



GOVERNMENT OFFICE  
FOR THE SOUTH EAST

**Representing Central Government in the South East**

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30 June 2009

Our Ref:  
Your Ref: CCC/AV/LP saved policies

Dear Mr Verrall

**PLANNING AND COMPULSORY PURCHASE ACT 2004  
CANTERBURY DISTRICT LOCAL PLAN FIRST REVIEW  
SAVED POLICIES APPLICATION**

I am writing with reference to your application of 19 February 2009 for a direction under paragraph 1(3) of Schedule 8 to the Planning and Compulsory Purchase Act 2004 in respect of policies in the Canterbury District Local Plan First Review.

The Secretary of State's Direction is attached. Those policies not listed in the Direction will expire on 13 July 2009.

The Secretary of State's assessment of whether saved policies should be extended is based upon the criteria set out in Planning Policy Statement 12: *Local Spatial Planning* and the Department for Communities and Local Government protocol on saving policies. The Secretary of State's decisions in respect of some policies have the effect of saving policies that an authority requested should not be extended. For clarity, his reasons are set out in the table at the end of this letter.

The extension of saved policies listed in this Direction does not indicate that the Secretary of State would endorse these policies if presented to him as new policy. It is intended to ensure continuity in the plan-led system and a stable planning framework locally, and in particular, a continual supply of land for development.

Local planning authorities should not suppose that a regulatory local plan-style approach will be supported in forthcoming development plan documents (DPDs). LPAs should

adopt a positive, spatial, strategy-led approach to DPD preparation and not seek to reintroduce the numerous policies of many local plans.

The exercise of extending saved policies is not an opportunity to delay DPD preparation. LPAs should make good progress with local development frameworks according to the timetables in their local development schemes. Policies have been extended in the expectation that they will be replaced promptly and by fewer policies in DPDs. Maximum use should be made of national and regional policy especially given the development plan status of the regional spatial strategy.

Following 13 July 2009, the extended policies should be read in context. Where policies were adopted some time ago, it is likely that material considerations, in particular the emergence of new national and regional policy and also new evidence, will be afforded considerable weight in decisions. In particular, we would draw your attention to the importance of reflecting policy in Planning Policy Statement 3 *Housing* and the Housing Green Paper – *Homes for the future: more affordable, more sustainable* in relevant decisions.

| Policy Ref | Reason  | Extended | Not Extended |
|------------|---|----------|--------------|
| H2         | It is considered important to save this policy for an unimplemented reserve housing site as it supports the delivery of housing | X        |              |

Yours sincerely



John Cheston  
Senior Planning Officer

**DIRECTION UNDER PARAGRAPH 1(3) OF SCHEDULE 8 TO THE PLANNING AND  
COMPULSORY PURCHASE ACT 2004  
POLICIES CONTAINED IN THE CANTERBURY DISTRICT LOCAL PLAN FIRST  
REVIEW  
ADOPTED JULY 2006**

The Secretary of State for Communities and Local Government in exercise of the power conferred by paragraph 1(3) of Schedule 8 to the Planning and Compulsory Purchase Act 2004 directs that for the purposes of the policies specified in the Schedule (1) to this direction, paragraph 1(2)(a) of Schedule 8 to the Planning and Compulsory Purchase Act 2004 does not apply.

Signed by authority of the  
Secretary of State



John Cheston  
Senior Planning Officer  
Sustainable Communities Directorate  
Government Office for the South East

30 June 2009



## SCHEDULE 1

### POLICIES CONTAINED IN THE CANTERBURY DISTRICT LOCAL PLAN FIRST REVIEW

| Policy Number | Policy Title/Purpose  |
|---------------|---|
| H1            | Residential development on allocated sites                                |
| H2            | Reserve Housing Allocation  |
| H4            | Affordable Housing  |
| H6            | Loss of residential accommodation   |
| H7            | Empty homes back into use   |
| H9            | Residential development in excess of minor development in villages on PDL |
| ED1           | Employment Clusters – retention of employment land                        |
| ED2           | Highland Court  |
| ED3           | St Augustine's Hospital   |
| ED5           | Canterbury East Regeneration Zone office sites                            |
| ED6           | New employment land – Eddington Lane, Herne Bay                           |
| ED7           | New/extended/protection of existing touring caravan sites                 |
| ED8           | UoK Business Innovation Park  |
| ED9           | Office Nodes policy   |
| ED10          | Protection of office accommodation  |
| ED11          | General economic development policy                                       |
| TC1           | Town centre vitality and viability  |
| TC2           | Out of town centre development  |
| TC3           | Mixed use developments in and adjacent to town centres                    |
| TC4           | Mixed used allocations  |
| TC5           | Retail core areas   |
| TC6           | Local centres   |
| TC7           | New tourism development   |
| TC8           | Loss of visitor accommodation   |
| TC10          | Town centre night time and evening development                            |
| TC11          | Accessibility across and to the town centres                              |
| TC12          | Canterbury West Regeneration Zone   |
| TC13          | Kingsmead and Riverside Regeneration Zone                                 |
| TC14          | St George's to Canterbury East Regeneration Zone                          |
| TC15          | Wincheap Regeneration Zone  |
| TC16          | New developments in targeted neighbourhoods                               |
| TC17          | Retail development in Canterbury  |
| TC18          | Local centres of Wincheap, St Dunstons and Northgate                      |
| TC20          | Leisure and tourism proposals for Herne Bay                               |

|      |  |
|------|--|
| TC21 | Hotel allocation at Herne Bay golf course                            |
| TC25 | Whitstable harbour   |
| TC26 | Herne Bay and Whitstable Green gap                                   |
| TC27 | Retail development (Herne Bay and Whitstable)                        |
| R1   | Conversion of rural buildings  |
| R2   | New agricultural buildings   |
| R3   | Conversion of existing rural buildings for diversification           |
| R4   | New rural buildings for diversification                              |
| R5   | Farm shops   |
| R6   | Special Landscape Areas  |
| R7   | Areas of High Landscape Value  |
| R8   | Green gaps   |
| R9   | Rural tourist accommodation  |
| R10  | Loss of village and community facilities                             |
| R11  | Use of properties for shops and local services                       |
| R12  | Sports and recreation facilities                                     |
| R13  | Reculver   |
| R14  | Keeping and riding of horses   |
| BE1  | Design and sustainability  |
| BE2  | Public realm   |
| BE3  | Design Statements and Development Briefs                             |
| BE4  | World Heritage Site  |
| BE5  | Listed and locally listed buildings                                  |
| BE6  | Listed buildings   |
| BE7  | Development in Conservation areas                                    |
| BE8  | Demolition in Conservation areas                                     |
| BE9  | Article 4.1 and 4.2 directions                                       |
| BE10 | Historic Landscape   |
| BE11 | Shopfronts of visual or historic interest                            |
| BE12 | Advertisements   |
| BE13 | Blinds, awnings and security shutters                                |
| BE14 | Scheduled Ancient Monument   |
| BE15 | Potential site of Archaeological Interest                            |
| BE16 | Archaeological sites   |
| NE1  | Protected habitats or species  |
| NE2  | Loss of semi-natural habitats  |
| NE3  | Enhancement of biodiversity  |
| NE4  | Seasalter and Graveney levels  |
| NE5  | Retention of trees, hedgerows, woodland and other landscape features |
| C1   | The Canterbury District Transport Action Plan                        |
| C2   | Bus and Rail Transport   |
| C3   | Cycling and Walking  |
| C4   | Travel Plans   |
| C5   | Road Building  |
| C6   | Park and Ride at Harbledown  |
| C7   | Park and Ride Sturry Road extension                                  |

|      |   |
|------|---|
| C8   | Park and Ride at the coast  |
| C9   | Public and private parking – vehicle parking standards  |
| C10  | Public and private parking – Town centres and park and ride contributions                       |
| C11  | Buildings or uses to provide social infrastructure  |
| C12  | Land allocated for community purposes   |
| C13  | Loss of buildings or uses for community purposes  |
| C14  | Provision of health facilities  |
| C15  | Land allocated for health related development   |
| C16  | Provision for education needs arising from housing developments                                 |
| C18  | Safeguarding sites for education purposes   |
| C19  | Land allocated for college campus   |
| C20  | Development at University of Kent at Canterbury   |
| C21  | Development of new higher education campus or expansion of existing campus                      |
| C22  | Proposals involving the loss of institutional land or buildings                                 |
| C24  | Proposals that would result in the loss of protected existing open space                        |
| C25  | Land allocated as proposed open space   |
| C26  | Protection of riverside corridor. Open space and footpath allocations                           |
| C27  | Proposals that would result in the loss of playing fields                                       |
| C28  | Provision for new outdoor playing space as a result of development                              |
| C29  | Land allocated for a future allotments site   |
| C30  | Proposals that would involve the loss of allotment land   |
| C31  | Drainage impact assessments   |
| C32  | Development of land not previously developed in zones 2 or 3 or within overtopping hazard zones |
| C35  | Coastal protection zone   |
| C36  | Undeveloped Coast   |
| C37  | Provision of water and sewerage infrastructure  |
| C38  | Renewable energy sources  |
| C39  | Development that could result in worsening air quality  |
| C40  | Development which could potentially result in pollution   |
| C41  | Proposals for waste disposal, incineration, energy generation from waste etc                    |
| C42  | Proposals for telecommunication development   |
| IMP1 | Use of CPOs and Partnership Working   |
| IMP2 | Development Contributions   |

**PLANNING & COMPULSORY PURCHASE ACT 2004  
CANTERBURY DISTRICT LOCAL PLAN FIRST REVIEW  
POLICIES NOT SAVED UNDER SCHEDULE 8**

|      |  |
|------|--|
| H3   | Managed approach to the release of housing                                 |
| H5   | Provision of social & physical infrastructure for development of 5 or more |
| H8   | Gypsy & Traveller accommodation  |
| ED4  | Community Plan for Hersden   |
| TC9  | Cultural development at edge of town centre                                |
| TC19 | Proposals that strengthen the characteristics of the City                  |
| TC22 | SERCO nursery and filling station mixed use allocation                     |
| TC23 | Business and leisure proposals, Whitstable town centre                     |
| TC24 | Mixed use allocations, Whitstable  |
| C17  | Needs of primary and secondary schools                                     |
| C23  | Extension of Institutions onto undeveloped land                            |
| C33  | Development on previously-developed land in flood risk areas               |
| C34  | Plenty Brook flood alleviation measures                                    |



## INTRODUCTION

### UNLOCKING THE POTENTIAL

**0.1** Canterbury District is already an exceptional place. This Local Plan sets out to achieve a vision for the future to make it even better. The Local Plan is about 'Unlocking the Potential' that exists within our District, to make it amongst the best, if not the best, location for living, working and visiting in the South East of England. To realise this vision, the City Council's objectives for the District are focused on our core aim of providing a sustainable, diverse and thriving environment, which contributes to the economic, cultural and social well-being of the District.

**0.2** Canterbury is a vibrant and cosmopolitan place. The name Canterbury is known worldwide. With its City, coastal towns, villages and countryside, the District celebrates its past, relishes the present and has a healthy appetite for the future. Writers, pilgrims, poets, scholars and historians have come here for hundreds of years to seek inspiration -others have found it when least expected. There are stories yet to be written and journeys yet to be taken. This Plan takes a journey with purpose and vision.

**0.3** The District faces real challenges if it is to flourish and be a keystone of the East Kent economy. It could simply choose to say 'no more development', but such an approach is not realistic. It would, in the future, be eclipsed by other, faster developing areas. Investment would flow out of the District. The district would be in decline.

**0.4** A word of warning. This Plan is not a green light for development at any price. The City Council is aiming to locate the maximum amount of new housing possible on previously developed land. This is a bold move and shows our commitment to moving forward but with real respect for our heritage and green spaces whilst encouraging a renaissance of our urban areas.

