.

For many local authorities, often the best opportunities to try and help address such shortfalls are in instances where new housing growth is planned. It is therefore vital that the CCC provision standards are used to inform the amounts of open space required as part of each future development. In some instances and typologies (outdoor sport and allotments) an offsite contribution may be better suited. This strategy and action plan helps inform and identify where offsite s106 developer contributions could be made.

As per Local Plan Regulation 18 policy DS24, for strategic developments, delivering 50 or more homes, consideration must be given to legally protecting the new open space as either Village Green or Field in Trust. For major developments of over 300 new homes the developer must consider transferring the freehold ownership of the open space to the council (or Parish Council) and to establishing a flexible application specific financial model to cover the ongoing management and maintenance of the open space in perpetuity. This approach is developed in Appendix 4 of this strategy.

The Reg 18 Local Plan 2024 proposes a suite of strategic development sites, which due to the large size and requirement for comprehensive masterplanning, offer opportunities to deliver open space destination hubs for sports hubs, skate / wheel parks, allotments and country parks. To realise such opportunities, the Environment Team will require early engagement with the developers and their representatives in Pre-App and masterplanning.

The CCC Open Space Calculator should be used to determine the equivalent offsite contributions.

The creation of new provision and/or offsite contributions may also help to address identified gaps in accessibility catchment mapping. This could either be through the creation of new provision and/or the enhancement of a site's capacity or secondary role (if identified as helping to potentially serve a gap in a provision type).

There is however still a need and desire to provide certain typologies which cannot be created through secondary functions of existing sites (i.e. allotment and parks provision).

Objective 4

Make sure the design of new sites and features are in keeping with council expectations

Given the existing shortfalls, competing pressures on future land supply and the scarcity of creating new provision, it is essential that the design and location of open space and play features are considered as a priority from the outset in the planning of future developments. Appendix 2 sets out some design considerations.

Any new sites/features should be integrated into the development and designed with the objective of contributing optimally to the quality of life of residents. Developments in which open space is 'fitted in' around built elements as a secondary consideration, rarely achieve this objective. Provision should look to be meaningful and at the heart of any development.

Consideration should also be given to the connections between them and their role in climate change resilience, biodiversity and ensuring that a network of safe, diverse, and stimulating accessible open space binds the development together.

Buffer zones, relevant to recreation, play and youth provision, must be considered from the outset when locating and integrating those facilities. Their primary purpose is to prevent potential disturbance from activities at the facility to residents of adjacent dwellings. They also help ensure safety, for example of children playing, by providing a wide field of surveillance and reducing exposure to fast and heavy traffic. Potential spaces for facilities need to be large enough to accommodate buffer zones.

Objective 5

Maximise contributions to biodiversity and Local Nature Recovery networks

Given the national priority to address climate change and the initiatives to regenerate natural greenspace, and relating to Objectives 2 and 3, it is crucial to ensure we and our partners work to retain and enhance the natural environment and the services it provides including other related strategies (i.e. Tree, Hedgerow and Woodland Strategy, Pollinator Action Plan, Green Infrastructure Strategy, and Canterbury Riverside Strategy). This may be achieved through appropriate creation or improvement of habitats with potential measures such as encouraging more tree cover, pollinators etc.

Objective 6

Retain the existing number of Green Flag Award sites and explore opportunities to expand

There are currently three sites with a Green Flag Award (a national/international recognised quality mark for greenspaces). Opportunities to expand the number of sites and the resources to support this should be encouraged and explored.

Objective 7

Explore options for appropriate sites to receive additional designations

Designations are a tool to identify and protect open space of particular importance. Given the significance and role of some sites it may be appropriate to consider such levels of protection. Any designation needs to be consistent with local planning policy and meet the criteria set out within the NPPF.

Objective 8

Continue to support the role of Friends of Groups and encourage the formation of any new groups

It is recognised that the role and involvement of friends of groups significantly contributes to the added quality and value of a site. Continuing to support and enable the work of such groups should be advocated. Opportunities to strengthen and grow such groups should also be encouraged and explored.

We will maximise opportunities for s106 to invest in new and existing open spaces, work with Friends of Groups to improve management and capitalise on external funding opportunities.

Objective 9

Recognise the role and importance of key strategic sites through ensuring and enhancing their quality and access

There are several sites (38 listed in Appendix 3) with a more strategic and/or multi-functional role which serve a wider catchment area. For parks, these are referred to as 'destination' sites and for amenity greenspace these are referred to as 'recreation' sites.

There are several of these sites which are observed as being of a lower quality (10 sites). The priority should be to explore options to enhance the quality and access of these key sites given the important role across the district and to individual analysis areas.

This links to existing or imminent works and projects being undertaken such as, for example, the works at Herne Bay Memorial Park, Cornwallis, and Dane John.

5.2 Strategic actions

To help meet the objectives, a series of strategic actions are presented

Objective 1	Delivery
1. In response to the council's Declaration of Biodiversity Emergency, CCC owned open spaces will be subject to a biodiversity audit to assess their opportunities for delivering nature recovery	Ongoing
Objective 2	Delivery
1. Review ownership of the sites scoring low for quality and value and contact owners and managers to commence discussion on improving the sites scores	2024/25
2. On CCC owned sites, liaise internally with other council departments to determine minor improvements within the scope of the existing Grounds Maintenance Contract	Ongoing
3. Where appropriate, target S106 developer contributions and CCC capital funds both at priority sites failing quality scores, and sites capable of plugging quantity provision	Ongoing
Objective 3	Delivery
1. Test the use of Sport England's Play Pitch Calculator to better target and define the type of sport provision required, ensuring consistency with the actions in the Playing Pitch Strategy	Ongoing
2. Seek allotment provision (either on-site or S106) from all developments of over 10 homes. If S106 off-site provision is required, pool contributions to facilitate investment in the quality and sustainability of the district's allotments	Ongoing
3. If there is an evidence need to invest s106 funds in off-site provision, in accordance with Draft Local Plan Policy DS24, then prioritisation will be given to the nearest destination or recreation site, as set out in the strategy, and also the sites listed as key priorities in section 5.3 of the OS Strategy	Ongoing

Objective 4	Delivery
1. Ensure early engagement in the master planning and plan making process for major and strategic developments across the district to promote best practice design for both utility, sustainability and contribution to sense of place	Ongoing
Objective 5	Delivery
1. On a minimum of 15 open spaces, the Canterbury Pollinator Action Plan will be used to promote opportunities to maximise the creation and maintenance of pollinator friendly. These opportunities could take the form of relaxation of grassland mowing regimes, the planting of pollinator trees and the incorporation of pollinator friendly bedding plants	2023/25
2. On completion of the Making Space for Nature and Canterbury's Local Nature Recovery Network (LNRN), all CCC open spaces, as well as strategic developments of over 300 dwellings, will be reviewed to determine their ability to contribute to the priorities of the Nature Recovery Network	Completion of LNRN
3. The design and location of the 4 ha per 1000 population semi-natural open space provision on new developments will be informed by local ecological connectivity opportunities	Completion of LNRN
Objective 6	Delivery
1. Resources will be focused on retaining the current three Green Flag Awards at Westgate Gardens, Gorrell Valley Nature Reserve and Reculver Country Park	Ongoing
2. Ensuring equity across the district's two towns and one city, and rural areas, a review of additional possible Green Flag candidate sites will be completed and informal judging will be undertaken to test candidate sites appropriateness	2024/25
Objective 7	Delivery
1. Identify priority sites for dedication as Town/Village Green or Field in Trust, ensuring consistency with Local Plan policies and allocations.	Ongoing
Objective 8	Delivery
1. Promote the new Friends Welcome Pack to provide information on establishing and maintaining Friends of Groups, and to make clear the support available from the city council	2023
2. Establish and hold an annual meeting for all Friends Groups to provide forum for shared learning, communication with other stakeholders and to address common issues/concerns	Summer 2024
Objective 9	Delivery
1. Explore options to enhance the quality and access of the priority sites identified in 5.3	Ongoing

5.3 Priority site actions

To help meet some of the objectives, key site-specific actions and priorities are set out on a sub-area basis.

Canterbury	Objective	Lead	Timescale for delivery	Possible funding sources
<ul style="list-style-type: none"> Explore opportunities to enhance the quality of Vauxhall Field and Chineham Way Play Area. Both identified as low quality but helping to serve potential gaps in access. 	2, 9	Environment Team	Short term	s.106/CIL/External funding
<ul style="list-style-type: none"> Review quality of sites such as Pilgrim’s Way and Field Avenue which are observed as helping to serve gaps. Ensure quality is sufficient. 	2, 9	Environment Team	Short term	s.106/CIL/External funding
<ul style="list-style-type: none"> Enhance quality of key sites such as Vauxhall Field, Dane John Garden and Canterbury Castle. 	2, 9	Environment Team	Short term	s.106/CIL/External funding
<ul style="list-style-type: none"> Ensure ongoing quality of other key sites such as Birch Road, Tannery Field, Toddlers Cove, Pilgrims Way, Franklyn Road, Kingsmead Field Village Green, Suffolk Road, Hales Drive Playing Field, Field Avenue, Long Meadow Way, Westgate Gardens, Lime Kiln Road and Littlebourne Road. 	2	Environment Team	Short and Medium term	s.106/CIL/External funding
<ul style="list-style-type: none"> Review and explore ability to enhance quality of sites just below the quality threshold (i.e. Avon Close Play, Hollow Lane Play Area, Sturry Road Community Garden, Dane John Garden, St Mary de Castro and Greyfriars Garden). 	2	Environment Team	Short and Medium term	s.106/CIL/External funding
<ul style="list-style-type: none"> Establish wetland habitat to benefit landscape and biodiversity at Wincheap Meadows, and to contribute to Nutrient Neutrality Strategy. 	5	Environment Team	Short term	s.106/CIL/External funding
<ul style="list-style-type: none"> Explore ability of Old Park and Chequers Wood to appropriately help serve open space network (balancing recreation and habitat roles). Consider better pathways, lighting and signage especially around Old Park. 	5	Environment Team	Short term	s.106/CIL/External funding
<ul style="list-style-type: none"> Promote consistent management and promotion of the open space network that forms the Canterbury Riverside. 	5	Environment Team	Short, Medium and Long term	s.106/CIL/External funding

Canterbury	Objective	Lead	Timescale for delivery	Possible funding sources
<ul style="list-style-type: none"> Provision of open space at Draft Policy Site C6: Land at Merton Park to include new natural/ semi natural, amenity green space, parks and gardens, play facilities (including a new skatepark), outdoor sports (including Sports Hub) and new allotments. 	2, 4, 5, 9	Environment Team	Medium term	s.106/CIL/External funding
<ul style="list-style-type: none"> Provision of open space at Draft Policy Site C7: Land to the North of Hollow Lane to include new natural/ semi natural, amenity green space, parks and gardens, play facilities, outdoor sports and allotments. To include maximising biodiversity connectivity opportunities between the site and Larkey Valley Woods and other sites surrounding this site. 	2, 4, 5, 9	Environment Team	Medium Term	s.106
<ul style="list-style-type: none"> Provision of open space at Draft Policy Site C12: Land north of the University of Kent to include new natural/ semi natural, amenity green space, parks and gardens, play facilities, outdoor sports and allotments. To include maximising biodiversity connectivity opportunities between the site and the Blean Woodlands surrounding the site. 	2, 4, 5, 9	Environment Team	Medium term	s.106

Herne Bay	Objective	Lead	Timescale for delivery	Possible funding sources
<ul style="list-style-type: none"> Explore opportunities to enhance the quality of Saxon Shore View as identified as low quality but helping to serve potential gap in access 	2, 9	Environment Team	Medium term	s.106/CIL/External funding
<ul style="list-style-type: none"> Review quality of sites such as Hampton Recreation Ground, Sanderling Park, Burton Down Park, Sanderling Road Play Area, Herne Bay Memorial Park, and Reculver Country Park (including Bishopstone) which are observed as helping to serve gaps. Ensure quality is sufficient. 	2, 6, 9	Environment Team	Short and Medium term	s.106/CIL/External funding
<ul style="list-style-type: none"> Ensure ongoing quality of other key sites such as Reculver Country Park (including Bishopstone), Hampton Recreation Ground, Sanderling Park, Central Parade, Memorial Park and Herne Bay Promenade 	6, 9	Environment Team	Short and Medium term	s.106/CIL/External funding
<ul style="list-style-type: none"> Review and explore ability to enhance quality of sites just below the quality threshold (i.e. Spa/Western Esplanade, Cormorant Way Play Area, Plover Close Play Area, and Saxon Shore View) 	2	Environment Team	Short and Medium term	s.106/CIL/External funding