**0.5** Canterbury is a key location in East Kent and with links to London and mainland Europe it also has a strong role to play on the national and international stage. This Plan shows how we wish to unlock the District's potential and is founded on several key objectives:

- **Action Areas** – To identify, through the Community Strategy and with local partners, neighbourhoods for renewal, and to promote development that will assist in meeting these objectives.
- **Regeneration Zones** – The Council has identified a number of key areas at the edge of the City Centre, which are suitable for particular kinds of mixed development, including housing, commercial uses, education, leisure and tourism. These sites are capable of helping the Council meet its corporate and planning objectives.
- **Economic Growth** - Canterbury District is open for business. With the development of a knowledge-based economy, the renaissance of office areas and provision of new business facilities, such as the Business Innovation Centre development at the University of Kent at Canterbury, the District has the potential to offer a strong and diverse economic environment, and this will benefit both investors and employees.
- **Culture and Heritage** - Canterbury District has a variety of cultural facilities. The challenge is to build on its strengths whilst encouraging the diversification of the

cultural sector. The development at the Horsebridge in Whitstable and the need for the upgrading of our theatre facilities, combined with the potential growth of leisure, hotels and conferencing facilities all present excellent opportunities to further investment in our cultural facilities.

Canterbury District is also rich in heritage, having a World Heritage Site and numerous conservation areas and listed buildings. Our challenge is to ensure that there is sensible development in historic areas, which does not compromise the need to ensure that the District's heritage is conserved for present and future generations.

In view of the District's rich and diverse culture and heritage within East Kent, the City Council will work with local partners by building upon existing relationships, to seek out opportunities that harness the potential of the District's cultural and historical assets to help create a renaissance in East Kent.

- **The Natural Environment** – a high quality natural environment is crucial to the economic, cultural and social well-being of the District. It contributes towards the quality of life of residents and visitors. This Plan seeks to preserve, and sensitively enhance, the rich and diverse features of the natural environment. These features include the Kent Downs Area of Outstanding Natural Beauty, Special Landscape Areas, Areas of High Landscape Value, Sites of Special Scientific Interest, Sites of Nature Conservation Interest, river corridors, developed and undeveloped coast, foreshore and beaches, wildlife habitats and the Seasalter and Graveney levels. Parts of the District are covered by international designations such as Special Protection Areas (SPA), Special Areas of Conservation (SAC) and Ramsar.
- **Housing** - Our District is an attractive place in which to live, and we must ensure that we continue to offer choice, quality and affordability in our provision of housing accommodation.
- **Rural Areas** - Canterbury District has extensive rural areas which contain more than 30 villages, as well as numerous hamlets, along with many outstanding habitats and landscapes. We aim to support sustainable communities in our rural areas by encouraging the diversification of the rural economy, the provision of village facilities and housing for local needs and the management and protection of the environment.
- **Transport** - The development of sustainable modes of transport, road improvements, the new bus station at Whitefriars, the improvement of rural transport and a fourth Park and Ride site to serve Canterbury are all key ingredients in ensuring that the District can unlock its potential as an excellent location in which to live, work, invest and visit. The City Council is committed to lobbying strategic transport authorities to cut journey times by train from Canterbury, Herne Bay and Whitstable to London to enhance the attractiveness of the District, and the train operators have recently announced their intention to run a fast service to London from 2009.

## THE ROLE AND PURPOSE OF THE CANTERBURY DISTRICT LOCAL PLAN

**0.6** The Town and Country Planning Act 1990, as amended by the Planning and Compensation Act 1991, placed a statutory duty on local authorities to prepare a Local Plan. The Canterbury District Local Plan (this document) fulfils this requirement.

**0.7** This Local Plan sets out a spatial strategy and vision for the District for the period to 2011, and in the longer term. It replaces the Canterbury District Local Plan adopted in 1998 which set out a strategy for the District until 2001. The Plan has several functions:

- To set out a strategy for fulfilling the Government's policy towards land use planning at a District level, including its objective of securing sustainable development;
- To give an opportunity and invitation to participate in the planning process, through giving people the chance to express their views on local planning issues;
- To set out objectives to ensure the District is an excellent location in which to live, invest, work, learn and visit;
- To take into account the principal social, economic and environmental influences on the District in the Plan against which planning applications for development will be assessed; by identifying sites for particular purposes, by defining areas to which policies apply and by setting out details of these policies in terms of standards and criteria; and
- To conform with the Kent and Medway Structure Plan (2006).

**0.8** The Plan is in two parts:

- A written statement (this document) explaining how the City Council sees the future of the various parts of the District and the policies which will be taken into account when determining planning applications: the written statement is divided into eight sections and includes seven Appendices, and
- A Proposals Map with six insets which show proposals and where the Plan's policies apply. The Ordnance Survey mapping included within this publication is provided by Canterbury City Council under licence from the Ordnance Survey in order to fulfil its public function to act as a planning authority and is protected by copyright. Persons wishing to use Ordnance Survey mapping for their own purposes should contact Ordnance Survey for advice on copyright and licencing.

## THE CHAPTERS OF THE PLAN

**0.9** The Plan has eight chapters which address the following issues. The chapters contain policies which aim to fulfil the objectives:

- 1. Key Vision and Strategic Development Objectives** - this chapter outlines how the Local Plan relates to other Council policies, with particular reference to the City Council's Corporate Plan. It outlines proposals for improving the quality of life in the District, taking account of diversity, supporting and developing prosperity, and preserving and enhancing the built and natural environment.
- 2. Providing Decent Housing** - it is the City Council's objective to provide a choice of good quality and affordable housing in the District with the aim to locate the maximum amount of new housing possible on previously developed land.
- 3. Boosting Our Local Economy** - the District's economy has great potential for growth. This chapter sets out policies for diversification of the economy, providing primary and secondary employment areas, employment clusters and tourism.

4. **Improving the Quality of Life in Our City and Town Centres** - this chapter reflects the overall vision behind national and regional policy guidance and the need to focus major investment and growth in our city and towns. It sets out policies for retailing, major employment issues, leisure, social inclusion, and urban renaissance, and identifies particular Regeneration Zones and urban specific objectives.
5. **Promoting Our Countryside** - this chapter aims to promote a living, working, vibrant and protected countryside and to provide mixed and balanced communities.
6. **Preserving, Enhancing and Conserving Our Built and Natural Environments** - the design and location of new development is crucial to preserving and enhancing our environments. This chapter addresses issues such as protected buildings, conservation areas, and designated and protected areas.
7. **Investing In Our Community Infrastructure** - this chapter refers to community infrastructure, environmental protection, transportation and traffic management strategies, flood defences and drainage strategies.
8. **Ensuring Implementation, Monitoring and Review** - the City Council aims to achieve its core objectives and implement its policies through working in partnership with the private sector. We may need legal mechanisms to enable the City Council to assist the private sector in achieving the core objectives. Examples of these mechanisms include Compulsory Purchase Orders and legal agreements.

**0.10** The City Council will monitor the progress of all the Plan's objectives on a regular basis and will review the Plan to take account of changing circumstances, in accordance with the various timescales set out in this chapter of the Plan. A key contribution to the preparation and monitoring of the Plan is the sustainability appraisal, which influences the evolution and implementation of the Plan. The aim of the sustainability appraisal process is to ensure that the policies of the Plan have a positive role to play both in the attainment of a sustainable pattern of growth in the District and in achieving sustainable places and communities.

## **REGIONAL PLANNING GUIDANCE**

**0.11** Regional Planning Guidance for the South East (RPG9) and the draft South East Plan set out key principles for development in the South East Region. Specifically, it identified Priority Areas for Economic Regeneration (PAERs) within the Canterbury District at Whitstable, Herne Bay and Hersden. It also designated Hersden as a 'Rural Priority Area'. The Canterbury District is also covered by an Enterprise Grant Area which gives grant aid for certain capital investment projects.

## **KENT AND MEDWAY STRUCTURE PLAN**

**0.12** The Kent and Medway Structure Plan (2006) covers the period until 2016. The Structure Plan sets out strategic planning policies for the whole area. It is also the County Council's responsibility to draw up a Minerals Local Development Framework, which is currently being prepared, and a Waste Local Development Framework, which sets out policies for waste disposal. The County Council proposes to review its Household Waste Strategy, which could have implications for Canterbury during this Plan period.

## **THE PLAN'S RELATIONSHIP WITH OTHER CITY COUNCIL PLANS, OBJECTIVES AND POLICIES**

**0.13** This Local Plan has a direct relationship with the Canterbury City Council Corporate Plan, Community Strategy and other corporate strategies. The following issues raised in these documents are of relevance to the Local Plan:

- Building on the District's reputation as an attractive location for residents, investors, workers and visitors;
- Ensuring that the social, economic and environmental development of the District is carried out sustainably;
- Providing a high quality environment and facilities for investors;
- Ensuring provision to meet the housing needs of local people;
- Ensuring that the District's infrastructure needs are met;
- Ensuring that the needs of local communities are well provided for, through the Community Strategy;
- Ensuring that the District's heritage is conserved and enhanced;
- Encouraging and managing the revitalisation of the coastal towns;
- Promoting the sustainability of rural communities.

## **THE PROCESS OF TRANSITION TO THE LOCAL DEVELOPMENT FRAMEWORK SYSTEM**

**0.14** The Local Development Regulations (2004) set out the requirements of the new Local Development Framework (LDF) system. The Council has published its Local Development Scheme (LDS), which sets out how the Council intends to make the transition to the new development plan system.

**0.15** Essentially, in the first phase of LDF preparation, the Council is intending to prepare a Core Strategy Development Plan Document (DPD) and a Development Land allocations DPD (following preparation of the South East Plan), which should be adopted by early 2009. The rest of the Local Plan is proposed to be saved for a period of six years, as it is progressively reviewed through the LDF process.

**0.16** Future phases of LDF preparation, would include reviews of retail policy; countryside and landscape policy; and elements of community infrastructure policy (education, transport, open space, renewable energy and related issues). This position will be kept under review over the next 2-3 years and further information is available on the Council's website [www.canterbury.gov.uk/planningpolicy](http://www.canterbury.gov.uk/planningpolicy)

## **CHAPTER 1: KEY VISION AND STRATEGIC DEVELOPMENT OBJECTIVES**

### **OUR DEVELOPMENT OBJECTIVES**

**1.1** This first review of the Canterbury District Local Plan has a long term vision for the District to concentrate development within the urban areas of Canterbury, Whitstable and Herne Bay thus enabling urban (and suburban) renaissance; to provide mixed and balanced communities that are inclusive, sustainable and promote the well-being of the District's residents; to promote a thriving and sustainable countryside; and to protect the heritage and environment of Canterbury District. There is a strong emphasis on regeneration and renewal.

**1.2** Although this Local Plan is a guide for development control decision-making, it is also a plan that supplements other key Council objectives through the Canterbury City Corporate Plan and draft Community and other Corporate Strategies. There is therefore a hierarchical relationship with national and regional planning policy guidance as well as a complementary relationship with other locally based objectives for Canterbury.

**1.3** As part of the Council's Community Strategy, the establishment of Local Strategic Partnerships should assist in identifying the process for developing comprehensive District-wide strategies for the economic, social and environmental well-being of each local community. The City Council is committed to the vision behind Community Strategies and will seek to meet the development needs arising from the consultation processes between partners.

**1.4** To fulfil the City Council's vision and to apply the principles of the key objectives, as set out in the Introduction, the City Council considers that Strategic Development Objectives are required. The Strategic Development Objectives briefly set out fundamental development principles for the implementation of the vision and key objectives. Consequently, the particular objectives of all other policies in the Local Plan are to be interpreted as having been formulated not to contradict or undermine the Strategic Development Objectives.

**1.5** This Local Plan Review sets out the Council's spatial strategy for new development and growth across the District, which supplements the above objectives. The Council considers that investment and growth should occur within our existing areas to enable regeneration and renewal, whilst protecting the setting of urban areas, villages and the countryside.

### **HOUSING**

**1.6** The Council views the residential development of sites within the urban areas as an opportunity to develop quality housing that is sustainable, accessible and makes the best use of the urban fabric by changing and improving the nature and quality of places.

**1.7** The Council's Urban Housing Capacity Study (2003), a study of potential residential development sites within the urban boundaries, indicates a significant proportion of the housing land requirement for the Plan period can be met by the release of previously-developed land in the urban areas. However, some "greenfield" sites will also need to be released to ensure the full housing requirement is met.

## **ECONOMIC GROWTH**

**1.8** The Council's spatial strategy for economic growth has also been reviewed. Under the previous Plan, economic growth had been encouraged along the coast, both to create local employment opportunities and to aim towards sustainable patterns of travel, by promoting local employment opportunities for local people. This encouragement has been by way of employment allocations along the A299 and A2990 Thanet Way and the A28 corridor and whilst this approach has continued, it has been extended elsewhere in the District, by a number of other initiatives.

**1.9** In this Local Plan, the Council has a timescale up to 2011, but a longer term vision to achieve and maintain higher and stable levels of economic growth and employment across the District and in East Kent overall. Traditionally, investment in Canterbury has mainly been limited to retail, residential, educational and leisure development. With very low average wage levels and an increasing gap between the District, West Kent and the remainder of the South East there is little prospect of changing this without planning policy intervention. This Local Plan proposes to address this.

**1.10** In particular, the City Council sees the opportunity for a growing knowledge-based industry to derive from the international reputations and recognition of the Universities and Colleges. Greater links between businesses, and between business and University or College-based research and technology is therefore required.

**1.11** Whilst protecting and keeping the important historic setting and environment of Canterbury and the Canterbury image, the Council seeks to lay the 'foundations' to create the right conditions for the development of a knowledge-based economy and an increase in prosperity that will improve the quality of life for the District and surrounding areas, and help shape the attractiveness of East Kent for future investment.

## **RURAL AREAS**

**1.12** Through this Local Plan the City Council seeks to ensure that the rural areas thrive and provide opportunities for sustainable rural villages in a managed and enhanced environment. As such, the City Council's key development objective for the rural area is to retain and support development that promotes sustainability and adds, or will add, vitality and viability to the rural communities.

**1.13** The Council also recognises the need, as expressed in Planning Policy Statement 7 (PPS7), to protect the countryside for the sake of its intrinsic character and beauty, the diversity of its landscapes, heritage and wildlife, the wealth of its natural resources and so it may be enjoyed by all.

**1.14** The rural areas of the district are defined essentially as all those areas outside the built-up areas of the towns and villages. In these areas the general countryside policies set out in this Plan, the South East Plan and Kent & Medway Structure Plan, will apply. The urban areas are defined in the Local Plan by urban area boundaries shown on the Proposals Map. Village boundaries are not specifically defined on the Proposals Map.

## **CULTURAL DEVELOPMENT**

**1.15** Building on Canterbury's international reputation, the Council will promote the District as a cultural location and will encourage initiatives and investment that promote and enhance an evolving and diverse culture.

## **REGENERATION ZONES**

**1.16** The basic regeneration strategy of the Plan focuses on key areas across the District to enhance Canterbury's role as an attractive place to live, work and visit.

### **Canterbury City**

**1.17** Certain areas around Canterbury City have been allocated on the Proposals Map (Insets 1 & 2) as Regeneration Zones. These areas at Wincheap, Kingsmead, Canterbury East and West Stations and along parts of the ring road have a poor visual quality and under perform in terms of their potential to meet regenerative objectives such as better design and layout of buildings and spaces, environmental enhancements, employment, accessibility and attractive areas to live, shop, work and visit.

**1.18** It is unlikely that if developed in an ad hoc way, these Regeneration Zone areas will realise their regenerative potential and the Council's objectives to enhance the attractiveness of the City. However, a planned approach to these areas should provide certainty for investment, which should lever regeneration funds and vision to achieve the full potential of areas.

### **HERNE BAY**

**1.19** Herne Bay is a seaside resort and much of its attractiveness for residents and visitors comes from the seafront. The Council is striving to improve the local economy by allocating employment sites and creating job opportunities, and is seeking further developer interest and investment.

**1.20** To promote and diversify the economy of Herne Bay and to enable further regeneration into the resort, the Council's Strategic Development Objective for Herne Bay is to encourage investment in the business and leisure sectors through the development of additional hotels and associated spin offs. This should enhance the attractiveness of the resort to visitors and, coupled with the development of existing employment sites, boost the local economy.

### **WHITSTABLE**

**1.21** Whitstable retains its distinctive character as a small fishing and sailing town, and has undergone a renaissance more recently as an attractive place to live and visit. The Whitstable Harbour Strategy (1997) promotes the development of the Harbour with the South Quay for additional leisure and harbour-related activity. The Horsebridge development in the centre of Whitstable has been a key part of the renewal of the area, which will help to promote this coastal town as a location for further investment.

**1.22** The Council's Strategic Development Objectives for Whitstable are to encourage investment and further development on and around the harbour area and High Street that will add to the attractiveness of this location for business and leisure industries.

## **CONCLUSION**

**1.23** The Council's Strategic Development Objectives for the District will carry more weight than other policies in the Local Plan. The Council is committed to these objectives and will continue to promote these throughout the Plan period. This should supplement the Council's general approach to encourage investment in Canterbury District in order to achieve urban renaissance, quality housing for all, balanced and sustainable rural communities and



regeneration and renewal for the well-being of the District's residents and the attractiveness of Canterbury and East Kent generally.

**1.24** The Council's Strategic Development Objectives are set out as follows:

- a) To focus sustainable housing development within the defined urban areas on previously developed land, seeking to protect the environment and green space.
- b) To retain and add to the existing allocated employment land across the District, while seeking to protect the environment.
- b) To encourage and locate business innovation associated with research and development activities of the Universities and Colleges.
- d) To identify and promote opportunities in the District for business growth and investment.
- e) To promote sustainable rural communities and enhanced and managed environments, and to protect the countryside for its own sake, and for the benefit of all.
- f) To support investment that will promote the District's heritage and local distinctiveness, and to achieve cultural-related development and enhancement across the District and the wider East Kent area.
- g) Within the Regeneration Zones in Canterbury City, to encourage investment that will achieve the regenerative objectives of the area.
- h) To secure investment in Herne Bay and Whitstable Harbour to promote business and leisure development whilst protecting the wildlife of the adjacent internationally important sites.
- i) To look to provide development arising from the consultations and objectives of the Local Strategic Partnerships.

## CHAPTER 2: PROVIDING DECENT HOUSING

### OUR OBJECTIVES

2.1 The City Council's objectives for providing decent housing are:

- To meet the Kent and Medway Structure Plan's strategic housing requirements for the District.
- To maximise housing development on land that has previously been developed, is derelict or underused (brownfield land) within the urban areas.
- To ensure a range of housing units is provided to meet the needs of the District's population.
- To increase the amount and variety of housing accommodation in the City and coastal town centres.
- To ensure that new housing development makes adequate provision for necessary physical and social infrastructure.
- To plan, monitor and manage the release of sites for housing development.

### STRATEGIC HOUSING REQUIREMENTS

2.2 The Kent and Medway Structure Plan sets out the strategic housing requirement for the District from 2001 to 2016. The following table shows the Structure Plan requirement for the Local Plan period of 2001-2011.

***Kent and Medway Structure Plan (2006): District housing requirements for 2001- 2011***

|                            | <b>2001-06</b> | <b>2006-11</b> | <b>2001-11</b> |
|----------------------------|----------------|----------------|----------------|
| <i>Canterbury District</i> | 2,100          | 2,300          | 4,400          |

2.3 The total housing land supply is made up of a number of elements:

- i) Completions - the net number of new dwellings created annually is deducted from the Structure Plan requirement which leaves the residual requirement;
- ii) Unidentified sites contribution (windfalls) - are made up of two elements:
  - Unidentified small sites - an estimate of the number of dwellings which will be built on unidentified small sites accommodating fewer than 5 dwellings, based on past trends;
  - Unidentified large sites - sites accommodating 5 or more dwellings which are not allocated in the plan.
- iii) Identified large sites of 5 or more dwellings which are made up of two elements:-
  - Commitments - sites with a valid planning permission for housing;
  - Allocations - new sites for housing identified in the Urban Housing Capacity Study (UHCS) 2002 (Revised 2003) and allocated in the Local Plan.

2.4 The table below sets out the residual requirement calculated by the Housing Land Study (HLS) 2005, which has a base date of 31 March 2005 and shows the City Council's position in meeting this requirement. The windfall contribution is based on historic rates of small site completions discounted to reflect the proportion of completions on previously developed land. No allowance is made for large site windfalls to avoid the possibility of

double counting with sites identified in the UHCS. Although the UHCS is designed to pick up the potential of most sites, there are likely to be occasions when large site windfalls come forward.

|   |              |
|---|--------------|
| <b>Kent &amp; Medway Structure Plan residual requirement 2005 to 2011</b> | <b>2,440</b> |
| <b>Housing Land Supply (31/03/05)</b>                                     |              |
| Permissions (n/s & u/c*) Large sites only                                 | 2,265        |
| Losses Large sites only.  | 16           |
| Net gain  | 2,249        |
| Allocations (pre 2011)  | 1,865        |
| Total identified supply   | 4,114        |
|   |              |
| Discounted windfall sites @ 72pa  | 432          |
|   |              |
| Total supply  | 4,546        |
|   |              |
| <b>Balance of land supply</b>   | <b>2,106</b> |

\* NS = Not started, UC = under construction

**Note:** The table above is based on the 2005 Housing Land Study adjusted to reflect the City Council's response to the Local Plan Inspector's recommendations. It should be read in conjunction with Appendix 3 which lists the housing sites (of 5 or more units) either allocated or with planning permission as at 31<sup>st</sup> March 2005.

**2.5** The table shows that the residual requirement for the period 2005 to 2011 is 2,440. The net contribution from large sites (5 or more units) with planning permission will be 2,249. Local Plan allocations will contribute another 1,865 and the windfall allowance adds a further 432. The result is that the housing land supply is estimated to produce 4,546 new dwellings between 2005 and 2011.

**2.6** In order to ensure that there is a controlled delivery of new housing there will need to be regular monitoring. If it becomes apparent that the pace of delivery of new housing is too rapid it may be necessary to reconsider the phasing of housing sites in order to avoid the need for major greenfield site releases in the post plan period 2011 to 2016. Our monitoring approach will be adjusted once the Structure Plan and/or regional housing supply targets for 2011-2021 are finalised.

## HOUSING DEVELOPMENT WITHIN THE URBAN AREAS

**2.7** The City Council is committed to the principles set out by central Government guidance, which are to maximise the residential development of land that has previously been developed, is derelict or underused; and to promote and improve the quality of life in our City, coastal towns and existing urban and suburban areas.

**2.8** There is and has been growing pressure to build residential development on land outside our urban areas; however, the Council believes that the future of our City and coastal towns and built up areas depends on making the best use of land within them through recycling, reuse and making the most efficient use of existing land.

**2.9** In the City Council's view, the built up areas provide better options for new homes as these are sustainable, accessible and make the best use of the urban fabric by changing the nature and quality of places. In essence, location, quality and intensity of development are the three critical components in new housing development in our built up areas.

### **Urban Housing Capacity Study**

**2.10** In accordance with Government guidance, the City Council has identified, through its UHCS, numerous sites within the urban areas that are already developed and/or are derelict or underused that have the potential to accommodate new housing development or mixed-use development that incorporates residential units. The UHCS sets out the process and criteria for identifying the potential housing development or mixed-use development sites.

**2.11** The UHCS demonstrates that there is the potential and capacity within our existing urban areas to achieve the strategic housing requirements set out by the Structure Plan, until 2011. On the basis of this Study, the Council does not need to allocate, or grant planning permission for large new housing development outside the urban areas before 2011. The City Council will ensure that the three critical components of location, quality and intensity of development are implemented to achieve urban renaissance and to improve the character and appearance of the urban fabric. It is the City Council's intention therefore to continue to promote residential development on land that has been previously developed, is derelict or underused within the urban and suburban areas.

**2.12** This part of the Chapter should be read in conjunction with the City Council's economic objectives in Chapter 3. Some of the sites identified in the UHCS are, or have been, in industrial use. These sites are, however, in poor locations and/or do not perform well in terms of their environmental impact and the Council's objectives for residential areas. The City Council has developed the idea of clustering employment sites and allocations for reasons set out in Chapter 3. It is not the City Council's objective to see existing businesses leave the District, but in some cases it may be more appropriate if these were located to more suitable premises within the District, thereby releasing these previously developed sites for new residential development.

**2.13** There are some sites outside urban areas but within villages that are previously developed, used, underused or derelict. Such sites could come forward as large windfall sites if they do not have an adverse impact on the social and physical infrastructure of the villages and surrounding areas and are acceptable in all other respects. These will be assessed against policy H9. Housing development on previously developed land outside the villages will not be acceptable unless there are exceptional circumstances, and where it is sustainable.

**2.14** The City Council considers that the UHCS has the potential to deliver new housing development in sustainable locations to meet housing needs. An indication of the type of development that would be acceptable is contained in the UHCS.