Herne Bay	Objective	Lead	Timescale for delivery	Possible funding sources
<ul style="list-style-type: none"> Explore opportunities to establish Hampton Recreation Ground as a key destination site between Herne Bay and Whitstable 	4, 9	Environment Team	Short term	s.106/CIL/External funding
<ul style="list-style-type: none"> Explore opportunities for enhancement of Herne Bay Downs 	9	Environment Team	Short and Medium term	s.106/CIL/External funding

Whitstable	Objective	Lead	Timescale for delivery	Possible funding sources
<ul style="list-style-type: none"> Explore opportunities to enhance the quality of Mariners View, Columbia Avenue, and Eversleigh Rise Play Area. Sites identified as low quality but helping to serve potential gaps in access 	2, 9	Environment Team	Short term	s.106/CIL/External funding
<ul style="list-style-type: none"> Review quality of sites such as Swalecliffe Skate Park, Whitstable Castle Play Area, Seagull Close Play Area, and Plough Lane Park which are observed as helping to serve gaps. Ensure quality is sufficient. 	2, 9	Environment Team	Short and Medium term	s.106/CIL/External funding
<ul style="list-style-type: none"> Ensure ongoing quality of other key sites such as Tankerton Slopes, Longrock, Marine Parade, Church Lane, Trilby Way and Whitstable Castle 	9	Environment Team	Short term	s.106/CIL/External funding
<ul style="list-style-type: none"> Review and explore ability to enhance quality of sites just below the quality threshold (i.e. Tower Hill Tea Garden) 	2	Environment Team	Medium term	s.106/CIL/External funding
<ul style="list-style-type: none"> Explore opportunities to expand the play provision of Whitstable Beach 	9	Environment Team	Medium term	s.106/CIL/External funding
<ul style="list-style-type: none"> Provision of open space at Draft Policy Site W4: Land at Brooklands Farm to include new natural/ semi natural, amenity green space, parks and gardens, play facilities, outdoor sports (including a new cricket pitch and facilities for Chestfield Cricket Club) and allotments 	2, 4, 5, 9	Environment Team	Medium term	s.106/CIL/External funding

Rural	Objective	Lead	Timescale for delivery	Possible funding sources
<ul style="list-style-type: none"> Explore opportunities to enhance the quality of Broomfield Community Park and Chestfield Recreation Ground. Both identified as low quality but helping to serve potential gaps in access 	2, 9	Environment Team	Medium term	s.106/CIL/External funding
<ul style="list-style-type: none"> Review quality of sites such as Curtis Wood Park, Hawe Farm Way, Thanington Recreation Ground, Cherry Orchard Recreation Ground, Moat Lane Playing Field and Radfall Recreation Ground which are observed as helping to serve gaps. Ensure quality is sufficient. 	2, 9	Environment Team	Short and Medium term	s.106/CIL/External funding
<ul style="list-style-type: none"> Enhance quality of key sites such as Bridge Recreation Ground, Chestfield Recreation Ground, Kingston Playing Field and Waltham Playing Field. 	2, 9	Environment Team	Medium term	s.106/CIL/External funding
<ul style="list-style-type: none"> Ensure ongoing quality of other key sites such as Upper Harbledown Playing Field, Wickhambreaux Recreation Ground, Town Road (Petham) Recreation Ground, Chartham Hatch Recreation Ground, Park View Playing Field (Sturry) and Woolage Village Recreation Ground 	9	Environment Team	Medium term	s.106/CIL/External funding
<ul style="list-style-type: none"> Review and explore ability to enhance quality of sites just below the quality threshold (i.e. Chestfield Recreation Ground, Mill Lane Greenspace, Candler's Way, Kingston Play Area, Adisham Rec Play Area, Honeysuckle Way Play Area, Kendal Meadow Play area, Ince Road Play Area, Chartham Hatch Play Area, Westbere Marshes, Covet Lane Wood and No Man's Orchard Nature Reserve) 	2	Environment Team	Medium term	s.106/CIL/External funding

APPENDIX ONE: SITES RATING JUST BELOW QUALITY THRESHOLD

Objective 2 sets out that of the 118 sites to rate low for quality³, 24 are just below the quality threshold. Such sites should be reviewed and explored for opportunities to enhance their quality as they may be relatively simple/low cost to resolve. The table below details for the 24 sites the reasons why a site scores lower.

Id	Site name	Typology	Reason for low score
30	Spa Esplanade/Western Esplanade	Amenity	boundary, facilities, and furniture
35	Kingsmead Field Village Green ⁴	Amenity	signage, boundary, and car park
39	Chestfield Recreation Ground	Amenity	signage, boundary, and biodiversity
48	Mill Lane greenspace, Harbledown	Amenity	signage, safety, facilities, and car park
436	Cormorant Way Play Area	Play	signage, facilities, furniture and boundary
439	Plover Close Play Area	Play	signage, facilities, furniture, and biodiversity
449	Candler's Way, Shalmsford	Play	signage and biodiversity
455	Kingston Play Area	Play	biodiversity
459	Adisham Rec Play Area	Play	signage and biodiversity
473	Honeysuckle Way Play Area	Play	signage and furniture
476	Kendal Meadow Play Area	Play	signage and furniture
482	Ince Road Play Area	Play	biodiversity
484	Chartham Hatch Play Area	Play	biodiversity
494	Avon Close Play	Play	signage and biodiversity
500	Hollow Lane Play Area	Play	biodiversity
530	Sturry Road Community Garden play area	Play	signage, safety, and boundary
420	Dane John Garden	Parks	rates just below quality threshold. Signage, facilities, furniture, and lighting
424	Tower Hill Tea Garden	Parks	rates just below quality threshold. Signage, furniture, biodiversity, and lighting
430	St Mary de Castro	Parks	signage, facilities, furniture, and car park
431	Greyfriars Garden	Parks	signage, facilities, furniture, and car park
535	Saxon Shore View	Natural	Facilities, furniture, and overall aesthetic

³ Site scores previously undertaken by CCC.

⁴ Acknowledged site has recently had major enhancement works undertaken

537	Westbere Marshes	Natural	signage, boundary, furniture, and car park
555	Covet Lane Wood	Natural	signage, facilities, furniture, and car park
559	No Man's Orchard Nature Reserve, Chartham	Natural	facilities and car park

APPENDIX TWO: DESIGN CONSIDERATIONS

The following sets out some of the key considerations to the design/quality for different types of open spaces.

Allotments

- Linked to pedestrian and cycle paths
- Plots should ideally be situated away from the shade of trees
- Effective drainage through natural soil characteristics and/or land drainage installations
- Minimum of one water point
- Secure perimeter fencing with lockable gate for vehicular access
- Sign at entrance detailing any applicable ownership, rules, emergency contact etc

Amenity greenspace

- Closely integrated with any development to provide a greening effect to the environment.
- Open space provision should be meaningful and at the “heart” of new developments.
- Close positioning of multiple space, can contribute to connectivity and landscape quality
- Focus for such provision is for informal recreational activities such as ‘kickabout’ football, sitting, and dog walking etc
- Ideally incorporate shade from existing mature trees or planting of new trees
- Open views for natural surveillance
- Signage to welcome users, contact details, and set out any constraints of use

Natural greenspace

- Expected to heavily contribute to green infrastructure by reinforcing existing and creation of new corridors to link and close gaps on the existing networks including for example biodiversity net gain and Local Nature Recovery
- Minimise severance impact of road networks on wider green infrastructure
- Existing wildlife value protected and enhanced through restoration and creation of new habitats
- Variations in vegetation structure and topography to ensure habitat diversity and landscape effect
- SUDS may count towards semi-natural provision only if they are publicly accessible and without restriction
- Appropriate footpaths and materials. Main paths could be hard surfaced with loose fill material or simply marked by mowing where natural drainage is adequate. For wet areas, timber boardwalks should be installed
- Fencing and gates/stiles installed as appropriate to reduce user pressure on zones of conservation importance
- Interpretation signage installed as appropriate.

Parks and gardens

- Appropriate design and layout of interest including suitable planting, seating
- Larger sites may accommodate more formal sport pitches, play and youth facilities and other features. Sites large enough to accommodate pitch sports should be, in part, of a level gradient to accommodate such activities.
- Larger facilities could consider providing secure bicycle parking, toilets, café, EV charging etc.
- Access for passive recreation encouraged through especially generous provision of seating and hard surfaced paths. Particular attention also paid to surveillance
- Fencing must integrate aesthetically into the surroundings and be of durable materials.

Provision for children and young people

- Ideally located within a greenspace or park and close enough to pedestrian routes or dwellings to enable natural surveillance
- Incorporate necessary buffer zones (20-30m subject to type of play)
- Away from exposure to prevailing winds
- Linked to pedestrian and vehicular routes by hard surfaced paths, accessible for all.
- Larger facilities should offer secure bicycle parking
- Attractive and stimulating environment for both active and passive play; designed for aesthetic cohesion to a unified theme
- Equipment designed and installed in accordance with EN1176 and EN1177 (or subsequent updates). Equipment selected and positioned to avoid the possibility of views into neighbouring properties.
- Features to encourage inclusive play, e.g. wide transfer platforms on multi-play units, roundabouts flush with ground level, back supports on equipment, play panels, handrails, sound chimes and textured surfaces.
- Separate zones for younger and older children, possibly within the same activity area, or by means of two distinct activity areas in proximity at the same location.
- Maximise opportunities for physical and mental wellbeing including features such as outdoor gym provision
- Signage to name the site and welcome users, also to indicate constraints on use and provide contact details. It is essential that dogs are discouraged, at least through the signage, but sometimes also through fencing.
- Sustainable and suitably located seating
- Any trees and shrubs should be strategically placed to provide areas of shade and play opportunities without obstructing informal surveillance.
- All plants selected are tough and resistant to damage with low maintenance requirements and not poisonous, thorny or otherwise hazardous

APPENDIX THREE: STRATEGIC/MULTI-FUNCTIONAL SITES

There are several sites (recognised in Objective 9) with a more strategic and/or multi-functional role which serve a wider catchment area. For parks, these are referred to as 'destination' sites and for amenity greenspace these are referred to as 'recreation' sites.

The priority should be to explore options to enhance the quality and access of these key sites given the important role across the district and to individual analysis areas.

Id	Site name	Typology	Strategic/ multifunctional
24	Reculver Country Park Amenity	Amenity greenspace	Recreation
31	Hampton Recreation Ground	Amenity greenspace	Recreation
34	Vauxhall Field	Amenity greenspace	Recreation
35	Kingsmead Field Village Green	Amenity greenspace	Recreation
37	Bridge Recreation Ground	Amenity greenspace	Recreation
39	Chestfield Recreation Ground	Amenity greenspace	Recreation
42	Marine Parade	Amenity greenspace	Recreation
46	Mariners View, Seasalter	Amenity greenspace	Recreation
47	Columbia Avenue	Amenity greenspace	Recreation
52	Birch Road	Amenity greenspace	Recreation
53	Tannery Field, Rheims Way	Amenity greenspace	Recreation
57	Toddlers Cove	Amenity greenspace	Recreation
66	Pilgrim's Way	Amenity greenspace	Recreation
68	Franklyn Road / Pardoner Close	Amenity greenspace	Recreation
70	Suffolk Road	Amenity greenspace	Recreation
106	Upper Harbledown Playing Field	Amenity greenspace	Recreation
146	Wickhambreaux Recreation Ground	Amenity greenspace	Recreation
162	Hales Drive playing field	Amenity greenspace	Recreation
169	Field Avenue AGS	Amenity greenspace	Recreation
201	Long Meadow Way/Westerham Close	Amenity greenspace	Recreation
212	Church Lane, Seasalter	Amenity greenspace	Recreation
222	Trilby Way AGS	Amenity greenspace	Recreation
283	Sanderling Park	Amenity greenspace	Recreation
294	Central Parade	Amenity greenspace	Recreation
420	Dane John Garden	Parks and Gardens	Destination
421	Memorial Park	Parks and Gardens	Destination
423	Whitstable Castle	Parks and Gardens	Destination
428	Westgate Gardens	Parks and Gardens	Destination
429	Canterbury Castle	Parks and Gardens	Destination

839	Chequers Wood (Old Park)	Natural/semi-natural	Destination
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APPENDIX FOUR: STEWARDSHIP MODELS FOR IN PERPETUITY MANAGEMENT AND MAINTENANCE OF OPEN SPACES WITHIN DEVELOPMENTS

The Council is exploring alternative models to deliver high quality in perpetuity management of the public realm being delivered by new strategic developments of over 500 homes. The previous draft Open Space Strategy explored the single option of setting up an endowment sum and representation were received seeking greater clarity on the proposal.