## **Policy H1**

**The City Council will permit residential development on sites allocated for housing or mixed use as shown on the Proposals Map (see also all Insets). On other non-identified sites on previously developed land within the urban areas, planning permission will also be granted unless the particular site makes an identifiable contribution to the economic, environmental or social well-being of the town or District, and there is unlikely to be an excessive supply of new housing development coming forward within the Plan period. In these circumstances policy H3 will be applied. All development will be subject to policy BE1 of the Local Plan, and those sites specified in paragraph 6.62 shall be the subject of a Development Brief.**

### **The Phased Release of Housing Sites**

**2.15** The following section sets out the Council's approach towards managing the release of housing land to avoid an under or over supply of housing during the Plan period. To ensure that there is a consistent and on-target supply of new housing in the District, there will be a yearly monitoring and review process following the publication of the Housing Land Study. This will inform the City Council as to whether there is an adequate supply of housing coming forward and whether additional sites need to be brought forward. To assist in this process, the City Council will consider 1) the rate of development of existing permissions and allocations and 2) the development programme of other sites i.e. assess whether other previously developed sites are coming forward in the short to medium term. If the housing supply in the District falls short of the housing requirements set out in the Structure Plan, and it appears this will result in a material shortfall in meeting the Structure Plan housing requirements, the City Council will phase the release of other housing sites to come forward in the plan period to 2011 in accordance with government guidance.

**2.16** The City Council will adopt a plan, monitor and manage approach to the release of housing land in a fair, consistent and transparent approach as set out above and in line with government guidance which gives priority to the release of previously developed land within the urban area.

**2.17** On a potential housing site that forms either an extension to the urban area, or involves the development of a greenfield site, the City Council will apply sustainability and environmental criteria to test the suitability of the site for housing. This approach will assist in prioritising sites and identifying which should come forward before others. A sustainability checklist will be produced as a supplementary planning document under the local development framework system. Primarily, there will be a sequential approach to releasing previously undeveloped land, starting with vacant land not previously developed in urban areas, which are not covered by other designations or policies, prior to extensions to the urban area as set out in government guidance.

**2.18** The City Council had identified two urban greenfield sites for housing to be placed on a reserve list and to be brought forward if necessary during this Plan period. These sites were allocated for housing in the 1998 Adopted Local Plan. The sites were Mill Lane, Herne Bay (260 units) and Richmond Drive, Herne Bay (40 units). The Mill Lane site was granted conditional planning permission for housing in February 2005 following an appeal against refusal of planning permission. Consequently Richmond Drive is the remaining reserve site and will only be released once the criteria in 1) and 2) of paragraph 2.15 have been fully assessed.

## **Policy H2**

**In addition to the housing provision in Policy H1, a reserve housing provision on land adjoining Richmond Drive, Beltinge is proposed to accommodate up to an additional 40 dwellings in the Plan period up to 2011. The timing of its release will be decided by the City Council, in the light of monitoring. Until then, planning permission for housing development on this site will not be granted, and other development which would prejudice its possible use for housing will not be permitted.**

~~2.19~~— In view of the outcome of the assessment of the HLS, the City Council considers that it is unlikely that the phased release of sites outside the urban areas will need to come forward. However, if the allocation of new greenfield sites, in addition to the reserve site, were found to be necessary, these would be identified through the LDF process.

~~2.20~~— To ensure the correct pace of delivery of new housing in the plan period, in accordance with the phased requirements of the Structure Plan, policy H3 sets out the approach to large unidentified sites which might come forward. Applications for such large unidentified sites will be judged against need (both quantitative and qualitative) and the local plan strategy including environmental and sustainability considerations and a sequential approach to housing sites.

~~2.21~~— Acceptable proposals for housing on unidentified sites will be welcomed where such proposals are part of a comprehensive redevelopment to regenerate a designated area in the plan such as regeneration zones or town centres.

## **Policy H3**

**A managed approach to the release of housing sites will be applied. Proposals for the development of large sites (5 or more dwellings) which are not identified in the plan, will be permitted within the plan period if they do not prejudice the plan's environmental and sustainability strategy, and are acceptable in sequential terms compared with other available sites, or are required to meet a quantitative or qualitative need.**

### **Housing Development on Previously Developed Land**

**2.22** By the year 2008, it is the Government's objective to ensure that at least 60% of all new housing development is built on previously developed, derelict or underused land. The Structure Plan contains an indicative guideline for all new housing development to be built on previously developed land within Kent. The level of housing development on previously developed land in the future will be tested through the LDF process.

**2.23** The City Council produces quarterly figures to assess the percentage of new housing development on brownfield land, and is committed to monitoring these figures and meeting the targets.

### **Setting the Development Agenda**

**2.24** Where necessary the Council will use its Compulsory Purchase Order powers, in partnership with landowners and developers, to help release land for housing within the urban areas that have been identified in the UHCS. This should ensure that there is a continuous stream of sites coming forward for residential development during the Plan

period, and enables the City Council to lead the development agenda, in partnership with landowners or developers, to help meet its housing requirements. Chapter 8 and policy IMP1 set out the City Council's approach to using its Compulsory Purchase Order powers.

**2.25** The City Council has a number of car parks in the urban areas, mostly in Canterbury City. Some design feasibility studies have been carried out as part of the UHCS to assess whether some of the car parks could accommodate residential development on the frontages, or decked over the frontages, while retaining the car parking spaces to the rear. These feasibility studies demonstrate that suitably designed schemes could be accommodated on some of these car parks. These car parks are an important part of the City Council's housing strategy and in order to bring these forward for development in the period up to 2011, a working party has been set up to oversee their development. A parking review is being undertaken and depending on the outcome, there may be possibilities for disposal of some sites in their entirety whilst retaining an element of car parking on the others.

**2.26** The City Council is committed to monitoring and reviewing housing development that will come forward within its urban areas in accordance with the guidance set out by central Government.

### **The Range of Housing Accommodation**

**2.27** In addition to maintaining appropriate levels of housing supply, the City Council will also seek to ensure that the District's housing needs are met now and in the future. The City Council's Housing Strategy focuses on four key aims:

- To maximise the supply of appropriate housing in all tenures to meet identified needs of the District;
- To improve the access to housing and extend housing choice for communities;
- To ensure that the quality of housing is maintained to the highest possible standard; and
- To promote sustainable communities.

Although the previous section of this chapter dealt with the housing supply in numerical terms, the City Council wants to ensure that the Local Plan assists in fulfilling the above aims; in particular the supply of housing to meet identified needs and the promotion of sustainable communities.

**2.28** A significant change in Canterbury's household make-up will arise from the demand and need for affordable dwellings, smaller households, 'key worker' housing and also for student accommodation. Student and other accommodation are dealt with more fully in paragraphs 2.45 and 7.81. This demand is accentuated by choice, living habits and preferences and will affect the future provision of the type, tenure, size and location of new housing.

**2.29** Affordable housing is defined as housing which is accessible to people whose incomes are insufficient to enable them to purchase or rent adequate housing locally on the open market. The term affordable housing includes both low cost market and subsidised housing and includes a range of different tenure types and models to meet these needs. This includes registered social landlord rented homes, key worker homes for sale or rent at below market levels (available principally to employees involved in work essential to the local economy and local services), and shared equity homes.

**2.30** The mix of tenures, sizes and types of homes provided on any particular development will be required to reflect local needs. This should also encourage social

cohesion and the creation of balanced and higher density communities. Different tenures, different sized households and creative quality design are necessary therefore, in particular in areas of higher density such as around town centres and good public transport interchanges in the urban areas, to provide for the range of accommodation needed and to promote social mix.

**2.31** For the above reasons when the City Council grants planning permission for new housing development on sites specified in Policy H4, it shall expect a mix of market and affordable housing, smaller households and tenures. This will be achieved through planning conditions, negotiation and legal agreements.

**2.32** The amount of affordable housing to be produced will be determined by local need and the circumstances of a particular site, and will be the subject of negotiation between the Council and applicant. To assist the negotiation process the City Council has produced Supplementary Planning Guidance on the levels of affordable housing that would normally be required on appropriate sites, which is at present 30% of the overall provision. The Council is committed to a continuous review of the affordable housing needs through regular surveys and assessments, to enable the Council's Supplementary Planning Guidance and negotiation to be a proper reflection of District need and affordable housing requirements. As such, the 30% level may change over the Plan period in response to Government Guidance. The City Council is preparing a Supplementary Planning Document on Development Contributions that will address the issue of affordable housing provision and will replace the existing guidance when adopted.

**2.33** Housing Needs Surveys have demonstrated (which is recognised in the Council's Housing Strategy) an exceptional requirement for affordable housing in the District. In accordance with Government guidance, the Council will set a lower threshold for the provision of affordable housing on certain sites. The provision of affordable housing on the sites set out in Policy H4 will be required at a level of 30% of the overall amount on proposals of 15 or more dwellings. On all other sites, the 30% level of affordable housing will be required on appropriate sites.

**2.34** To assist the creation of balanced and sustainable communities new housing accommodation should be provided alongside other social and physical infrastructure, to ensure that existing infrastructure capacity is not exceeded and made worse by new development. Integral to encouraging balanced and sustainable communities are measures to provide access to public transport, education, health and other public services, measures to prevent crime, leisure and recreation and a strong environment that will aid sense of place and community. New housing development shall be expected to make reasonable provision towards improving social and physical infrastructure.



#### **Policy H4**

**The City Council will seek the provision of affordable housing and mixed housing types and sizes on all appropriate sites, which will be related to housing need and will take account of prevailing market and site conditions.**

**The exception to this general requirement is in respect of the following sites identified on the Proposals Map which will be expected to provide 30% affordable housing**

**where each proposal exceeds 15 dwellings. The proposal shall also provide mixed tenure and at least 10% of the overall provision shall be 1 or 2 bedroom households:**

- **The Tannery, Canterbury**
- **Housing land allocated or identified in a Development Brief in the Canterbury Regeneration Zones**
- **BT Depot, Littlebourne Road, Canterbury**
- **Northgate Garage, Canterbury**
- **Castle Street Car Park, Canterbury**
- **Hillborough Farm, Reculver Road, Herne Bay**
- **Petrol filling station and nursery site, Eddington , Herne Bay**
- **Herne Bay Station, Station Road, Herne Bay**
- **Whitstable Station, Railway Avenue, Whitstable**
- **Belmont Road, Whitstable**
- **Golden Hill, Whitstable**
- **Nunnery Fields, Canterbury**

#### **Policy H5**

~~**New housing development of at least 5 dwellings shall make reasonable provision for social or physical infrastructure unless it can be demonstrated that there would be no harm to the existing infrastructure or where the proposal achieves other Local Plan objectives.**~~

#### **Retention of Housing Accommodation**

**2.35** The City Council will seek to ensure the retention, diversification and growth of the existing housing stock across the District to achieve strategic housing targets by 2011, and to achieve a balanced mix of housing accommodation in the District. The loss of housing accommodation conflicts with one of the City Council's primary objectives. Where possible any loss of housing accommodation will be resisted unless there is an overriding justification, or where the particular proposal fulfils other Corporate Plan objectives. For example, the conversion of existing dwellings to other types of residential accommodation may fulfil another Council objective.

## **Policy H6**

**The City Council will permit the loss of housing accommodation only where:**

- a) The existing accommodation is unsuitable for residential use; or**
- b) The existing residential accommodation is incompatible with adjoining uses; or**
- c) The change of use will ensure the retention and refurbishment of a building which makes a significant contribution to the character or appearance of the area, where it could not be achieved if the residential use remained; or**
- d) The proposed use will meet an identified community, business, tourism, or other residential need, which would be compatible with the character and amenity of the area.**

### **Additional Housing Accommodation**

**2.36** The City Council is committed to achieving a good balance and mix of housing types and tenures across the District by widening housing opportunity and choice. This should ensure that new housing development encourages our communities to be mixed, socially inclusive and balanced.

**2.37** The design and layout of new residential development should be of a high quality and should seek to make the most efficient and best use of the land. The City Council's objectives for residential development are set out in Chapter 6 of the Local Plan.

**2.38** The City Council believes that development in the City or coastal towns should reflect their context in terms of design, layout and space. Within the City and coastal town centres new development should incorporate a mixed use and should, where appropriate, contain a residential component, see policy TC2. The Urban Housing Capacity Study has identified some sites but there will be other sites that will come forward for new development. This should ensure that there will be an increase of accommodation for single person households, the creation of more mixed and balanced communities and will bring about a renaissance of our centres outside of normal working, shopping or visiting hours.