Since the completion of the previous Reg 18 consultation (2023) it has become increasingly evident that the council and developers are interested in exploring mutually beneficial long term land stewardship models, and also, that rather than there being a single 'tool' or approach to fund and deliver stewardship, there is a need to explore various combined financial models that are relevant and specific to the site's needs and proposals.

Historic positions

Local authorities often adopted all open space in new developments and a Commuted Sum was sought from the developer to cover the first c.15 years of grounds maintenance costs. In this scenario, the cost would be calculated by aggregating the first 15 years of maintenance and that combined sum would be subject to indexation and then paid by the developer to the local authority. The local authority would be 'ring-fenced' to cover the new site specific maintenance costs.

After 15 years the Local Authority would continue to maintain the site but without the benefit of a commuted sum.

If CCC were to look to adopt some open spaces there is a need to protect the authority from longer-term revenue / capital pressures. This is where the possibility of an endowment comes forward.

More recently local authorities have moved to a protective position whereby they no longer adopted new open spaces associated with new developments, and therefore developers have established alternative models for the ongoing maintenance of sites, usually with a third party undertaking the site management and combining an endowment and a homeowners' service charge.

What we say in DS24...

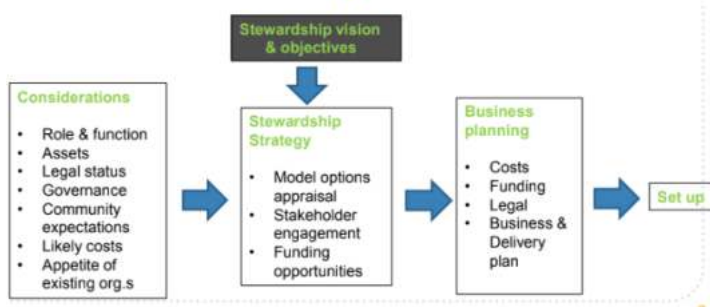
Section 7: Proposals for development for more than 500 homes will be required, for the total on-site open space provision, to

- a. Positively explore with the local planning authority transferring the freehold ownership of the open space to an appropriate body, including the council or a Parish Council, Trust or Community Interest Company); and
- b. Positively explore with the local planning authority the establishment of a flexible and deliverable, phased financial stewardship model to cover the agreed on-going management, and maintenance and replacement costs of the open space in perpetuity, and an agreed and resourced delivery resource and community governance model.

As part of the developers' consenting strategy the development of a specific, in perpetuity, financial model requires early stage joint working between the local authority and developer in order to better understand how public assets are to be generated by the development and then how these might be managed on behalf of the residents and community. There is also a need to first develop and then implement phased governance models and the supporting legal structures required for asset management. The financing of the management & maintenance of community assets will need to be agreed and implemented, and the community assets need to be managed to generate necessary income. Lastly, phased community participation in the management of the stewardship model.

The Overview of process image below is courtesy of Homes England's Garden Cities programme

Overview of process



The Funding/Potential sources slide below is courtesy of Homes England Garden Cities Programme.



Proposed way forward for developing Canterbury district open space and community assets stewardship models

1. Early discussion (Pre App) between appropriate local authority officers (Environment Team, Sports Development, Contracts, Urban design, Case officer) to review options, timings and phasing of stewardship model(s);
2. Determination of site specific interests and community assets that could be managed to generate management and maintenance funds;
3. Establishment of costed, in perpetuity, open space / community assets maintenance programme based on Landscape and Design Access Statement;
4. Discussion on site specific or combined governance options
5. Developer submission of a CCC Open Space and Community Assets Stewardship model as a planning validation document addressing DS24.

Cabinet

Monday 11 March 2024

Subject:

Permission to consult on the Draft Air Quality Action Plan

Director and Head of Service:

Director of Strategy and Improvement Peter Davies

Head of Policy and Communication Leo Whitlock

Officer:

Lead Corporate Policy and Strategy Manager Andrew Thompson

Cabinet Member:

Cllr Alan Baldock

Key or Non Key decision:

Key

Decision Issues:

These matters are within the authority of the Cabinet

Is any of the information exempt from publication?:

This report is open to the public.

CCC ward(s):

All

Summary and purpose of the report:

To seek Cabinet's permission to conduct a consultation on the Draft Air Quality Action Plan (Appendix A).

To Resolve:

To conduct a consultation on the Draft Air Quality Action Plan (Appendix A).

Next stage in process:

1. If approved by Cabinet, to launch and promote the public consultation on the Draft Air Quality Action Plan (Appendix A)
 2. To report back the results of the consultation and revised Air Quality Action Plan in the autumn.
-

1. Introduction

1.1 As a whole air quality in Canterbury district is relatively good. The district has an abundance of diverse quality open space and 14 miles of coastline that is enjoyed by residents and visitors. Notwithstanding this, areas of poor air quality exist with particular focus on road traffic emissions and nitrogen dioxide (NO₂) as the main pollutant of concern.

1.2 In line with the national picture Canterbury does have a number of “air quality hotspots”. In addition there is an “air quality hotspot” in Herne. Road traffic emissions producing NO₂ along major roads around the city centre are the main source of localised pollution.

1.3 Local authorities are legally required to work towards national Air Quality Strategy (AQS) objectives under the Environment Act 1995, as amended by the Environment Act 2021 and relevant regulations. Local Air Quality Management (LAQM) is a statutory process which includes periodic reviews of air quality - through monitoring or modelling work to determine if the air quality objectives will be met. Action must be taken if assessment indicates the objectives are, or are likely to be, exceeded.

1.4 Data from the Department for Transport demonstrates that levels of traffic have remained consistent since 2010, with overall levels of traffic in 2022 remaining below pre-pandemic 2019 levels. However, exceedances are still expected at a limited number of receptor locations.

2. Detail

2.1. It is a legal requirement to declare an Air Quality Management Area (AQMA) when there is, or is likely to be, an exceedance of an Air Quality objective - in this instance the annual mean of 40µg/m³ NO₂.

2.2 The annual mean objective for NO₂ levels was achieved at the majority of receptors in

Canterbury, with exceedances indicated at five receptors all located at the roadside in Wincheap. At the worst case modelled receptor in Canterbury, a 16.4% decrease in road NO_x emissions is required to meet the objective.

2.3 In Herne, the objective was achieved at most receptors, with the exception of one receptor close to the junction. In the Herne AQMA, a modest 0.6% reduction in road NO_x emissions is required to achieve the objective, based on 2022 emissions.

2.4 In addition, predicted concentrations at all receptors are well below 60 µg/m³, indicating that exceedances of the one-hour mean NO₂ objective are unlikely. The largest contributors to current NO₂ levels are diesel cars at 39.3% and diesel LGVs at 31.4%.

2.5 Canterbury City Council is committed to working in partnership with other agencies and stakeholders to reduce the exposure of people in the Canterbury City Council area to poor air quality.

2.6 The current Air Quality Action Plan covered the period between 2018 and 2023 and so the Draft Air Quality Action Plan 2024 - 2029 (AQAP) aims to ensure appropriate measures are implemented to improve air quality within the AQMAs at Canterbury and Herne, and also the wider district, over the next five years.

2.7 The draft AQAP uses a Defra (Department for Environment, Farming and Rural Affairs) template and has been written with input from partners and stakeholders, and facilitated by an officer steering group.

2.8 Many of the actions in the 2018 AQAP have already been delivered, and other actions are underway. The Draft Air Quality Action Plan (Appendix A) therefore reflects the progress already achieved and updates the position on the delivery of further actions.

2.9 The Draft Air Quality Action Plan sets out actions under eight main themes. The section below outlines these main themes and highlights some of the key measures for each theme.

- Policy guidance and development management
 - Introduce and implement measures to improve air quality when relevant strategies are reviewed.
- Promoting low emission transport
 - Require all qualifying development sites to include EV charging points.
 - Deliver low emission infrastructure such as charging points at Park and Ride sites and other car parks where appropriate.
- Promoting travel alternatives

- Expand bike hire schemes and car club schemes within the city.
- Promote car sharing and initiatives such as Park and Pedal
- Public information
 - Provide information and communications on national initiatives for air quality, promote specific Canterbury City Council campaigns such as anti-Idling enforcement.
- Transport planning and infrastructure
 - Deliver bus service improvements such as the Wincheap gyratory and New Dover Road bus lane.
 - Deliver cycle route improvements such as new cycle bridges and extend cycle routes.
- Traffic management
 - Working with the bus focus group to improve infrastructure and review routes.
 - Deliver road network improvements such as the Herne relief road.
- Vehicle fleet efficiency
 - Investigate alternative fuel options for fleet vehicles
 - Research and trial electrical tool options for plant and ground maintenance
- Alternatives to private vehicle use
 - Promote increase in Park and Ride use, reopen Park and Ride in Sturry, relocate New Dover Road Park and Ride within the Mountfield development.

2.10 The draft Air Quality Action Plan is expected to be published for consultation alongside the draft Canterbury District Local Plan and the draft Canterbury District Transport Strategy, and is expected to complement and work alongside these important corporate strategies.

3. Relevant Council policy, strategies or budgetary documents

Canterbury District Local Plan (2017)

Corporate Plan 2021-2024

Draft Corporate Plan 2024-2028

Draft Canterbury District Local Plan

Draft Canterbury District Transport Strategy

Draft Open Space Strategy

Climate Change Action Plan

Tree and Woodland Strategy

4. Consultation planned or undertaken

4.1 The consultation will need to take place in line with the requirements of the Environment Acts and, in addition to this, the draft Air Quality Action Plan will be promoted alongside the concurrent consultations on the draft Canterbury District Local Plan and the draft Canterbury District Transport Strategy, to maximise engagement and awareness.

4.2 It is anticipated that officers will report back the results of the consultation and revised Air Quality Action Plan in the autumn for approval.

5. Options available with reasons for suitability

Option 1 RECOMMENDED: To conduct a consultation on the Draft Air Quality Action Plan

Option 2: Not to consult and therefore also not to resolve the other options presented.

This option is not recommended as it delays the consultation phase of the draft Air Quality Action Plan which could delay progress on improving air quality in the district.

Option 3: To amend the draft Air Quality Action Plan.

This option is not recommended as it delays the consultation phase of the draft Air Quality Action Plan which could delay progress on improving air quality in the district and would be open to legal challenge if any amendments made were not aligned to the legal and technical requirements of the development of an Air Quality Action Plan.

If this option were resolved it would require another officer report on the variations and amendments before a resolution could be taken.

6. Reasons for supporting option recommended, with risk assessment

The development of the draft Air Quality Action Plan has been informed by technical evidence and through partnership working and the officer steering group.

The current Air Quality Action Plan covers the period 2018 - 2023, so it is important that we develop and implement a new plan for the next five years, and consultation on the draft Air Quality Action Plan is the next stage in this process.

7. Implications

(a) Financial

None identified

(b) Legal

Environment Acts

(c) Equalities

See Appendix B for a completed Equalities Impact Assessment

(d) Environmental including carbon emissions and biodiversity

The Draft Canterbury District Local Plan and Draft Transport Strategy set out the council's key opportunities to mitigate and manage climate change and biodiversity net gain over the long term.

Other implications

None

Contact Officer:

Ellen Durling - Principal Policy Officer (Climate and Environment)

Background documents and appendices

Appendix A - Draft Air Quality Action Plan

Appendix B - Equalities Impact Assessment

Additional document(s) containing information exempt from publication:

No



Canterbury City Council

Draft Air Quality Action Plan

Environment Act 2021

Environment Act 1995

Local Air Quality Management

February 2024

Information	Canterbury City Council Details
Local Authority Officer	Ellen Durling
Department	Policy and Communications
Address	Canterbury City Council, Military Road, Canterbury, CT1 1YW
Telephone	01227 910788
E-mail	ellen.durling@canterbury.gov.uk
Report Reference Number	
Date	February 2024

● Executive summary

This Air Quality Action Plan (AQAP) has been produced as part of our statutory duties required by the Local Air Quality Management framework.