**2.39** The City Council positively encourages bringing back into use homes that have been empty for more than six months or properties that have remained vacant for a significant period, to assist the provision and variety of residential units in our built up areas; to maintain and maximise the supply of housing in the District; and to make more efficient use of existing buildings. This includes vacant floors suitable for residential use above other uses.

**2.40** The number of homes in the District that have remained empty for more than six months is very low and is approximately 0.3% of the existing housing stock. The City Council's Corporate Housing Strategy is to keep this figure low by reducing the number of empty homes by at least 5% each year, by seeking to use positive measures to encourage landowners, landlords or tenants to bring homes into use. The City Council is committed to its Empty Homes Strategy and keeping the Corporate Housing Strategy under regular monitoring and review.

**2.41** Some empty homes could help to meet a temporary housing or community need, and some larger houses could be used more efficiently to meet smaller housing needs by conversion into smaller homes.

**2.42** When there are physical alterations to premises proposed, the City Council will seek to encourage separate access to the upper floors of buildings to retain, or make provision for, the future use of the upper floors for residential purposes.

**2.43** Where changes of use to the ground or upper floors of premises are concerned, and where there is a dwelling on a floor above, the City Council will discourage uses which will make the upper floors incapable of self-containment or unsuitable for living in, by not making provision for separate access to the upper floor or through environmental nuisance or the erection of extensions or equipment.

**2.44** The City Council also encourages the residential use of vacant properties providing the use does not conflict with other Local Plan policies and is located within reasonable distance of local amenities, shops and public transport.

#### **Policy H7**

**The City Council will grant planning permission for otherwise acceptable proposals to bring empty residential property into more efficient residential use and vacant properties, including underused spaces above shops, into residential use, unless:**

- a) The intensity of the proposed residential use is such that it will have an adverse impact on the amenity of nearby properties and/or lead to a significant increase in on-street parking prejudicial to highway safety;**
- b) There will be an adverse impact upon the character or appearance of an area, or a statutory listed building; and**
- c) There will be conflict with other Local Plan policies or there is a conflict with nearby uses in locations unsuitable for residential use.**

#### **OTHER HOUSING ACCOMMODATION**

**2.45** To help improve diversification of residential accommodation in the District, the City Council encourages the provision of other residential accommodation to meet the needs of the District, such as nursing homes and student accommodation, or other uses which are residential in nature but do not fall into the definition of a dwelling house. These types of development can add to the attraction and vitality of urban areas, improve the residential mix of accommodation and encourage people to live in and stay within the District. Where possible, new residential accommodation for students should be self-contained and allow for flexibility in use.

**2.46** The location of these types of development is important, as the use should be compatible with surrounding uses and not impact on wider residential amenity, the character of the area and should be accessible to local shops, services and other public facilities.

**2.47** Proposals for other residential accommodation will be judged against the criteria contained in policy BE1.

#### **~~GYPSY AND TRAVELLER SITES~~**

~~**2.48** Gypsies are defined as “persons of nomadic habit of life whatever their race or origin” (Caravan Sites Act 1968). Government guidance provides for the provision of sites for gypsies and the land use, environmental, locational and management factors to be taken into consideration.~~

~~2.49~~— Canterbury City Council has no statutory duty to determine how many Gypsy sites are provided within the District. However, the Housing Act 2004 and the ODPM circular 01/2006 “Planning for Gypsy and Traveller Caravan Sites” published February 2006, recommend that local housing assessments will need to take into account the needs of gypsies and travellers. This will be addressed in the next local housing assessment. The City Council will follow the provisions of the new circular and the needs of gypsies and travellers will be reviewed as part of the review of the housing chapter under the Local Development Framework system. The City Council will look at the need to meet accommodation for gypsies, in accordance with Government guidance by first considering location in or near existing settlements, providing:-

~~(i) Where it is outside an existing settlement, it is within a reasonable distance of local services e.g. shops, hospitals and schools;~~

~~(ii) Where the site is on the outskirts of a built up area, that care is taken to avoid encroachment on the open countryside.~~

~~(iii) If location outside an existing settlement is unavoidable, the form and extent of the accommodation does not adversely affect the visual or other essential qualities of an AONB, SSSI, national or local nature reserve, or other area of landscape significance designated in the development plan.~~

~~2.50~~— The City Council adheres to Structure Plan guidance on the provision of gypsy sites. The City Council has one permanent gypsy site in the District at Vauxhall Road, Canterbury. There is also single gypsy accommodation around the District.

~~2.51~~— The City Council has signed up to the Kent County Management Protocol for Unauthorised Encampments. Most pressure in Canterbury for gypsy sites is seasonal, and often gypsies need temporary, not permanent, use of land thus flagging up a possible need for transit site provision. At present, the City Council considers that, without having conducted any needs assessment on the issue, the existing gypsy caravan site is sufficient public site provision to meet the long term need for gypsies to have permanent established base from which to conduct their nomadic lifestyle but in the absence of a needs assessment the City Council recognises that there may be a need for a transit site or sites in the City Council area. However, the needs of gypsies and travellers will be reviewed under the new Local Development Framework system as part of the general housing review. The City Council will follow the guidance set out in ODPM circular 01/2006 “Planning for Gypsy and Travellers Caravan sites”.

~~2.52~~— The City Council will therefore permit the provision of gypsy caravans on appropriate sites where the need is established to be seasonal or temporary, and on non-sensitive or non-protected sites, in accordance with policy objectives in the Structure Plan. If as a result of the collation of local housing needs assessments from across the Region, including from the City Council’s detailed exercise, the Regional Planning Body require the District to accommodate additional permanent sites, then criteria a) to e) of policy H8 will be applied. This criteria will also be applied to planning applications submitted for individual private “permanent base” gypsy and traveller sites. The definition in circular 01/2006 of “gypsy” will apply to determine whether an applicant has “gypsy” status.

### **Policy H8**

~~In considering applications for seasonal or temporary use of land by Gypsies and Travellers, planning permission will only be granted if the following criteria are met:~~

- ~~a) The use of the site should not have an adverse impact on residential amenity or existing buildings or uses, either by the close proximity, activities or operations on the site which would be detrimental to the surrounding area;~~
- ~~b) If location outside an existing settlement is unavoidable, the form and extent of the accommodation does not adversely affect the visual or other essential qualities of an AONB, SSSI, national or local nature reserve, or other area of landscape significance designated in the development plan.~~
- ~~c) Where the site is on the outskirts of a built up area, that care is taken to avoid encroachment on the open countryside.~~
- ~~d) The site should be well related to and within a reasonable distance of local services and facilities – shops, public transport, schools, medical and social services, particularly where it is outside an existing settlement; and~~
- ~~e) Access to the site should not be detrimental to highway safety for vehicles and pedestrians, and should not conflict with other transportation policies or objectives.~~

~~Applicants claiming gypsy and traveller status will have to show that they meet the definition in Circular 01/2006 in order for their gypsy or traveller status to be taken into account. Any planning permission will have permitted development rights removed.~~

## **HOUSING OUTSIDE URBAN AREAS**

**2.53** The City Council's assessment of whether there is capacity within existing urban areas to accommodate additional housing and the efficiency with which land is developed has been carried out through its UHCS. Based upon this Study, existing planning permissions and allocations and the trend of windfall development that is likely to come forward, it will not be necessary to allocate sites outside the existing urban areas for any housing redevelopment in the Plan period. The City Council recognises however that not every site identified is likely to come forward within the Plan period (2001-2011), and that is why it is committed to annual monitoring and review of how the District is achieving its strategic housing requirements through the Local Development Framework process.

**2.54** In rural areas, outside the urban areas, housing provision is restrained by national and Structure Plan policies. Some minor development is permissible within existing villages and exceptionally in the open countryside, outside these villages. Replacement houses or extensions to houses in the countryside are addressed in policy HP5 and HP8 of the Structure Plan.

### **New Housing in Villages**

**2.55** The District contains villages of varying sizes and character. Some villages may have the potential for some limited minor housing development or infill development, consistent with the scale of the village. Infilling is generally defined as the completion of an otherwise substantially built up frontage by the filling of a narrow gap. However, infilling may not always be acceptable as open spaces between development can often make an important contribution to the character and setting of the village. Minor development needs to be considered in context with the size and character of the village it is planned for. For example,

a proposed development of a vacant site with five to ten homes within a larger village might be considered acceptable minor development. Therefore, the scale, quality and location of appropriate minor development will be dependent on the individual characteristics of each village. The City Council does not identify the built confines of villages by a line on the Proposals Map, as to do this would infer that any vacant plot within this boundary is suitable for development, which may not necessarily be the case as the openness could be part of the character of the village.

**2.56** Since the 1998 Adopted Local Plan, development in excess of minor development has taken place in Chartham, Hersden, Littlebourne and Sturry. Chartham and Hersden in particular, have seen large scale developments at St Augustine's and land west of Hersden which are now nearing completion. These villages are no longer seen as suitable for such development for the period of this local plan up to 2011. The only exception to this would be where development is needed to meet an identified local need such as affordable housing. Given the sequential approach to the location of new development as set out in PPG3, the City Council has sought to concentrate new residential development on previously developed land within the three main urban areas of Canterbury, Herne Bay and Whitstable. Therefore, the City Council considers that new residential development in all those villages listed below should be limited to minor development only.

|                |                   |
|----------------|-------------------|
| Adisham        | Lower Hardres     |
| Barham         | Patricbourne      |
| Bekesbourne    | Petham            |
| Bishopsbourne  | Rough Common      |
| Blean          | Shalmsford Street |
| Bossingham     | Stodmarsh         |
| Bridge         | Sturry            |
| Broad Oak      | Tyler Hill        |
| Chartham       | Upper Harbledown  |
| Chartham Hatch | Upstreet          |
| Derringstone   | Waltham           |
| Fordwich       | Westbere          |
| Harbledown     | Wickhambreaux     |
| Hersden        | Womenswold        |
| Hoath          | Woolage Green     |
| Ickham         | Woolage Village   |
| Kingston       | Yorkletts         |
| Littlebourne   |                   |

**2.57** There will be some instances where brownfield land within villages becomes available for development, where the nature of the proposals constitutes more than minor residential development. In these circumstances, the impact of a housing scheme would need to be fully assessed prior to the proposal being acceptable in principle.

### **Policy H9**

**Planning permission for new residential development, in excess of minor development, on previously developed sites within villages, will only be granted where:**

- a) An appraisal has been carried out to ascertain that the development will not have an adverse impact upon the existing social and physical infrastructure of the village and surrounding area;**
- b) The development has regard to the character and appearance and historic environment of the village;**
- c) The development does not conflict with other Local Plan design or environmental objectives;**
- d) A Development Brief has been prepared in advance of any determination of a planning application to ensure the proper planning of the area.**

### **Housing for Local Needs in the Countryside**

**2.58** The City Council recognises that in certain circumstances housing should be provided in the countryside to meet an identified housing need. This need should be based on an up-to-date housing needs survey carried out in conjunction with the Parish Council or local residents in places where no Parish Council exists. People with family or employment connections in a village or parish should not be forced to move away from such areas to find housing. Housing to meet the local needs of rural communities is an important objective of the City Council in support of a living and working countryside with inclusive rural communities. In some villages and rural communities there is an existing supply of this form of housing. The City Council wants to be responsive to the need for rural housing identified through studies and in consultation with the Parish Councils and local rural communities. This approach is consistent with the City Council's Corporate Housing Strategy for rural housing, which seeks to promote increased housing choices particularly for those on low incomes and to support communities through linking local housing with employment, education, transport and supply networks.

**2.59** A family or employment connection is one where: someone has been living in the community through choice for at least five years, the exact period shall be assessed with Parish Councils; someone who has close family living in the community for at least five years or someone who has a special reason for needing to be living in the community, for example, the need to give or receive support.

**2.60** The City Council has chosen not to allocate sites for rural affordable housing, but supports the Structure Plan policy HP8 to allow exceptions where local circumstances merit it. This would also prejudice the work on the consultation that is necessary to identify change in local need. However, the City Council will apply the criteria in paragraph 2.58 to 2.61 to assess schemes that come forward. The City Council will make any planning permission subject to a legal agreement to ensure that those people who are considered to be a priority for new local needs housing will be chosen in a sequential way. This will be done in conjunction with the Parish Council on the basis of the need within the parish, neighbouring parishes and the wider area.