It outlines the action we will take to improve air quality in Canterbury and Herne between 2024-2029.

In Canterbury, in line with the national picture, road traffic emissions producing nitrogen dioxide (NO₂) along major roads are the main source of the issues identified by the city council in relation to compliance with air quality standards.

City centre roads are subject to frequent congestion in peak hours due to the high volume of vehicle movements linked to business, school runs, shoppers, university students and tourists into a historic layout of roads.

In addition, there is an air quality 'hotspot' at the mini roundabout in Herne, again as a result of traffic volumes giving rise to emissions of NO₂ and due to the close proximity of the residential properties to the roadside at this specific location.

Air pollution is associated with a number of adverse health impacts.

It is recognised as a contributing factor in the onset of heart disease and cancer.

Additionally, air pollution particularly affects the most vulnerable in society: children and older people, and those with heart and lung conditions.

There is also often a strong correlation with equality issues, because areas with poor air quality are also often the less affluent areas (1,2).

The annual health cost to society of the impacts of particulate matter alone in the UK is estimated to be around £16 billion (3). Canterbury City Council is committed to reducing the exposure of people in the district to poor air quality in order to improve health.

The primary focus of this air quality action plan is to put measures in place which will ensure levels of NO₂ across the district, and in particular the identified hot spots, are consistently below the objective annual mean of 40µg/m³.

Our evidence (4) shows within the air quality management areas most of the receptors are recording below the target threshold of 40µg/m³(5). However there is more work to be done.

1: October 2023 Environmental equity, air quality, socioeconomic status and respiratory health, 2010

2: Air quality and social deprivation in the UK: an environmental inequalities analysis, 2006

3: Defra. Abatement cost guidance for valuing changes in air quality, May 2013

4: Air Quality Consultants- AQMA Review Canterbury

5: <https://uk-air.defra.gov.uk/air-pollution/uk-limits>

The largest contributors are diesel cars at 39.3% and diesel LGVs at 31.4%(6), so this needs to be our focus.

This action plan replaces the previous action plan which ran from 2018-2023.

Projects already delivered to improve air quality include:

- We have worked with Kent County Council to deliver broadband to 140,000 homes and businesses across Kent with 95% of properties now having access to superfast broadband to facilitate more opportunities for home working
- We promote information on sustainable fuels that can be burnt. Communications include articles on the council's newsroom and links to Defra (Department for the Environment, Farming and Rural Affairs) leaflets.
- We have introduced the Events Implementation Strategy which restricts use of solid fuel, petrol and diesel generators
- We have adopted the Kent and Medway Energy and Low Emission Strategy and are implementing it as part of our ongoing processes
- We have completed works to subways, cycle paths and streets as part of our active travel plans to make walking and cycling links in the city more appealing
- We have introduced a new policy requiring all taxi and private hire vehicles to be Euro 6 compliant unless wheelchair accessible.

All new taxis and PHVs are required to be ULEV compliant by 08/26 and all new vehicle classes to be BEV by 04/30.

Incentives have been introduced to help with a licence fee discount and a free overnight parking permit of £100 per annum.

- We continue to enforce industrial pollution control and nuisance legislation within the district.

Our statutory inspections have been completed year on year and we have recorded all processes compliant.

We want to create a sustainable and environmentally-friendly travel network within the city and surrounding areas for a number of reasons, including helping to improve air quality.

Our focus is on ensuring safer and more accessible active travel routes for walking and cycling, implementing a bus-led transport strategy and improvements to rail and promoting cleaner vehicles for trips that people continue to make by car.

We need to reach the targets set for NO₂ levels in the district, focusing particularly on the specific areas within our Air Quality Management Area where the annual mean levels still exceed 40 µg/m³.

Specific actions for Canterbury are set out in Table 5.1 and for Herne Table 5.1a

In this AQAP we outline how we plan to effectively tackle air quality issues within our control.

However, we recognise there are a large number of air quality policy areas that are outside of our influence (such as vehicle emissions standards agreed in Europe), but for which we may have useful evidence.

We will continue to work with regional and central government on policies and issues beyond Canterbury City Council's direct influence.

This action plan sets out actions that can be considered under eight broad categories:

- Policy guidance and development management
- Promoting low emission transport
- Promoting travel alternatives
- Public information
- Transport planning and infrastructure
- Traffic management
- Vehicle fleet efficiency
- Alternatives to private vehicle use

○ **Responsibilities and Commitment**

This AQAP was prepared by the Policy and Communications team at Canterbury City Council with the support and agreement of the following officers and departments:

- Transport and Environment
- Planning and Health
- Community Safety, Licensing Enforcement, Civil Enforcement and Environmental Crime

- Corporate Services

This AQAP has been approved by: **TBC - once adopted**

This AQAP has not been signed off by a Director of Public Health. Following the consultation, it will be signed off.

This AQAP will be subject to an annual review, appraisal of progress and reporting to the working group.

Progress each year will be reported in the Annual Status Reports (ASRs) produced by the Environmental Health team, as part of our statutory Local Air Quality Management duties.

If you have any comments on this AQAP please respond via the consultation.

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1. Introduction

This report outlines the actions that Canterbury City Council will deliver between 2024-2029 in order to reduce concentrations of air pollutants and exposure to air pollution thereby positively impacting on the health and quality of life of residents and visitors to the Canterbury district.

It fulfils the statutory requirement of the Environment Act 1995 as amended by the Environment Act 2021 to publish an Air Quality Strategy setting out air quality standards, objectives, and measures for improving ambient air quality every 5 years⁽⁷⁾ and the relevant regulations made under that part and to meet the requirements of the Local Air Quality Management (LAQM) statutory process.

This plan will be reviewed every five years at the latest and progress on measures set out within this plan will be reported on annually within Canterbury City Council's air quality Annual Status Report which are informed by Kent Air data.

7: Environment Act 1995 & Environment Act 2021

2. Summary of current air quality

Canterbury City Council currently identifies two Air Quality Management Areas (AQMA) within the district: one covers major roads in Canterbury city centre and the other covers a small part of Herne Street in Herne.

Canterbury is an attractive and popular regional centre and, although traffic flows on the main A roads are lower now than they have been historically, the city still attracts a large volume of daily commuters as well as secondary school children, shoppers, university students and tourists, many of whom travel by private car.

The city centre roads are subject to frequent congestion in peak hours due to the high volume of vehicle movements along a historic layout of roads with residential properties in close proximity to the roadside.

This leads to unstable traffic congestion with buses caught in the same queues and therefore unable to meet a regular schedule.

In Herne, there is an air quality 'hotspot' at the mini roundabout, again as a result of high traffic volumes with residential properties in close proximity to the roadside.

We completed a review of air quality within the Canterbury Air Quality Management Area (AQMA) in October 2023.

Data modelling of the areas has used a baseline year of 2022 to inform the review.

The 2022 automatic monitoring results show that both the long-term and short-term AQS objectives for NO₂ were met at the background station (CM1) and the roadside station (CM3) which are located within the Canterbury City AQMA boundary.

Diffusion tube monitoring results show concentrations of NO₂ across the district were overall higher than the 2021 results presented in the CCC 2022 Air Quality Annual Status Report. It should be considered that lockdown periods due to the Covid-19 pandemic may have impacted this.

One diffusion tube exceeded the annual mean NO₂ AQS objective in 2022 and four measured within 10% of the objective within 2022.

The annual mean NO₂ concentration did not exceed 60µg/m³ at any monitoring location and therefore exceedances of the NO₂ AQS 1-hour mean objective of 200µg/m³ at these locations is unlikely. Neither of the two continuous NO₂ monitoring sites recorded any exceedances of the 1-hour mean objective in 2022.

Figure 1 and Figure 2 show modelled annual mean NO₂ concentrations at the specific receptors in the 2022 baseline.

This indicates the annual mean objective is achieved at the majority of receptors in Canterbury, with exceedances indicated at five receptors all located at the roadside at Wincheap. It also indicates the objective is achieved at most receptors in Herne, with the exception of one receptor close to the junction.

Predicted concentrations at all receptors are well below 60 µg/m³, indicating that exceedances of the 1-hour mean NO₂ objective are unlikely, according to the methodology set out in LAQM.TG(22).

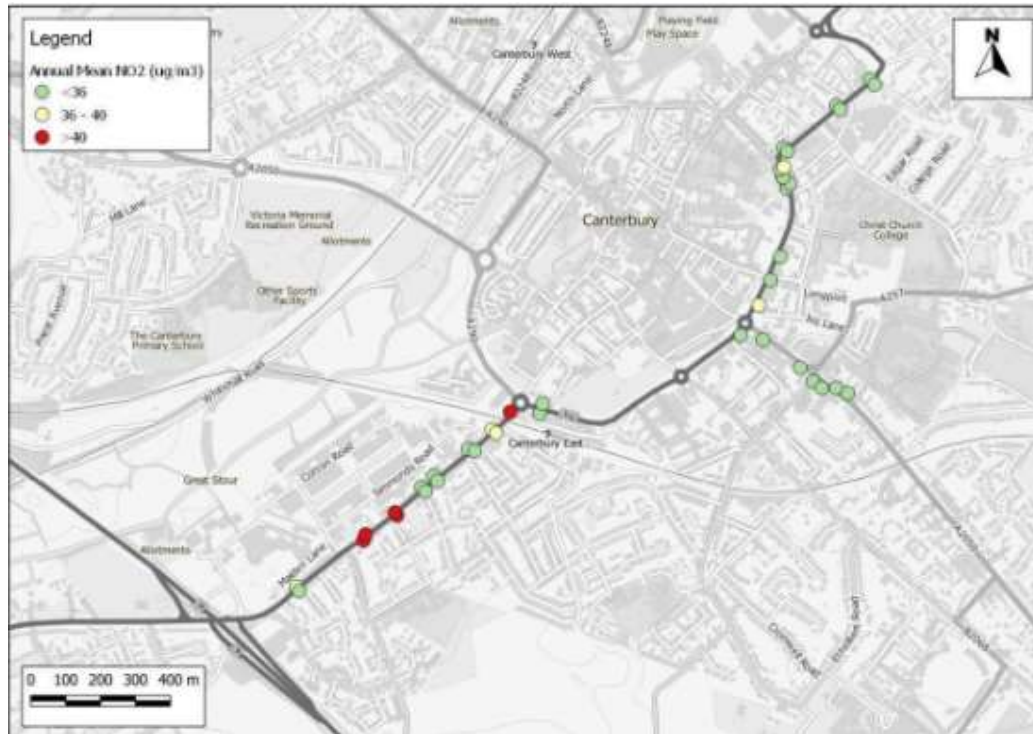


Figure 1: Modelled Annual Mean NO2 concentrations at Specific Receptors in 2022 Baseline in Canterbury.

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Figure 2: Modelled Annual Mean NO2 Concentrations at Specific Receptors In 2022 Baseline In Herne

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Although the review has shown that there has been a positive shift in air quality within the AQMAs there are still specific receptors that recorded exceedances.

These areas are at Wincheap, at locations alongside the A28 (where concentrations remain within 10% of the objective in 2022) and in Herne close to the junction where levels are close to, or in some cases exceeding, the mean 2022 objective.

For these reasons, the modelling indicates the AQMAs are still currently required and both the AQMAs remain as declared.

Further information is set out within Appendix, B3 Air Quality Annual Status Report- 2023- Published with Local Plan information, which outlines the latest ASR from Canterbury City Council.

3. Canterbury City Council's air quality priorities

3.1 Public health context

Mounting scientific evidence shows the scale of the impact of poor ambient air quality on health.

Although air quality is not a direct cause of death, it is considered to be a significant contributory factor.

In 2010, the Department of Health's Committee on the Medical Effects of Air Pollutants (COMEAP) reported long-term exposure to outdoor air pollution contributed to the equivalent of approximately 29,000 deaths in 2008 in the UK.

A further report by the Royal College of Physicians reported in 2016 it contributed to the equivalent of 40,000 deaths in 2015.

When equated to the Canterbury area, this meant ambient air pollution was a contributory factor in an estimated 81 deaths or a total 748 years reduction in life expectancy.

Those most at risk from air pollution are the young, the elderly and those with predisposed medical conditions, which may be exacerbated by elevated levels of air pollution.

The extent to which exposure takes place is dependent upon time and duration of exposure and air quality standards are set to reflect both the short-term (acute) impacts on health of elevated levels that may arise during pollution episodes, and those that are more relevant to longer term (chronic) exposure over longer periods, which typically cover a year.

In addition to attributable deaths, the health burden of air pollution incurs costs through healthcare and loss of productivity to UK Gross Domestic Product (GDP).

Using a recent tool developed by Public Health England an estimate of the healthcare savings for a cohort of the population (male and female) over the age of 18 living in conditions of poor air quality (where exposure to NO₂ alone is considered) gives rise to a cumulative cost saving of approximately £95,000 over the lifetime of this plan (ie five years).

This value includes those costs attributed to GPs, community health, hospitals, specialists and medicine costs and is illustrated to be cost savings on a per 100,000 head of population.

Ongoing medical research increases our awareness of the links between air pollution and health risks. A number of air pollutants may contribute to poorer health.

In the Canterbury district NO₂ levels exceeding the objective have been identified as the main problem. Particulate Matter (in the fractions of 10 microns and 2.5 micron diameters – PM10 and PM2.5, respectively) – are invisible to the eye and are also known to affect health.

The annual status monitoring report for 2023 showed that the annual mean PM10 and PM2.5 concentration did not exceed the objectives 40µg/m³ and 20µg/m³ respectively. The 24-hour mean PM10 objective was also met.

Levels of PM10 in the district currently comply with air quality standards and the AQMA does not consider this pollutant.

For PM2.5, evidence continues to show that there is no real safe threshold for this pollutant and the UK government should achieve reductions in levels of PM2.5 as low as reasonably practicable below the current air quality standard.

The council is not under an obligation to monitor PM2.5, which is a focus at national level, but anticipates some of the measures implemented within this action plan for the achievement of reductions in NO₂, will have benefits in additionally reducing concentrations of particulate matter.

3.2 Planning and policy context

Canterbury City Council Corporate Plan 2024

This Air Quality Action Plan looks at the next five-year period as a focus.

The plan therefore includes actions that will be completed within this period to have an immediate impact on the air quality in our district.

However some actions will take time to plan and implement, as well as sourcing appropriate funding.

Some of our actions listed are in a current planning or concept phase with the expectation that they will be developed further over the lifetime of this plan and may evolve as technology advances and offers more options.

Our Air Quality Action Plan links directly from the goals of our developing Corporate Plan and its ties to the UN's Sustainable Development Goals.

The goals, and our plan, aim to work together to improve air quality in the district.

Our plan is to focus on a modal shift from private vehicles to a more active travel plan working towards goals such as protecting life on land and managing the impact of climate change.

We want residents and visitors to choose options like cycling, walking or using the extensive bus network available in the city to reduce the number of private cars on the road.

We know that poor air quality has long lasting negative effects on health.

Those most at risk from air pollution are the young, the elderly, and also those with medical conditions which could be made worse with high levels of air pollution.

These effects aren't just on our own personal health but also the health of the district.

The UNs goals are to work towards No Poverty, Zero Hunger and Good Health and Wellbeing.

Evidence has shown poor air quality can impact ecology such as plant growth, which in turn could lead to shortages of food. Therefore, our Air Quality Action Plan is vital to ensuring good personal health of our people but also for the health of our environment.

Canterbury Air Quality Action Plan 2018

Our previous Air Quality Action Plan sought to encourage faster uptake of less-polluting vehicles through provision of electrical charging points and incentives to adopt cleaner vehicle technologies using vehicle licensing arrangements.

Regionally and nationally it was anticipated that actions in the National Roadside NO2 plan and in the 2018 Clean Air Strategy would have led to an improvement in the levels of background NO2 across the district including the two AQMAs.

The 2018 AQAP aimed to achieve compliance by 2023 (the final year of the original plan) for the majority of the AQMA in Canterbury city and wholly achieve compliance in the Herne AQMA. *Emerging Canterbury District Local Plan (2040) and Draft Transport Strategy (2040)*

The council is preparing a new Local Plan for the district which will plan for development needs until 2040 including new strategic development locations at Canterbury and Whitstable.

The draft Local Plan sets out a positive strategy for accommodating new development in a sustainable manner and a clear hierarchy of transport modes which prioritises walking and cycling along with public transport.

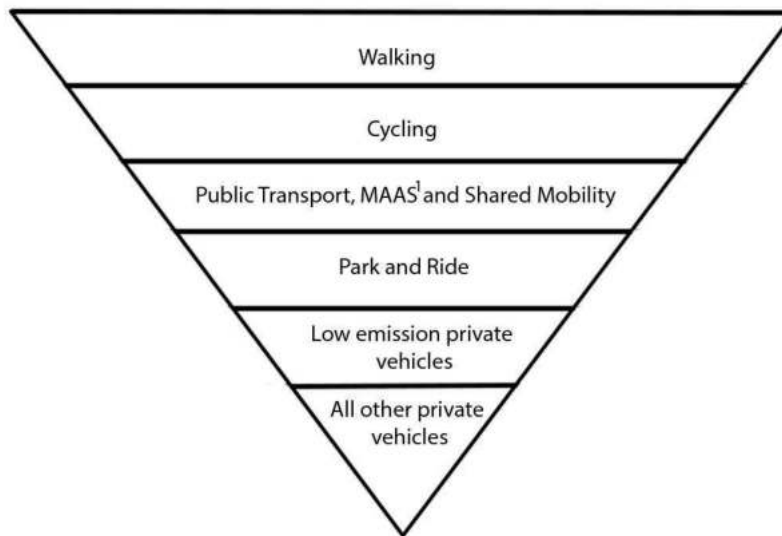


Figure 3: Hierarchy of Transportation: mobility as a service (**MAAS**) means multi modal transportation services on one digital payment platform and includes cycle hire, car clubs, car sharing and public transport fares

The air quality policy in the new draft local plan states that proposals for major development in the district will be required to undertake an emissions mitigation assessment and cost calculation in line with the council's air quality guidance to demonstrate that the development will be air quality neutral and will not lead to a net increase in emissions.

Proposals for major development within, or which would impact upon, designated Air Quality Management Areas will also be required to undertake an air quality assessment, in accordance with the council's air quality guidance.

Alongside the Local Plan, the council is developing a new Transport Strategy for the district which will focus on the delivery of a bus-led strategy and other public transport improvements, alongside measures to manage demand for car usage, in order to manage the transport impacts of planned growth.

The NPPF, along with the Transport for the South East's Transport Strategy, the Kent and Medway Low Emissions Strategy and the emerging Kent Local Transport Plan 5, all point to the need to facilitate a significant shift in modes of transport from private cars to sustainable travel options, to reduce the air quality impacts and carbon emissions associated with transport and to enable people to make active travel choices which can support their health and wellbeing.

Achieving these objectives however will require new infrastructure, which is particularly challenging within Canterbury due to its historic environment.

The draft Transport Strategy is split into three stages to be introduced in an incremental approach.

Short term measures between 2025 and 2030 include increasing the frequency of services and improvements to bus stop infrastructure as well as reopening the Sturry Road park and ride site in April 2024 and relocating and expanding the New Dover Road park and ride site. Construction of the missing lengths of the westbound Sturry Road bus lane is also planned. This will be accompanied by a reduction of city centre public parking spaces to remove the attraction of driving into the city and implementation of schemes in the Local Cycling and Walking Implementation Plan (LCWIP) to encourage mode switch. Cycle hire and expansion of the car club are part of the planned short term measures which also includes the rollout of public EV chargers will also continue.

Medium term measures are more ambitious and include a reallocation of existing road space to create additional bus and cycle lanes on the ring road and radial routes into the city which are currently dual carriageway, conversion of the roundabout junctions to traffic signals, where buses and pedestrians and cyclists can be prioritised, and the introduction of point closures in residential streets to prevent their use by through traffic.

In the longer term it is proposed that the closure of additional city centre car parks will continue and workplace parking charges will be considered as well as the introduction of mandatory goods transfer for last mile delivery by sustainable transport. Transportation options for residents in the outlying villages include additional park and ride sites and connected autonomous vehicles.

Both of these documents are expected to be published in March 2024 for public and stakeholder consultation.

3.3 Source apportionment

The AQAP measures presented in this report are intended to be targeted towards the predominant sources of emissions within the AQMAs based on a source apportionment exercise undertaken in 2023.

Defra's EFT has been used to provide an indication of the proportion of road traffic emissions within Canterbury, from each vehicle and Euro class type in 2022. This identified that within the AQMA, the percentage source contributions were as follows:

Vehicle Type	NOx (%)
Petrol Cars	9.3
Diesel Cars	39.3
Petrol LGVs	0.0
Diesel LGVs	31.4
Rigid HGVs	8.0
Artic HGVs	1.4
Buses/Coaches	9.1
Full Hybrid Petrol Cars	0.2
Plug-In Hybrid Petrol Cars	0.1
Full Hybrid Diesel Cars	0.9
CNG Buses	0.0
Hybrid Buses	0.1

Table 1: Air Quality Consultants, AQMA Review: Canterbury December 2023- Percentage Contribution of Total Road Emissions by Vehicle Type (2022)

Table 1 shows the percentage of emissions by vehicle type. This has been calculated using the total modelled annual emissions across all roads in 2022 and the Source Apportionment option within the EFT. The results indicate that the majority of road NOx emissions in 2022 were produced by Diesel Cars (39.3%), followed by Diesel LGVs (31.4%), Petrol Cars (9.3%), Buses/Coaches (9.1%) and Diesel Rigid Heavy Goods Vehicles (HGVs) (8.0%).

3.4 Required reduction in emissions

At the worst-case modelled receptor in Canterbury, a 16.4% decrease in 2022 road NOx emissions is required to meet the objective (receptor 16, figure 3).

The highest concentration in 2022 was also measured at this site, which is located at the roadside of Wincheap.

In the Herne AQMA, a modest 0.6% reduction in road NOx emissions is required to achieve the objective, based on 2022 emissions.

The improvement in road NOx emissions required in order to meet the objective at model locations where concentrations exceeded the objective in 2022, is shown in Table 2, categorised by AQMA.

As set out in LAQM.TG(22) (Defra, 2022) paragraph 7.116, any required percentage reductions of local emissions should be expressed in terms of NOx due to local road traffic.

This is because the primary emission is NOx and there is a non-linear relationship between NOx concentrations and NO2 concentrations.

The calculations use the 2022 modelled NO₂ concentrations, and the methodology set out in LAQM.TG(22) Box 7.6.

The 'Road NO_x - current' concentration has been predicted using dispersion modelling.

The road NO_x concentration required to give a total NO₂ concentration of 40 µg/m³(road NO_x-required) has been calculated using the NO_x to NO₂ calculator by entering a total NO₂ concentration of 40 µg/m³, along with the background NO₂ concentration.

The ratio of 'road NO_x-required' to 'road NO_x-current' gives the required percentage reduction in local road NO_x emissions to achieve the objective.

Modelled Receptor	Annual Mean Contribution (µg/m ³)					
	Modelled NO ₂ Concentration	Road NO _x - Current (a)	Road NO _x – Required (b)	Background NO ₂ (for information)	Difference between a and b	% Decrease in Road NO _x to Meet Objective
Canterbury AQMA						
16	46.0	76.2	63.7	10.0	12.5	16.4
17	41.5	65.2	63.7	10.0	1.5	2.3
20	44.3	67.3	58.8	12.2	8.4	12.5
43	41.7	61.0	58.8	12.2	2.2	3.5
44	41.9	61.5	58.8	12.2	2.6	4.3
Herne AQMA						
22	41.1	67.2	66.9	8.5	0.4	0.6

Table 2: Percentage Decrease in Road NO_x required to meet Annual Mean NO₂ Objective at relevant modelled receptors(µg/m³) in 2022.



Figure 4: Canterbury Receptor Locations

Imagery ©2023 Google, Imagery ©2023 Airbus, CNES / Airbus, Getmapping plc, Infoterra Ltd & Bluesky, Landsat / Copernicus, Maxar Technologies, Map data ©2023.

3.5 Key priorities

- Develop and implement a bus led transport strategy within the district that encourages modal shift
- Promote active travel alternatives such as walking or cycling
- Work with the local bus focus group to improve bus links and technology
- Increase public electric charging points and promote all development sites to include electric charging points

4. Development and Implementation of Canterbury City Council AQAP

4.1 Consultation and stakeholder engagement

In developing this AQAP, we have worked with other local authorities, agencies, businesses and the community to improve local air quality.