**2.61** In the case of low cost houses for sale it is important to ensure that the purpose of the scheme is maintained in perpetuity, and that the dwellings are not sold on by the first occupants at full market value: an occupier should be prevented from being able to own the

dwelling outright. This is achieved through shared equity and for this reason the scheme will normally be managed by a Registered Social Landlord.

### **Agricultural Dwellings**

**2.62** To avoid the spread of speculative new buildings, new housing in the countryside is unacceptable in principle unless there are exceptional circumstances. One such exception is the need for new homes for agriculture workers who generally need to live near to livestock or an agricultural enterprise, and the size of the dwelling reflects the accommodation needs. Policy HP5 of the Structure Plan sets out when development, other than that at small rural towns and villages, may be seen as an exception.

**2.63** To establish genuine cases, functional and financial tests are likely to be required, in accordance with Government guidance and PPS7 Annex A. The functional test should establish whether new homes are required for workers in agriculture, forestry or like countryside occupations with a demonstrable operational need to live near to their rural enterprise. Consideration will be given to existing and future requirements of the enterprise and the number of workers who meet this need. The need for the dwelling should be related to the needs of the enterprise rather than personal circumstances. The size of the dwelling should also relate to the needs of the enterprise. Financial tests are likely to be used if the functional test is not conclusive and will be dependent on the individual circumstances. The City Council will determine applications having regard to the Government guidelines in PPS7.



## CHAPTER 3: BOOSTING OUR LOCAL ECONOMY

### OUR OBJECTIVES

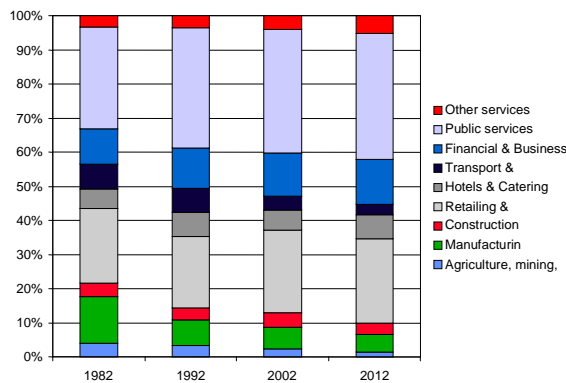
3.1 The City Council's objectives for boosting the local economy are:

- To maintain and boost the Canterbury District's position as one of Kent's largest and most significant local economies;
- To diversify the economic base and promote opportunities for the development of new enterprises;
- To support and maintain the urban and rural economies;
- To support the development of both existing businesses and knowledge-based, high value-added activities in the District;
- To protect and promote the economic development of Herne Bay, Whitstable and the Hersden area;
- To increase average earnings in the District; and
- To improve the range of employment opportunities.

### THE CANTERBURY ECONOMY

3.2 The Canterbury District is an important sub-county employment centre in the heart of East Kent. The District is also the second largest local authority area in Kent by population, with a population of 135,278 (Census, 2001). The District encompasses 30,885 hectares of land and includes the City of Canterbury together with the coastal towns of Herne Bay and Whitstable.

3.3 Our District is one of the largest economies in Kent, which in 2000 was worth over £1.4 billion and retained 4,761 companies providing over 60,000 full and part time jobs. The District's employment structure in 1982, 1992, 2002 and projections for 2012 are illustrated below.



Source: Annual Business Inquiry (2002), British Strategies Ltd (BSL)

**3.4** The public sector (e.g. education, healthcare) and retail sector are significant employers in the area, employing 36.4% and 24.4% of employees respectively. National trends and forecasts augmented by major improvements to the District's retail capacity suggest that the retail sector may grow strongly on the back of steady consumer spending growth over the period of the Local Plan.

**3.5** Tourism is a key component of the District's economy and represents an estimated 10% of employees in the economy, although these are dispersed across various local business sectors (e.g. retail, business services, hotels and catering).

**3.6** The financial and business services (sometimes called 'professional' services) also significantly contribute to the District's economy. This sector, which is largely concentrated in the City of Canterbury, employs an estimated 13% of local employees and is an important generator of wealth in the economy. As shown above, early economic forecasts indicate continued growth in financial and business services, in both high value-added services (e.g. consultancy) and lower value-added, often part-time based, service activities.

**3.7** The District's manufacturing base is primarily located in its coastal towns. The local manufacturing sector is likely to face increasing global economic pressures over the period of the Local Plan, as reflected by diminishing projected numbers of employees in local manufacturing between 2002 to 2012.

**3.8** Against this source background, successive pieces of research including annual Kent Economic Reports (Local Futures Group), have highlighted a number of challenges to local economic competitiveness:

- Aspects of the District's economy are under-performing those of the county and the region. For example, according to official figures, local employment growth has been much slower than County, regional and national employment levels. One explanation could be the District's lower than average proportion of companies in the finance and high-technology sectors - industries that have been the major contributors to the South-East's growth over the last five years (FPD Savills 2002). National trends suggest sustained growth in business services, but the District needs to be pro-active in both responding to local professional services sector needs and harnessing wider economic trends;
- The stock of local VAT registered businesses experienced only modest growth compared to county, regional and national trends between 1994 and 2003. Therefore this plan needs to help to increase the number of new local businesses by providing favourable conditions for existing firms to thrive;
- The District's dependency upon consumption-driven sectors such as tourism and retail has two main implications: firstly, the jobs traditionally offer relatively low levels of earnings and secondly these sectors are particularly vulnerable to downturns in the economic cycle and the associated decline in consumer confidence and spending. The economic base of the District should therefore be diversified to both counteract this economic vulnerability whilst still fostering new opportunities in the tourism related industries;
- Much of the District's knowledge-based employment is concentrated in public sector-related organisations - with the District's three higher education establishments being the main source of this employment. These particular knowledge-based sectors are frequently characterised by relatively low earnings. This explains the mismatch

between residents and local job opportunities (highly educated residents and some of the lowest paid jobs/vacancies in South East England). For example, average workplace gross weekly earnings for Canterbury in 2005 were £364.40. This is the second lowest level of any District in Kent and is £26 less than the Kent average (Annual Survey of Hours and Earnings, 2005). This in turn may have resulted in difficulties in retaining skilled graduates. The Local Plan seeks to address these issues by preparing the ground to facilitate more diverse and better-paid local employment opportunities.

**3.9** The City Council through this Local Plan needs to respond to these challenges and issues by providing the framework necessary to establish proposals and policies that ensure a healthy and sustainable economy. The plan therefore prepares the ground for an increase in the number and influence of knowledge-based industries and high quality business opportunities.

**3.10** Real benefits will be accrued for the Canterbury District, East Kent and the wider Kent area if the unique higher education resources that the District has to offer can be used to lever the development of commercial knowledge-based enterprises in the area.

**3.11** Due to its many unique characteristics the District is well placed to act as a conduit for delivering a more robust employment structure in East Kent. This is achieved through the allocation of key strategic development proposals that will stimulate latent enterprise and innovative capacity in the District and wider East Kent area.

**3.12** The Thanet/Dover Spatial Development Initiative, subject to approval from the European Commission agreement, will activate 2,000 acres of subsidised industrial land in the Sandwich/Richborough corridor over the next 15-20 years. It is important that the Canterbury District complements this initiative and provides opportunities in the knowledge economy best suited to this District's key advantages.

**3.13** In order to adapt and respond to these circumstances, policies are required that provide an economic stimulus for Canterbury to offer a commercial product distinctive from other areas.

**3.14** The District must capitalise on its strengths - through promotion of its world-famous image, quality environment, university ties and highly educated population, to highlight Canterbury as a location for knowledge-based industries and develop suitable premises accordingly. By tapping into this potential, the promotion of a more diverse economy, will safeguard against the dependency on 'consumer driven' service sectors.

**3.15** Measures to maximise the benefits to local people of new business development ventures will be sought through legal agreements and will include employment training, life-long learning and the broadening of the Districts' skill base.

## **THE ECONOMIC STRATEGY**

**3.16** The City Council's economic land use strategy draws on guidance contained within the RPG9, the Regional Economic Strategy, the Kent and Medway Structure Plan, the emerging themes and priorities in the Community Strategy and other plans and strategies that have an impact on the economic development of the District.

**3.17** In addition, it reflects the aims of the District's economic strategy which was developed in partnership with the local business community and in conjunction with the district's Local Strategic Partnership.

**3.18** The economic land use strategy has also been informed by two studies, commissioned by the City Council and produced by independent consultants. The first of these, conducted by Angle Technology, looked at the potential for developing and expanding the district's knowledge-based economy. The second study undertaken by FPD Savills assessed the need and demand for business accommodation (office, research & development and light industrial) within the district. The findings of both reports are reflected in the City Council's economic land use strategy that is set out as follows:

(i) To protect and promote the economic development of the district and in particular, Herne Bay, Whitstable and Hersden following their designation as Priority Areas for Economic Regeneration (PAERs) and a 'Rural Priority Area' in RPG9. The Plan will facilitate this by:

- Safeguarding sites in existing employment use and in strategic locations;
- Allocating additional employment land to ensure the continued provision of employment opportunities within the district and particularly the PAERs (and to offset any loss of existing poor employment sites to housing redevelopment);
- Preparing a local Community Plan for Hersden to identify regeneration objectives and activities to be implemented in partnership with the village community and other main stakeholders;
- Developing and diversifying the contribution of tourism to the local economy.

(ii) To promote the development and growth of high value-added enterprises centred on knowledge-based industries, drawing on the Higher Education Institutions (HEIs) within the District and the widely recognised 'Canterbury image'. The Plan will facilitate this through:

- The allocation and promotion of a Business Innovation Park development (including incubator space and land for expansion) on the campus of the University of Kent at Canterbury.

(iii) To encourage further diversification of the local economy by:

- Identifying further opportunities for high quality business development to retain and encourage high value-added growth businesses within the District;
- Allocating sites on the Proposals Map for development of high quality business accommodation;
- Encouraging the development of new enterprises;
- Promoting innovative design-led schemes that encompass the principles of sustainable development.

(iv) To attract inward investment to the District by:

- Taking a positive approach to new economic activities, particularly those aimed at knowledge-based and high-value added occupiers.

## **PROTECTING AND PROMOTING THE ECONOMIC DEVELOPMENT OF THE DISTRICT AND THE PRIORITY AREAS FOR ECONOMIC REGENERATION**

### **Safeguarding Existing Employment Sites and Premises**

**3.19** Retaining the District's existing major employers and its provision of employment land (B class) are important tools in ensuring the District benefits from a range of employment sectors. A significant number of important local employers are likely to make major reinvestment decisions over the period of the new Plan. Therefore, wherever possible, the Plan must help bring about reinvestment within the District.

**3.20** Employment land allocations and employment clusters build on existing concentrations of economic activity on main transport routes to provide accessible employment. Allocations within the Local Plan, have been identified across the District to help reduce the overall need to travel long distances to work and to enable similar development to be located together. This can promote the identity and value of a site, sustainability and shared infrastructure and management costs.

**3.21** The Breach Farm site is considered to provide a valuable opportunity to meet the employment needs of the rural areas in the south of the District. However, the Council is also of the view that there should not be any significant expansion of the existing complex. Thus the employment floorspace will be capped at the current level (estimated to be 3500 sqm, excluding the historic buildings at the frontage of the site).

**3.22** The Plan seeks to protect existing and allocated employment sites for Class B activities. These are detailed below:

**Canterbury District:**

- Highland Court, Bridge
- Lakesview International Business Park / Canterbury Industrial Park, Hersden
- Breach Farm, Barham

**Canterbury City:**

- Vauxhall Road
- Marshwood Close
- Station Road West
- Kent messenger building St George's Place
- Land at Dane John Works Gordon Road

**Whitstable:**

- John Wilson Business Park
- Joseph Wilson Business Park
- St. Augustines Business Park

**Herne Bay:**

- Eddington Lane
- Hillborough
- Land at Hawthorn corner Hillborough (office use)

**Policy ED1**

**The Council will not permit the loss of existing allocated employment sites or clusters, allocated on the Proposals Map (see also Insets 1, 3, 4 & 5) except where part redevelopment for other uses would trigger the development of one of the District's other key employment sites identified in the Plan and/or secure the reinvestment of an existing significant employer within the District.**

**Providing Additional Employment Opportunities**

**3.23** The Kent and Medway Structure Plan policy EP2 sets out as a guideline the amount of employment floorspace (Classes A2/B1 and B2/B8) that the District should seek to provide between 1991 and 2011. In order to meet Structure Plan guidelines for employment land supply in the District, between 2001 and 2011 there appears to be a need to provide an additional 4.67 hectares of employment land along the coast, which takes into account a

current shortfall in office floorspace (Class A2/B1 use) and a current oversupply of industrial and storage floorspace (Class B2/B8 use).