Schedule 11 of the Environment Act 1995 requires local authorities to consult the bodies listed in Table 4.1. In addition, we will undertake a 12 week public consultation from March - May 2024.

The response to our consultation stakeholder engagement is given in Appendix A: Response to consultation.

Table 4.1 – Consultation undertaken

Consultee	Consultation Undertaken
The Secretary of State	Underway
The Environment Agency	Underway
The highways authority	Underway
All neighbouring local authorities	Underway
Other public authorities as appropriate, such as Public Health officials	Underway
Bodies representing local business interests and other organisations as appropriate	Underway

4.2 Steering group

The AQAP steering group will report to Canterbury City Council's Management Team.

The AQAP steering group will resume its role once a new Air Quality Action Plan has been adopted by CCC in 2024. The group will also be involved in forming the AQ measures within this AQAP.

Working methods / ways of working:

- We will adopt a shared learning approach
- We will contribute our own expertise for the benefit of the group
- Specialised advisors (non -members of the group) can be asked to attend if required
- We will engage stakeholders (local business, amenity groups, contractors etc) throughout the process and consult the general public on a draft Air Quality Action Plan
- Opinions on the draft AQAP will be sought from statutory consultees prior to the adoption of the AQAP Canterbury City Council Air Quality Action Plan 2024 - 2029
- Regular meetings as required - attendance based on agenda
- Held virtually
- CCC will arrange and provide secretariat for the meetings

Name	Organisation/Title	Role within group
Leo Whitlock	Head of Policy and Communications	Strategic Chair
Tricia Jordan	Environmental Health Manager	Advising on environmental health issues
Ellen Durling	Principal Policy Officer (Climate & Environment)	Advising on climate change & environment
TBC - not in post	Air Quality Officer	Secretariat
Andrew Thompson	Lead Corporate Policy and Strategy Manager	Advising on policy
Tom Hawkes	Policy Officer	Interim secretariat
Ruth Goudie	Senior Transportation manager	Advising on Transport
Lacy Dixon	Senior Specialist Enforcement and Community Safety Manager	Advising on anti-idling initiatives
Simon Thomas	Head of Planning and Health	Advising on planning and health

5. AQAP measures

Table 5.1 shows the Canterbury City Council AQAP measures. It contains:

- a list of the actions that form part of the plan
- the responsible individual and departments/organisations who will deliver this action
- estimated cost of implementing each action (overall cost and cost to the local authority)
- expected benefit in terms of pollutant emission and/or concentration reduction
- the timescale for implementation
- how progress will be monitored

NB: The ASRs will provide annual updates on the progress we've made implementing these measures

Table 5.1 – Air Quality Action Plan Measures

Measure 1- Anti-idling measures: Adopt district wide anti -idling enforcement powers plus anti-idling education campaigns:

- in our coach park
- on streets, especially around schools
- with taxi and private vehicle hire operators

Defra Headings	Canterbury City Council Actions
Category	Traffic Management
Classification	Anti-idling enforcement
Year Measures began	Earliest project started 2019. Various start dates due to strategy implementation.
Estimated/Actual Completion Year	Ongoing
Organisations Involved	Canterbury City Council, Civil Enforcement & Environmental Crime
Funding Source	Not required
DEFRA AQ Grant Funding	No
Funding Status	Not funded
Estimated Cost of Measure	£16ph per officer

Measure Status	Implemented
Target Reduction in Pollutant/Emission from measure	NO ₂
Key Performance Indicator	Number of Warnings and Fixed Penalty Notices issued will be monitored retrospectively.
Progress to date	Campaign ongoing as of 2023. Anti-idling enforcement started in June 2022.
Comments/Barriers to implementation	Staffing capacity with pre-existing permits and statutory responsibilities. Regular engagement and enforcement is not always possible but the agenda is engaged on during Operation Safety Net (a parking safety project) at schools and signs have been placed at a number of hot spot locations.

Measure 2- Promote travel alternatives: Promote travel alternatives , such as:

- Walking and cycling
- Car share
- Park and Pedal
- Expansion of car clubs
- Expansion of bike hire including ebike

Defra Headings	Canterbury City Council Actions
Category	Promoting Travel Alternatives

Classification	Intensive active travel campaign and infrastructure
Year Measures began	Earliest project started 2018. Various start dates due to strategy implementation.
Estimated/Actual Completion Year	Ongoing
Organisations Involved	KCC, CCC Transport and Environment Team
Funding Source	N/A
DEFRA AQ Grant Funding	N/A
Funding Status	N/A
Estimated Cost of Measure	N/A
Measure Status	Various completion dates as some longer term projects.
Target Reduction in Pollutant/Emission from measure	NO ₂
Key Performance Indicator	Canterbury car club usage Cycle hire usage uptake
Progress to date	A car club was launched in 2020 with 5 hybrid vehicles and demand is increasing as of 2023. The Electric Scooter scheme was launched but discontinued in

	2022 following objections. Cycle hire scheme to be launched in 2024 as part of the District Transport Strategy.
Comments/Barriers to implementation	The car club scheme is hoping to expand with more vehicles in 2024 Continuous sustained vandalism of the cycle compound resulted in a pause of the park & pedal scheme.

Measure 3- CCC Staff Travel Plan: Review, Promote and Implement CCC staff travel plan including:

- staff pool electric bikes
- car share
- charging regime

Defra Headings	Canterbury City Council Actions
Category	Promote alternative travel
Classification	Workplace travel plans
Year Measures began	Earliest project started 2018. Various start dates due to strategy implementation.
Estimated/Actual Completion Year	Ongoing
Organisations Involved	CCC Transportation Team
Funding Source	Cost to be redefined when plan reviewed

DEFRA AQ Grant Funding	N/A
Funding Status	TBC
Estimated Cost of Measure	TBC
Measure Status	Ongoing
Target Reduction in Pollutant/Emission from measure	NO ₂
Key Performance Indicator	Reduction in number of staff commuting to work
Progress to date	The staff travel plan has been updated as part of the office accommodation project which offers no on-site parking spaces.
Comments/Barriers to implementation	Office move to a central location with no parking is programmed for summer/ autumn 2024. The staff travel plan will then be fully implemented.

Measure 4- Improvements to bus services: Work with Local Bus focus group to :

- Review bus routes and links to train stations
- Introduce low emission buses and technology
- Supporting socially necessary bus routes
- Contactless tickets for public transport network
- Improve technology and bus infrastructure such as boarders/shelters/signage

Defra Headings	Canterbury City Council Actions
Category	Traffic Management
Classification	Strategic Highway Improvements
Year Measures began	Earliest project started 2018. Various start dates due to strategy implementation.
Estimated/Actual Completion Year	Various completion dates as some longer term projects. Estimated most change 5-10 years
Organisations Involved	KCC led partnership with Bus Operators, CCC are an active partner.
Funding Source	Park & Ride contract in place, developer contributions
DEFRA AQ Grant Funding	N/A
Funding Status	Funded with contract renewal.
Estimated Cost of Measure	Yearly subsidy which is reviewed annual. Subsidy for 2024: £381,876.
Measure Status	Ongoing
Target Reduction in Pollutant/Emission from measure	NO ₂
Key Performance Indicator	Increase of patrons on routes through the

	AQMA
Progress to date	The new P & R contract which began in April 2021 has stipulated that the fleet must be Euro 6.
Comments/Barriers to implementation	Park & Ride patronage has not yet recovered to pre-Covid levels, but is increasing slowly.

Measure 5- Managing freight traffic:

- Work with local freight companies and visit coaches to promote driver education, training and engine cleaning to reduce emissions
- Use of park and ride sites as goods transfer stations for last mile delivery by cargo bike or electric vans or delivery robots/ drones (long term planning)

Defra Headings	Canterbury City Council Actions
Category	Transport Planning and Infrastructure
Classification	Other
Year Measures began	Earliest project started 2019. Various start dates due to strategy implementation.
Estimated/Actual Completion Year	Various completion dates as some longer term projects.
Organisations Involved	KCC, CCC Transportation Team
Funding Source	TBC

DEFRA AQ Grant Funding	N/A
Funding Status	TBC
Estimated Cost of Measure	TBC
Measure Status	Ongoing
Target Reduction in Pollutant/Emission from measure	NO ₂
Key Performance Indicator	Number of local freight and delivery companies engaged.
Progress to date	The draft Transport Strategy includes an action to set up goods transfer stations in the park & ride sites for sustainable last mile delivery.
Comments/Barriers to implementation	A goods transfer station is a long term objective from the Transport Strategy and may evolve further in following revisions of the AQAP or Transport Strategy.

Measure 6- Low emission transport: Require all qualifying development sites to include appropriate electric charging points for electric/hybrid vehicles
 Develop and implement an agreed framework of mitigation measures, including ECP's, to be used in assessing planning applications

Defra Headings	Canterbury City Council Actions
Category	Promote Low Emission Transport
Classification	Low Emission Infrastructure
Year Measures began	Earliest project started 2018. Various start dates due to strategy implementation.
Estimated/Actual Completion Year	Various completion dates as some longer term projects.
Organisations Involved	CCC Transport Team, Corporate Policy & Strategy Team, Planning Team
Funding Source	Developer funded
DEFRA AQ Grant Funding	N/A
Funding Status	Funded through development
Estimated Cost of Measure	TBC
Measure Status	Ongoing
Target Reduction in Pollutant/Emission from measure	NO ₂
Key Performance Indicator	Number of new Electric Charging Points installed per year.
Progress to date	Air Quality mitigation is being secured for all new strategic

	development sites, including EV points. Advice is included in draft new Parking Standards in the draft Local Plan and mandated in the Sustainable Design Guidance SPD also.
Comments/Barriers to implementation	N/A

Measure 7- Low emission infrastructure: Undertake a programme of facilitating installation of electric charging points:

- A. Upgrade electric charging points in New Dover Road, Sturry and Wincheap Park and Ride sites
- B. Use DEFRA Air Quality Grant for 3 new electric charging points in city centre car parks
- C. Where suitable install electric charging points in all CCC public car parks
- D. Liaise with other public car park providers such as supermarkets, universities, and other major employers with car parks to promote use of charge points for electric/hybrid vehicles
- E. Install electric charging points at taxi ranks, where possible
- F. Install on street electric charging points, where possible

Defra Headings	Canterbury City Council Actions
Category	Promote Low Emission Transport
Classification	Low Emission Infrastructure
Year Measures began	Earliest project started 2018. Various start dates due to strategy implementation.
Estimated/Actual Completion Year	Various completion dates as some longer term projects.
Organisations Involved	CCC Transport Team, Corporate Policy & Strategy Team, Planning Team

Funding Source	A - DEFRA grant + CCC funding B - DEFRA grant C - DEFRA grant/ Operators D - TBC E -OLEV grant led by KCC F -OLEV / Operators
DEFRA AQ Grant Funding	Yes
Funding Status	Partially funded
Estimated Cost of Measure	£240,000
Measure Status	Ongoing
Target Reduction in Pollutant/Emission from measure	NO2
Key Performance Indicator	Number of new ECPs installed per year – year one target is 12 sites = 24 charging points. Number of new ECPs installed per year
Progress to date	EV Strategy introduced in 2021. Installation programmed in 2023 for 30 new dual charges across 10 car parks. Future locations currently under consideration.
Comments/Barriers to implementation	A - Charge points in New Dover Road and Wincheap P&R site to be commissioned by Jan 24 B - Completed in 2018

	<p>C - Charge points installed in 12 car parks by Jan 24. Further installations are planned for 2024 - 2026 TBC</p> <p>D - TBC</p> <p>E. Chargers at 2 Hackney carriage ranks and one in a car park space reserved for private hire were installed in 2021</p> <p>F - On street charge points in 9 locations installed in 2018. Additional locations are being assessed now for the next tranche of installations.</p> <p>G To be installed in 2024.</p>
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Measure 8- Park and ride:

- Reopening of Sturry P&R in 2024
- Relocation of New Dover Road P&R within Mountfield development site and additional 500 spaces planned at Merton Park development site.