**3.24** Employment land is allocated in the Local Plan to accommodate the loss or relocation of sites to housing development within the urban areas. By allocating and protecting a range of sites (and premises) with differing characteristics across the District, the allocations in the Plan enable a wide range of economic activity to continue to take place, and these allocations enable the diversity of employment land to be spread across the District.

#### **Priority Areas for Economic Regeneration**

**3.25** According to RPG9, PAERs are pockets of deprivation with regional significance that experience difficulties such as above average unemployment, high levels of social deprivation, low skills levels, dependence upon declining industries, peripherality and insularity. These areas require tailored regeneration strategies supported by appropriate resources to address their problems and maximise their contribution to the social and economic well-being of the region.

**3.26** This plan has an important role in implementing PAER strategies for Herne Bay and Whitstable, through the designation of employment sites, reuse of brownfield sites and addressing of transport access issues. It also sets out the policy for regenerating the Rural Priority Area that was previously identified at Hersden.

#### ***Herne Bay and Whitstable***

**3.27** The PAER strategy looks to coordinate projects and policies to address economic regeneration. The Local Plan responds to this by identifying sites for employment and projects for enhancement within the towns.

**3.28** A Single Regeneration Budget (SRB) project was secured for the wards of Heron and Harbour under the SRB6 programme. These complement the overall strategy set out in the Local Plan as defined in this Chapter and Chapter 4.

#### **Highland Court, Bridge**

**3.29** An area at Highland Court, Bekesbourne with Patribourne, is in existing employment use. This part of the District lacks an employment base and the City Council considers that it is important to make provision for one, while offering the opportunity for a small employment expansion within the overall complex to attract further investment and to enable employment land to be safeguarded. The site lies within the North Downs Area of Outstanding Natural Beauty (AONB), and the Highland Court Conservation Area.

**3.30** The Highland Court complex of buildings should, as part of an overall development package, be reused and made available to small business units and companies to foster economic growth, and to make proper and a more efficient use of existing floorspace.

**3.31** An expansion of employment land is therefore identified on the Proposals Map, on the basis that the site overall is improved in appearance and existing buildings are used more efficiently. As such, a Development Brief will be required as part of a proposal for the additional employment land, to incorporate the whole complex as part of a comprehensive scheme. This Brief shall include a landscaping strategy and comprehensive vehicle parking arrangements for the whole site.

**Policy ED2**

Land at Highland Court is allocated on the Proposals Map for employment purposes, subject to the following criteria:

- a) The whole site shall come forward as part of a comprehensive scheme, including proposals for refurbishing the existing buildings;
- b) The proposals meet policy BE1 of the Local Plan on design; and
- c) A Development Brief for the whole complex shall be required as part of development proposals for this site, incorporating a landscape strategy and comprehensive vehicle parking arrangements for the whole site.

**St Augustine's Hospital, Chartham**

**3.32** The remaining part of the St. Augustine's Hospital site at Chartham had been allocated in the previous Local Plan (1998) for mixed-use business/leisure development. It is important to ensure that there remains a mix of uses in this location as part of the overall development of the wider area, and to ensure that the mixed use achieves sustainable development.

**3.33** Any proposal on the site shall either re-use the existing buildings, or replace them with no net gain in building footprint. Given the site's location within the Special Landscape Area and at the edge of the Kent Downs Area of Outstanding Natural Beauty, any proposal will be subject to an approved Development Brief. The aim should be to achieve respect for the intrinsic landscape value of the site and surrounding land through conscious design, minimising the visual impact of all new construction seen from nearby or far viewpoints.

**Policy ED3**

Land at St. Augustine's Hospital, as shown on the Proposals Map, is safeguarded for business and/or leisure development, where the primary use of the land shall be for employment purposes. The following criteria shall be met:

- a) There shall be no increase in the building footprint;
- b) The proposal shall be subject to a landscape assessment;
- c) The proposal shall meet design and highway safety objectives; and
- d) The proposal shall be in compliance with an agreed Development Brief for the site.

**Hersden**

~~**3.34** Hersden has been identified in RPG9 as a 'Rural Priority Area'. This regional designation recognises Hersden's basic need as one of regeneration, and regeneration programmes have been pursued~~

~~**3.35** The village of Hersden (formerly known as Chislet Colliery village) designated as part of the Kent Rural Development Area, only began to attract regeneration activities with the successful Former East Kent Coalfield bid for SRB Round 3 funding in partnership with Dover District Council in 1999.~~

~~**3.36** The Hersden community has benefited from some regeneration projects since 1999, but there is still further regeneration required to tackle problems associated with low wage~~

~~earnings, limited housing opportunities, poor infrastructure and social and economic deprivation.~~

~~3.37 The allocation of the Lakesview Business Park as part of the previous Local Plan, the protection of existing employment space and the recent construction of housing development to the west of the village will ensure that investment will focus on the village to bring additional community infrastructure and benefits, as well as a better mix of housing.~~

~~3.38 To achieve further regeneration objectives for the village, the City Council will work with partners on the Local Strategic Partnership to prepare a Community Plan for the village. This process will set objectives and bring about investment into the community. The process of arriving at these objectives will be carried out in consultation with the Herston community. Work has already taken place, through well-attended Community Planning Days, to involve the community in identifying what objectives should be met and how it would like to see the village evolve in order to meet these objectives.~~

#### **Policy ED4**

~~A Community Plan will be prepared for through consultation with the local community and other key partners, to identify initiatives to regenerate the area, identify the scale and format of any new development and means of delivering projects and programmes.~~

#### **Canterbury East**

3.39 The area west of Canterbury East Station is either in industrial use or remains vacant. To ensure that this site retains its contribution to the local economy it is allocated for employment purposes. In addition, the Kent Messenger building in St George's Place should be retained for employment/office use.

#### **Policy ED5**

**New allocations for employment/office use at Canterbury East Station and Kent Gazette building have been identified on the Proposals Map. These sites fall within the Canterbury East Regeneration Zone.**

#### **Whitstable**

3.40 The City Council is concerned that those employment sites within the coastal towns that are identified within the UHCS for their potential for housing should not be lost in the District, but rather accommodated elsewhere on more appropriate sites at employment clusters.

#### **Herne Bay**

3.41 At Eddington additional employment land is allocated to ensure that those existing uses are given adequate protection as employment sites and contribute to the overall clustering of other employment uses in the area:



**Policy ED6**

**An extension of 1 hectare to existing employment land has been allocated at Eddington Lane and is shown on the Proposals Map.**

**TOURISM DEVELOPMENT**

**3.42** The estimated direct tourism expenditure accruing to Canterbury District in 2003 was approximately £257 million. 61% of this expenditure was generated by an estimated 5.5 million day visits to the District, while 39% was generated by an estimated 580,000 domestic staying visitors. The City Council therefore considers that tourism is a key component in the economy of the District, while also providing employment opportunities.

**3.43** Tourism is promoted in this Local Plan in Chapter 4 and Chapter 5, where it is recognised that tourism can add to the vibrancy of the countryside, in addition to the rural economy.

**3.44** The tourism market also plays a significant role in securing funding for regeneration projects in both urban and rural areas of the District, which in turn bring revitalisation and diversification of the economic, as well as the social, well-being of the community.

**3.45** The City Council will therefore promote and support proposals for tourism development that contribute to the District's economy, as set out in policy TC7 of the Local Plan.

**Touring Caravan Sites**

**3.46** In response to the first deposit draft consultation stage of the Local Plan review, representations were made in recognition of the role that touring caravan sites can make to the local economy. The touring sites are predominantly located along the coast, but they also serve the rural economy and can help to maintain the vibrancy of the countryside.

**3.47** The City Council will seek to protect existing touring sites that make a recognised contribution to attracting visitors to the surrounding area, and encourages their upgrading and expansion, subject to design and environmental considerations.

**Policy ED7**

**The City Council will grant planning permission for new touring sites within the District or the expansion of existing sites, subject to Policy BE1 of the Local Plan. The Council will not permit the loss of existing sites unless it can be demonstrated that the use of the site does not make any positive contribution to the local economy.**

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**PROMOTING THE DEVELOPMENT AND GROWTH OF HIGH VALUE-ADDED ENTERPRISES CENTRED ON KNOWLEDGE-BASED INDUSTRIES.**

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**Knowledge-Based Economy**

**3.48** According to the Department of Trade and Industry, a knowledge-driven economy is an economy where:

*“The generation and the exploitation of knowledge has come to play the predominant part in the creation of wealth. It is not simply about pushing back the frontiers of knowledge; it is also about the more effective use and exploitation of all types of knowledge in all manner of economic activity”.*

**3.49** Government policy clearly supports the development of the knowledge-based economy. This objective is also fully encouraged by Regional Planning Guidance and the strategies of the Regional Development Agencies. For instance, RPG9 (policy RE9) establishes that high value-added activities should be actively encouraged, including the grouping of such activities in business clusters where this is economically beneficial and environmentally acceptable. This includes identifying science and technology parks, particularly those close to universities or research facilities.

**3.50** The draft South East Plan establishes provision for a range of sites in support of small and medium enterprises from a variety of economic sectors, including, for example, incubator units and innovation centres, to encourage economic diversity. The emerging Kent Prospects, Economic Development and Regeneration Framework 2006-2012 establishes that innovation, enterprise and competitiveness are vital in driving forward the county's economy, and that the knowledge-driven sectors should be continually supported and nurtured.

#### **Business Innovation Park Development**

**3.51** The District's major education institutions already make a significant contribution to the economy of the Canterbury District. Collectively the University of Kent, Canterbury Christ Church University, the University College for the Creative Arts and Canterbury College inject over £100 million into the local economy each year. They are also collectively responsible for employing almost 3,000 people directly and another 3,000 indirectly through the local spending patterns of the institutions or their employees. The population of approximately 20,000 full-time students from the Higher Education Institutions (HEI's) would be a major resource for the knowledge economy, which demands a plentiful supply of talented people.

**3.52** Research undertaken by Angle Technology Ltd, on behalf of the City and County Councils, South East England Development Agency and University of Kent, assessed the potential for developing and expanding the local knowledge-based economy, and investigated if physical development is required to facilitate this expansion. In order to support the provision for a suitable allocation of land for the development of knowledge-based business in Canterbury District, the work determined the project's viability by assessing whether there is sufficient demand from prospective occupiers to justify the necessary investment in infrastructure, property and supporting management.

**3.53** The report concluded that *“Canterbury has the potential to facilitate the birth and growth of knowledge-based industries through the promotion of a 'knowledge/research park' proposal at Canterbury, subject to local planning and environmental considerations”.*

**3.54** Headline findings drawn from the demand analysis element of the work establish that:

- There is potential demand in Canterbury for about 19,000sqm (200,000sqft) of accommodation for knowledge-based businesses. This notably incorporates an occupancy requirement of 1,900sqm (20,000 sqft) for incubator accommodation, inclusive of an anticipated three year growth of potential knowledge-based start-up companies;

- Generating this level of demand depends mainly on creating a 'knowledge' environment in close proximity to an existing HEI and maintaining a close connection to major private sector Research & Development (R&D) facilities in East Kent. A 'knowledge' environment would create much of its own demand either directly through incubation or indirectly because it would be the most preferable site in East Kent for certain potential occupiers (e.g. bio-technology sector);
- The likely root sources of high growth knowledge-based startup companies in Canterbury are the District's HEI institutions, its connections with prominent existing R&D facilities in the sub-region and former students of the HEI institutions. Other possible sources of potential occupiers would be the relocation of existing local companies and inward investment from companies setting up new operations, plus those companies wishing to be associated with the HEIs;
- Canterbury's proximity to the regeneration areas of East Kent and North Kent, and its links with the M25 and 'Channel Tunnel Hinterland', constitutes a strategic location that offers an opportunity to interact with all of the above sub-regions;
- There is also potential for specific incubated businesses to spin out and act as a catalyst for growth in the more depressed areas of the wider region.