Defra Headings	Canterbury Council Actions
Category	Alternative to private vehicle use
Classification	Park & Ride
Year Measures began	Earliest project started 2018. Various start dates due to strategy implementation.
Estimated/Actual Completion Year	Various completion dates as some longer term projects.
Organisations Involved	CCC Transportation Team, KCC, developers

Funding Source	All sites primarily developer funded: New Dover Road Merton Park
DEFRA AQ Grant Funding	N/A
Funding Status	Partially Funded
Estimated Cost of Measure	TBC
Measure Status	Ongoing
Target Reduction in Pollutant/Emission from measure	NO2
Key Performance Indicator	Progress on introducing additional 700 spaces across 3 Park and Ride sites.
Progress to date	Provision of New Dover Road relocated and expanded P&R site is linked to Mountfield Park planning permission. The Park and Ride site is to be available prior to the occupation of 1600 Dwellings. Sturry Road Park & Ride will reopen in Spring 2024.
Comments/Barriers to implementation	No further information at this time.

Measure 9- Cycle route improvements: Develop programme of cycle route improvements including:

- A: Cycle bridges at Tonford Lane, Thanington Neighbourhood Centre to Great Stour Way.
- B: Extension of the riverside cycle route to Vauxhall Road, widening, lighting and new bridges on Fordwich Way off road route

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- C: New cycle paths and Cycle path improvements to Wincheap area, Barton area, Northgate area.
- D: New widened footway at Station Road, in Herne Bay, with a signed route through Memorial Park.
- E: Link from the Boulevard through new development to Hillborough.
-

Defra Headings	Canterbury City Council Actions
Category	Transport planning and infrastructure
Classification	Walking and cycle network
Year Measures began	Earliest project starting 2022.
Estimated/Actual Completion Year	Various completion dates as some longer term projects.
Organisations Involved	Kent County Council led initiative.
Funding Source	A: S106 funding B: S106 and Sustrans funding C: Developer funding
DEFRA AQ Grant Funding	N/A
Funding Status	Partially funded.
Estimated Cost of Measure	Total cost TBC
Measure Status	Ongoing
Target Reduction in Pollutant/Emission from measure	NO2

Key Performance Indicator	Measured by total schemes completed.
Progress to date	<p>A: Funding bid B: Funding bid 1st phase of Riverside route completed 2020. C: Funding identified F: Successful bid for funding for Active Travel 4 development fund to design 3 further long distance routes at Riverside, Crab and Winkle and Herne to Blean. Draft Local Plan identifies potential funding source for completion of route.</p>
Comments/Barriers to implementation	Local cycling and Walking Implementation Plan to be consulted upon as part of the draft Transport Strategy.

Measure 10- Bus service infrastructure improvements:

- A: Work with KCC and developers to increase the number of bus lanes:
 - Sturry Road bus lane missing links
 - Wincheap relief road – gyratory through retail estate with contraflow bus lane on A28 Wincheap
 - New Dover Road bus lane associated with Phase 1 of Mountfield Park development site
 - Introduce a fast bus route between South Canterbury (Mountfield Park) and city centre
- B: Improvements at Canterbury Bus Station to improve public realm and improve facilities for disabled users.
- C: Bus stop improvements including bus shelters, lighting and hardstandings (Longer term planned improvements)
- D: Additional service routes, frequency, extended hours within district over the first 5 years of the LP

Defra Headings	Canterbury City Council Actions
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Category	Transport planning and infrastructure
Classification	Bus route improvements
Year Measures began	Earliest project started 2018. Various start dates due to strategy implementation.
Estimated/Actual Completion Year	Various completion dates as some longer term projects.
Organisations Involved	KCC led, in partnership with CCC
Funding Source	A: £1.2M identified to be constructed with developer funding. The remainder to be constructed by developers. B: Grant Funding & LUF funding C: CIL funding D: CIL funding working with Bus Operators
DEFRA AQ Grant Funding	N/A
Funding Status	Funded
Estimated Cost of Measure	Total Cost TBC
Measure Status	Ongoing
Target Reduction in Pollutant/Emission from measure	NO2
Key Performance Indicator	When introduced, improved journey times and increased patronage will be the key markers.

Progress to date	<p>A: Completion of Sturry bus lanes is included in the draft transport strategy. Wincheap gyratory and contra flow bus lane to be constructed in 2024/25. New Dover Road bus lane Associated with Mountfield Park is likely to be delivered within the next 5 years. The fastbus scheme is likely to be 5 - 10 years.</p> <p>B,C and D are part of the 2024 draft Transport Strategy and are currently in the planning stages.</p>
Comments/Barriers to implementation	

Measure 11- Road network improvements: Develop Road Network improvements

- A: Wincheap relief road and junction improvements
- B: new A2 Interchange at Bridge
- C: A28-A257 relief road (former Howe Barracks)
- D: Sturry link road
- E: Herne relief road
- F: Harbledown A2 interchange (POTENTIAL)

Defra Headings	Canterbury Council Actions
Category	Traffic Management
Classification	Strategic highway improvements
Year Measures began	Earliest project started 2018. Various start dates

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	due to strategy implementation.
Estimated/Actual Completion Year	Various completion dates as some longer term projects.
Organisations Involved	KCC, CCC
Funding Source	Developer contributions
DEFRA AQ Grant Funding	N/A
Funding Status	Developer funding
Estimated Cost of Measure	TBC
Measure Status	Ongoing
Target Reduction in Pollutant/Emission from measure	NO2
Key Performance Indicator	Report on completion of works and change to traffic flows
Progress to date	<p>A: Likely to be delivered in 2024/ 25</p> <p>B: This is linked to housing completions. Likely to be 2030+</p> <p>C: Currently underway. Likely to be completed in 2024/25</p> <p>D: Likely to be delivered in 2025 to 2030</p> <p>E: Improvements to Bullockstone Road were completed in 2023 but not yet linked to the development to complete the Herne link road.</p>

Comments/Barriers to implementation	Delays are related to timescales for delivery being linked to housing completions in strategic developments
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Measure 12- Rail network improvements:

- A: Investigate reducing traffic delays at level crossings and minimise time that level crossing gates are down - Trackside detectors- reducing crossing times
- B: Canterbury West northern entrance improvements and additional gate line on northern approach
- C: Canterbury West station platform lengthening and widening to allow for 12 cars
- D: Canterbury East station access to London bound platform from Gordon Road with additional gate line and ticket machine (Long term planning)
-

Defra Headings	Canterbury City Council Actions
Category	Transport planning and infrastructure
Classification	Rail Network
Year Measures began	Earliest project started 2018. Various start dates due to strategy implementation.
Estimated/Actual Completion Year	Various completion dates as some long term projects.
Organisations Involved	Network Rail, CCC
Funding Source	A: To be funded by Network Rail B: Network Rail and TOC C: Network Rail and TOC D: Network Rail and South Eastern
DEFRA AQ Grant Funding	N/A
Funding Status	TBC

Estimated Cost of Measure	A: £10,000 per trackside detector. £20,000 in total. B: £3 million C: £3 million D: £1 million
Measure Status	Ongoing.
Target Reduction in Pollutant/Emission from measure	NO2
Key Performance Indicator	Reduction in delays at level crossing.
Progress to date	A: Network Rail to include this in their resignalling works programmed for completion within the next 5 years. Trackside detectors were installed at St Stephens Road crossing in December 2022. Sturry Relief road is currently designed to remove a large volume of traffic from the crossing. B,C and D are part of the 2024 draft Transport Strategy and are currently in the planning stages.
Comments/Barriers to implementation	

Measure 13 - Policy measures: Introduce and implement measures to improve air quality in all relevant strategies when each strategy is reviewed

Defra Headings	Canterbury City Council Actions
Category	Policy Guidance and Development management
Classification	Other Policy
Year Measures began	Earliest project started 2018. Various start dates due to strategy implementation.
Estimated/Actual Completion Year	2019 and then annually.
Organisations Involved	CCC
Funding Source	N/A
DEFRA AQ Grant Funding	N/A
Funding Status	N/A
Estimated Cost of Measure	N/A
Measure Status	Ongoing
Target Reduction in Pollutant/Emission from measure	NO2
Key Performance Indicator	Number of strategies implemented and actions completed each year
Progress to date	Annualreview takes place with the last review being 2023 and a new plan being drawn up for 2024 onwards.

Comments/Barriers to implementation	Implementation of the measures will be needed and then monitoring the process can take into consideration the ASR.
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Measure 14- CCC low emission fleet:

- Embed air quality considerations in the procurement process relating to fleet vehicles.
- Investigate alternative fuel options.
- Research and trial electrical tool options for plant and grounds maintenance.

Defra Headings	Canterbury City Council Actions
Category	Promote low emission transport
Classification	Vehicle Procurement
Year Measures began	Earliest project started 2018. Various start dates due to strategy implementation.
Estimated/Actual Completion Year	Ongoing
Organisations Involved	CCC
Funding Source	Cost to be determined at each procurement opportunity
DEFRA AQ Grant Funding	N/A
Funding Status	Ongoing Reviews for contracts
Estimated Cost of Measure	TBC

Measure Status	Ongoing
Target Reduction in Pollutant/Emission from measure	NO2
Key Performance Indicator	Annual increase in low emission vehicles introduced as part of the fleet.
Progress to date	Alternative fuel options investigated when purchasing or leasing vehicles. Current contract information for all contracted services with large vehicle fleets gathered and contract managers informed of the requirement to move to battery electric vehicles when leases expire. Nine electric vans were delivered in March 2023. The waste vehicles specification will consider low emissions as preferable.
Comments/Barriers to implementation	Our contractors are responsible for parts of resourcing, also for their own fleets, tools etc.

Measure 15- Working with stakeholders:

- Work with stakeholders on projects such as:
- Anti-Idling signage at level crossings project with the University of Kent
- Awareness raising with schools, doctors, surgeries, community groups etc

Defra Headings	Canterbury City Council Actions
Category	Policy Guidance and development management

Classification	Other Policy
Year Measures began	Earliest project started 2018. Various start dates due to strategy implementation.
Estimated/Actual Completion Year	Ongoing
Organisations Involved	CCC/ Local Universities/KCC and other Stakeholders.
Funding Source	DEFRA Air Quality Grant Project
DEFRA AQ Grant Funding	Yes - £9,500
Funding Status	Funded
Estimated Cost of Measure	Total cost- TBC
Measure Status	Ongoing
Target Reduction in Pollutant/Emission from measure	NO2
Key Performance Indicator	Number of projects delivered
Progress to date	Anti-idling road signs installed at St Stephens, St Dunstons and Sturry railway crossings in January 2020 and were refreshed in June 2023.
Comments/Barriers to implementation	Signs have been placed at a number of schools in the district and hot spot locations to enable enforcement. Engagement

	continues at other locations raising awareness and nudging behaviour.
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Measure 16- Communications: Implement overarching air quality campaign to promote the council's ongoing work to deliver the actions within the air quality action plan, as listed above. To include:

- dedicated web pages with graphics, maps, information and links about air quality issues and progress on the actions within the air quality action plan with the facility to capture public feedback
- links to local and national initiatives such as Breathing Canterbury, Clean Air Day, Car Free Day and 'share the road campaign' to raise awareness of air pollution and promote behaviour change
- Specific CCC campaigns: - anti-idling enforcement - clean walking routes - travel alternatives - wood burning stoves - advice on correct use of fuel - freight initiatives - park and ride - electric charging points

Defra Headings	Canterbury City Council Actions
Category	Public Information
Classification	Other
Year Measures began	Earliest project starting 2018. Various start dates due to strategy implementation.
Estimated/Actual Completion Year	Ongoing as comms are frequently updated
Organisations Involved	CCC
Funding Source	N/A
DEFRA AQ Grant Funding	N/A

Funding Status	Cost part of existing communications budget
Estimated Cost of Measure	N/A
Measure Status	Ongoing
Target Reduction in Pollutant/Emission from measure	NO2
Key Performance Indicator	Number of projects delivered
Progress to date	Webpages updated and improved with anti-idling and electric vehicle charging information. Clean Air Day promotion on social media and Variable Message Signs. An air quality communications plan has been developed. Internal communication on what help there is available to employees to clean up the air in the city. Promotion of Park & Ride and the car club is ongoing
Comments/Barriers to implementation	None at this time.

Table 5.2 – Herne Air Quality Action Plan Measures

Measure 17- Anti-idling measures: Adopt district wide anti idling enforcement powers plus:

- Anti-idling education campaign in coach park
- Anti-idling campaign on streets, especially around schools
- Anti-idling campaign with taxi and private hire operators

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Defra Headings	Canterbury Council Actions
Category	Traffic Management
Classification	Anti-Idling enforcement
Year Measures began	Earliest project starting 2018. Various start dates due to strategy implementation.
Estimated/Actual Completion Year	Ongoing
Organisations Involved	CCC
Funding Source	TBC
DEFRA AQ Grant Funding	N/A
Funding Status	TBC
Estimated Cost of Measure	TBC
Measure Status	Ongoing
Target Reduction in Pollutant/Emission from measure	NO2
Key Performance Indicator	Number of Warnings and Fixed Penalty Notices issued
Progress to date	On-going anti-idling communications campaign. Anti Idling enforcement started in June 2022.

Comments/Barriers to implementation	For 2023 - No FPNs were issued as everyone we approached complied (10 engaged with). Signage was affixed in every location, however Herne has its own signage that was apparently approved by KCC Highways. Further ad hoc visits to some schools are planned.
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Measure 18- Low emission transport measures: Promote all development sites to have electric charging points for electric/hybrid vehicles

Defra Headings	Canterbury City Council Actions
Category	Promote Low Emission Transport
Classification	Low Emission Infrastructure
Year Measures began	Earliest project starting 2018. Various start dates due to strategy implementation.
Estimated/Actual Completion Year	Ongoing
Organisations Involved	CCC Transport Team, Corporate Policy & Strategy Team, Planning Team
Funding Source	Developer funded
DEFRA AQ Grant Funding	N/A
Funding Status	Developer funded

Estimated Cost of Measure	TBC
Measure Status	Ongoing
Target Reduction in Pollutant/Emission from measure	NO2
Key Performance Indicator	Number of new Electric Charging Points installed per year.
Progress to date	Air Quality mitigation is being secured for all new strategic development sites, including EV points. Advice is included in draft new Parking Standards in the draft Local Plan and mandated in the Sustainable Design Guidance SPD also.
Comments/Barriers to implementation	None at this time as the SDG is currently under draft and may provide more guidance once published.

Measure 19 - Road network improvements: Deliver Herne relief road

Defra Headings	Canterbury City Council Actions
Category	Traffic Management
Classification	Strategic Highway Improvement
Year Measures began	Earliest project started 2018.

Estimated/Actual Completion Year	Ongoing
Organisations Involved	KCC in partnership with CCC/ developer
Funding Source	Developers contributions
DEFRA AQ Grant Funding	N/A
Funding Status	Developer funded
Estimated Cost of Measure	£6.8 Million
Measure Status	Ongoing
Target Reduction in Pollutant/Emission from measure	NO2
Key Performance Indicator	Reduction of traffic through the centre of Herne.
Progress to date	This scheme is linked to planning consent for sites in Herne and Hillborough. Scheme is forward funded by KCC and is currently under construction
Comments/Barriers to implementation	The upgrading of Bullockstone Road has been completed. Work is progressing for the next stages through the development site.

- **Appendix A: Response to Consultation - to be completed following consultation**

Table A.1 – Summary of Responses to Consultation and Stakeholder Engagement on the AQAP

Consultee	Category	Response

● **Appendix B: Reasons for Not Pursuing Action Plan Measures**

Table B.1 – Action Plan Measures Not Pursued and the Reasons for that Decision

Action category	Action description	Reason action is not being pursued (including Stakeholder views)
Traffic Management	Explore opportunities to enhance sustainable transport hub at Canterbury West station – as a result of new multi storey	Instead of a transport hub as originally planned a new multi storey car park was introduced adjacent to the station.
Freight and delivery management	Work with local freight companies and visit coaches to promote driver education, training and engine cleaning to reduce emissions	No freight relations network during the time of the AQAP. This may be something developing out of the new AQAP.
Transport planning and infrastructure	Work with KCC and developers to increase the number of bus lanes: - Sturry Road bus lane missing links	These bus priority schemes together with additional measures are included in the draft Canterbury district transport strategy

	<ul style="list-style-type: none"> . Wincheap relief road – bus lane through retail estate . New Dover Road bus lane associated with Phase 1 of Mountfield Park development site . Introduce a fast bus route between South Canterbury and city centre 	
<p>Regulations for fuel quality</p>	<p>Explore expansion of smoke control area</p>	<p>There are currently no plans in place to expand the smoke control area in place.</p>
<p>Traffic Management</p>	<p>Feasibility of low emission zone (LEZ): Explore feasibility of introducing a low emission zone in Canterbury City Centre (A LEZ can prohibit, or discourage, specific vehicle types in lower emissions classes from entering a geographic area.</p>	<p>Due to lack of inclusion in the draft LTP support for the use of CAZ and LEZ in Kent, and a lack of inclusion as a transport measure in the draft transport strategy, this is currently not being progressed as a CCC AQ action. We will review annually along with the action plan, should policy change.</p>

● Glossary of Terms

Abbreviation	Description
AQAP	Air Quality Action Plan - A detailed description of measures, outcomes, achievement dates and implementation methods, showing how the local authority intends to achieve air quality limit values'
AQMA	Air Quality Management Area – An area where air pollutant concentrations exceed / are likely to exceed the relevant air quality objectives. AQMAs are declared for specific pollutants and objectives
AQS	Air Quality Strategy
ASR	Air quality Annual Status Report
Defra	Department for Environment, Food and Rural Affairs
EU	European Union
LAQM	Local Air Quality Management
NO ₂	Nitrogen Dioxide
NO _x	Nitrogen Oxides
PM ₁₀	Airborne particulate matter with an aerodynamic diameter of 10µm (micrometres or microns) or less
PM _{2.5}	Airborne particulate matter with an aerodynamic diameter of 2.5µm or less

µm	Unit of measurement. Microns, known as micrometres, a length of measurement equal to one millionth of a metre. For reference 1,000µm is equal to 1 mm.
EFT	Emissions Factor Toolkit- It is a tool that allows users to calculate road vehicle pollutant emission rates for oxides of nitrogen (NOx) and particulate matter (PM - PM10 and PM2.5), for a specified year, road type, vehicle speed and vehicle fleet composition.
CCC	Canterbury City Council
Maas	Mobility as a service means multi modal transportation services on one digital payment platform and includes cycle hire, car clubs, car sharing and public transport fares

● References

- 1: Environmental equity, air quality, socioeconomic status and respiratory health, 2010
- 2: Air quality and social deprivation in the UK: an environmental inequalities analysis, 2006
- 3: Defra. Abatement cost guidance for valuing changes in air quality, May 2013
- 4: AQMA Review Canterbury, October 2023
- 5: <https://uk-air.defra.gov.uk/air-pollution/uk-limits>
- 6: AQMA Review Canterbury, October 2023
- 7: Environment Act 1995 & Environment Act 2021

Equality Impact Assessment

Please be aware that in order to comply with the Public Sector Equality Duty 2010, this document will be made available to the public. You should treat this as a live document and keep it under continuous review. You should do this by recording any issues you identify, along with any actions you take to minimise their impact.

Please refer to the Equality Impact Assessment guidance on iCan to help you in completing this form.

For the purposes of this form, we refer to your policy, function, project or service as a proposal.

Date of initial assessment	28/02/2024
Division	Policy and Communications
Proposal to be assessed	Air Quality Action Plan
New or existing policy or function?	New Policy
External (i.e. public-facing) or internal?	External
Statutory or non-statutory?	Statutory
Your name	Thomas Hawkes
Your job title	Policy Officer
Your contact telephone number	01227 910468
Decision maker (e.g. Full Council, Community Committee, Management Team etc.)	Management Team, Committees/O&S, Cabinet
Estimated proposal deadline	Monday 3 June 2024

<p>Please outline your proposal, including:</p> <ul style="list-style-type: none"> ● Aims and objectives ● Key actions ● Expected outcomes ● Who will be affected and how ● How many people will be affected 	<p>The Air Quality Action Plan (AQAP) has been produced as part of our duty to Canterbury air quality, the plan outlines the actions we will take to improve air quality in Canterbury and Herne between 2024-2029.</p> <p>This plan will replace the previous AQAP which ran from 2018-2023.</p> <p><u>Aims:</u> To deliver improvements across the district which have a positive impact on air quality. To create awareness of air quality and the impact it can have on the environment and people's lives.</p> <p><u>Actions:</u> Review and assess impact on Residents and visitors(based on EIA and consultation)</p> <p><u>Outcomes:</u> Review policy inline with EIA learnings.</p> <p><u>Who will be affected and how:</u> Primarily residents, but also visitors to the district.</p> <p><u>How many people will be affected:</u> Potentially 157,400 (2021 ONS Census statistic)</p>
<p>What relevant data or information is currently available about the customers who may use this service or could be affected?</p> <p>Please give details; for example “x% of customers are female” or “x% of customers are aged over 60”</p>	<p>Data currently unavailable at this time.</p>

Is the decision relevant to the aims of the Public Sector Equality Duty, which are listed below?		
Guidance on the aims can be found in the EHRC's PSED Technical Guidance		
Aim	Yes/No	Explanation
Eliminate discrimination, harassment and victimisation	Yes	The plan will affect all residents equally as air quality can affect everyone and does not discriminate.
Advance equality of opportunity between persons who share a relevant protected characteristic and persons who do not share it	Yes	To bring diverse groups together to discuss the importance of air quality and create positive discussions around the actions outlined in the plan.
Foster good relations between persons who share a	Yes	Air quality can affect everyone regardless of any

relevant protected characteristic and persons who do not share it		characteristics so the plan should help everyone recognise the importance of air quality and create opportunities to build good relationships where everyone wants to contribute to improving the issue.
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Assess the relevance of the proposal to people with different protected characteristics, and assess the impact of the proposal on people with different protected characteristics.			
Your explanation should make it clear who the assessment applies to within each protected characteristic. For example, a proposal may have high relevance for young people but low relevance for older people; it may have a positive impact on women but a neutral impact on men.			
Protected characteristic	Relevance to proposal High/Medium/Low/None	Impact of proposal Positive/Neutral/Negative	Explanation
Age	High	Positive	Air quality is more likely to affect older and younger people. Older people are at a greater risk of impacts of poor air quality due to the possibility of existing medical conditions that poor air quality can make worse. Children are also at a higher risk of impact. Poor air quality can increase the risk of developing asthma among other negative health effects.
Sex	None	Neutral	The AQAP would not present an opportunity for exclusions of any person based on sex.
Disability	High	Positive	More data would be needed to verify the assessment but poor air quality could exacerbate existing health conditions. So the actions outlined should help to minimise the potential impact.
Gender reassignment	None	Neutral	The AQAP should not present any opportunity for exclusions of any person based on Gender or Gender reassignment.
Marriage and civil partnership	None	Neutral	The AQAP should not present any opportunity for exclusions for any person based on their marital status.
Pregnancy and maternity	High	Positive	Air pollution could impact pregnancy in a number of ways with direct health impacts on lung development and organ development of unborn babies. Improving air quality would help to mitigate these potential impacts.

Race	None	Neutral	The AQAP should not present any opportunity for exclusions for any person based on their race.
Religion or belief	None	Neutral	The AQAP should not present any opportunity for exclusions for any person based on their religion or belief.
Sexual orientation	None	Neutral	The AQAP should not present any opportunity for exclusions for any person based on their sexual orientation.
Other groups: for example – low income/ people living in rural areas/ single parents/ carers and the cared for/ past offenders/ long-term unemployed/ housebound/ history of domestic abuse/ people who don't speak English as a first language/ People without computer access etc.	Low	Positive	There is some evidence that indicates those on lower incomes tend to live in areas of poor air quality. So overall the plan should bring positive change to all areas of poor air quality.

Are you going to make any changes to your proposal as a result of these findings, in order to mitigate any potential negative impacts identified? If yes, what are they? If no, why not?	No. The AQAP is outlining actions which should have a positive impact on air quality in the district, and will be subject to consultation.
Is there any potential negative impact which cannot be minimised or removed? If so, can it be justified? (for example, on the grounds of promoting equality of opportunity for another protected characteristic)	No, there should be no potential for negative impact resulting from the AQAP. The ASR is conducted yearly and will provide ongoing monitoring of the air quality in the Canterbury district. This will present us with a chance to review where needed.

What additional information would increase your	More accurate data should help to inform the impact of residents in the district.
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understanding about the potential impact of this proposal?