**3.55** In summary, the opportunity for businesses to associate with the District's substantial knowledge base and to benefit from the quality Canterbury name would be attractive to potential knowledge-based start-ups and other potential occupiers. The wealth of higher education research that is offered in the District and the opportunity for businesses to directly draw from this knowledge on a regular basis are the key strengths that would determine this project's viability.

**Policy ED8**

**Land is safeguarded at the University of Kent Campus, as shown on the Proposals Map (Inset 1), for business innovation park development. The proposal shall be subject to a Development Brief, which shall incorporate Design and Transport Statements, and measures to mitigate the impact upon the landscape and traffic.**

**3.56** The City Council is firmly committed to supporting this initiative and regards this as a priority for the economic strategy. There is also a need to assess the wider links to the concept of a business park or the need for additional business floorspace to provide a suitable location for businesses wishing to expand beyond the capacity of the business innovation park and locate within the District. Experience elsewhere in the UK and abroad has shown that the success of these businesses arising from business innovation park development can only be safeguarded in a locality if additional sites are available for expansion. The innovation park development also needs the opportunity to offer firms alternative locations to allow a turnover of fresh businesses, and hence to maximise the potential to attract new innovation.

**3.57** Although this Local Plan is a ten year document, it is important to set out the intentions of the City Council as part of a longer term vision. Critically, the City Council sees the success and full occupation of the proposed business innovation park at the University of Kent Campus as essential to the economic strategy of the District. Further opportunities for investment are encouraged in the high value-added business industry to achieve lasting economic diversification and growth.

## **IDENTIFYING FURTHER OPPORTUNITIES FOR HIGH QUALITY BUSINESS DEVELOPMENT**

### **Office and High Quality Business Accommodation**

**3.58** One of the key priorities of our economic strategy is the need to diversify and improve job opportunities within the district. The City Council is keen to support the provision of good quality business accommodation. This will be important for the local professional services sector, which has aspirations for modern premises, not necessarily met by the current commercial offering in Canterbury. Retention of this sector at Canterbury is important to generate income for the local economy and to assist diversification from an over reliance on the tourism and public sectors.

**3.59** The provision of such accommodation is also important as part of the strategy to support the business innovation park at the University of Kent campus (policy ED8). Experience elsewhere in the UK and abroad has shown that the success arising from innovation centres can only be safeguarded in the locality if additional sites are available for their expansion.

**3.60** To facilitate the preparation of a strategy in this area the City Council commissioned a study from FPD Savills - Property Consultants to assess the demand for business accommodation (office, research & development facilities and light industrial) within the Canterbury District. Approximately 13% of the District's employees work in the financial and business services sector - this being the major driver of the office market. While Canterbury's economy has outperformed that of Kent over the long term, over recent years the structure of the local economy has led it to under perform Kent and the South East. Savills identified that in terms of the office based employment the forecast is for this to grow by 2,700 jobs over the next ten years.

**3.61** Furthermore, the study found that there was an annual average take up of office space in Canterbury in the order of 2,000 square metres per annum. There is something in the order of 6,000 sq metres of office space currently available in Canterbury. However, none of this could be classified as "Grade A" (new offices with modern facilities such as ICT cabling and air conditioning) and there are only two units of over 1,000 square metres available for immediate occupation.

**3.62** The conclusions and recommendations of the report were that there is unsatisfied demand for office space in the Canterbury District area but that the scale and value of this demand would not be likely to support the development of a major, low density, out of town business park. As part of the Savills study a perceptions survey of local businesses was undertaken – the majority of respondents stated that they wanted a new or modern building, and in addition they emphasised an in-town or edge-of-town location. In suggesting options to respond to the study, the consultants noted that due to the pressure to meet housing targets, previously developed sites are likely to be developed for residential uses, not offices.

**3.63** In order to intervene in this process the consultants suggested that the City Council could look to its planning powers to safeguard and bring forward office schemes. Another option suggested was for the City Council to use its own land holdings as a means of bringing forward office schemes, which would in turn demonstrate to investors the potential of Canterbury as a destination for companies and for the potential of speculative development of business accommodation.

**3.64** In general terms, the City Council supports the conclusions of the Savills Study. However, Savills were not instructed to consider the office situation in relation to the wider

social and economic needs of the district, or the need for grow-on space from the proposed Business Innovation Park at the University of Kent. The Council's view is that it is likely that grow-on space from the Business Innovation Park will be needed within the Plan period, and that this, combined with the economic needs of the district, means that additional office space will be required within the Plan period. Successive studies of Kent's economy indicate that Canterbury District's local economy is currently under-performing, and measures need to be considered to redress this situation. The Council considers that, in sustainability and viability terms, there is a strong case for a single office location at Canterbury.

**3.65** Government policy stresses the need to promote development within urban areas and to adopt a sequential approach to identify sites. Office development has the potential to attract higher levels of activity and therefore it is appropriate to locate development in locations that are accessible to public transport. To this end, the City Council will firstly look to the urban areas of Canterbury, Whitstable and Herne Bay to provide for new office development. For Canterbury, a particular emphasis will be the City Centre and the Regeneration Zones. The City Council will actively pursue the promotion of office schemes and look to work with key development partners to achieve this. The land holdings of the City Council can also form the focus for future schemes and are addressed in the proposed Regeneration Zone allocations.

**3.66** The following sites are suitable for office accommodation and are shown as either a mixed-use allocation or an employment allocation or cluster on the Proposals Map:

#### Canterbury

- Station Road West Car Park, Station Road West, Canterbury (within the Canterbury West Regeneration Zone).
- Kentish Gazette site, St Georges Place, Canterbury (within the Canterbury East Regeneration Zone).
- Land south east of Canterbury East Station, (within the Canterbury East Regeneration Zone).
- BT House/Bingley Centre, Canterbury (as part of a mixed use development).

#### Herne Bay

- Eddington, Old Thanet Way, Herne Bay (as part of an Employment Allocation/Cluster).
- Eddington Petrol Filling Station, Herne Bay (as part of a mixed use development).
- Land at Hawthorn Corner, Hillborough (this would be for office use and associated storage for FDS. Any development would need to consider the impact on adjacent residential properties and would need to produce a green transport plan. The development will need to provide an acceleration lane London bound, onto the A299).

#### Whitstable

- Whitstable Harbour (as part of a mixed use allocation).
- John Wilson Business Park, Chestfield (as part of an Employment Cluster).

**3.67** The City Council wishes to provide quality office accommodation to fulfil the needs of modern business. Quality of design and appearance will be key to this as will the provision of the elements considered important to deliver high specification accommodation - including modern cabling standards and air conditioning. Another key element in the City Council's strategy is to ensure an improvement in the diversity of office accommodation to achieve a range of solutions for potential occupiers. The City Council will look to schemes to provide new opportunities and not just cater for the movement of existing occupiers.

## Office Nodes

**3.68** It is important to ensure that a continual supply of available accommodation is maintained throughout the Local Plan period. The Council has therefore identified two sites as Office Nodes, at Little Barton Farm and Wraik Hill. The uses on these sites shall be limited to development within Use Classes (A2 financial and professional services), B1(a) (offices) and B1(b) (research and development) only. Other uses will not be permitted, unless making a direct contribution to the operation of the sites.

**3.69** The Little Barton Farm site is approximately 20ha (50 acres) in extent, and adjoins the existing Barton Business Park. The original office node at Little Barton Farm was identified after a careful assessment of landscape impact around the southern part of the City, and the proposal for its extension has been drawn up to ensure that the original objective of minimal visual intrusion have been continued. The site was also identified because of its proximity to an existing business site, and its close relationship to the existing urban area of Canterbury.

**3.70** Significant landscaping is proposed to the 'front' of the site adjoining New Dover Road in the form of a community woodland which could also be transferred to a third party to ensure its long-term use. The agricultural land classification of this area is high but this is true of much agricultural land around the City. However, recent Government guidance has recognised that the safeguarding of land solely for its agricultural quality should not continue to be a priority in planning policy.

**3.71** This site has the benefit of being located close to the New Dover Road Park & Ride. Common benefits can flow from managing transport links and the site is also located on National Cycle Route 1, which provides opportunities for more sustainable links into the City. Public transport would also be provided in a coordinated way with local bus services to this site, which already serve estates and the suburban parts of southeast Canterbury.

**3.72** The form of development will be established through the preparation of development principles. In working up development principles for this site a quality approach to design and layout will be stressed in any proposed development as will be the need for a strategy which sets out the long term protection of land around the site; and finally means of access from the New Dover Road via an upgraded roundabout which will also serve the Park & Ride facility. A Transport Assessment and Travel Plan for the site will also be required as part of development proposals.

**3.73** The Council recognises the need to safeguard the countryside, in particular the highly prominent ridge to the north-west, between the site and the Barton Road area of Canterbury.

**3.74** The Council considers that an expansion area for Little Barton Farm may be necessary, in the event that the land allocated under Policy ED9 is taken up at a more rapid rate than currently anticipated. The Council is of the view that the most appropriate area for expansion would be to the south and east of the identified site.

**3.75** At present, this area is not expected to be required within this Plan period. However, the Council wishes to make clear its position on the potential future expansion of the site in this Local Plan.

**3.76** If for whatever reason the development envisaged at Little Barton Farm does not take place with a reasonable period, the site will not be regarded as suitable for other forms of development, and will be returned to agricultural use.

**Policy ED9**

**In order to encourage the broadening of the economic base and a continual supply of available office accommodation, the City Council will grant planning permission for office development within Use Classes A2 (financial and professional services), B1(a) (offices) and B1(b) (research and development) only on sites outside the urban areas at 'office nodes' identified on the Proposals Map, subject to the demonstration of need and the following:**

- a) **Other more suitably located and available sites nearer to the town centre have been assessed by adopting a sequential approach to site identification by considering in order - the town centre, edge of town centre, out of centre location within the urban area;**
- b) **The impact of the proposal individually or cumulatively with other recently completed development (or extant planning permissions for new development) does not harm the vitality and viability of the town centre.**

**In addition, planning permission will be granted if office development at the nodes has an enabling role in bringing forward office accommodation on a site within the town centres, to provide identified benefits and to broaden the local economy.**

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**Safeguarding Existing Office Accommodation**

**3.77** In addition to the provision of new sites for office accommodation the City Council will also seek to safeguard existing accommodation, this is essential if a range of accommodation is to be offered to businesses.

**3.78** For the purposes of Policy ED10 individual small scale premises – less than 100 sq m in Herne Bay and Whitstable and 500 sq m in Canterbury are not considered to be the subject of its consideration.

**3.79** Where the policies apply and these premises are considered not to be fit for modern office requirements due to their physical configuration and are incapable of modification, the City Council will consider the potential of conversion to other appropriate uses (policies TC10 and TC19). In promoting proposals for conversion to a residential use, applicants should demonstrate the premises have been actively marketed with no genuine interest for alternative employment generating uses. Other uses appropriate to town centres may also be acceptable especially where these enhance the town centre function (policies TC10 and TC19 refer), these will be uses which ensure the vibrancy of the town centre area. Conversion of premises may also be acceptable if this in turn delivers the implementation of other employment sites including sites within the regeneration zones and in other priority areas and employment allocations within the district. Applications for a change of use from office, together with any associated alterations should be in accordance with the design guidance in Policy BE1. Where the building is listed, policies BE5 and BE6 must be satisfied.

**3.80** In exceptional circumstances the Council may permit residential development in the form of permanently affordable housing.

**Policy ED10**

**In order to safeguard the supply of office accommodation within the urban areas, planning permission will not be granted for development involving the loss of such accommodation, unless**

- a) allocated for other purposes in the Plan,
- b) the property is a listed building or is of significant architectural or historic merit and the proposal will ensure the long term retention of the building.

**Encouraging the development of new enterprises**

**3.81** Fostering the development of new enterprises – so called ‘start up’ businesses - can help to strengthen the local economy through growth in the emerging economic sectors. The South East England Development Agency’s strategy stresses that small, micro and high growth companies hold the key to future competitiveness. Contact and consultation with potential start-up companies has shown that there are limited accommodation opportunities for these new businesses. At present, the property market is not making provision for the small-scale, flexible accommodation to meet their needs in mainstream developments.

**3.82** To improve opportunities for start-up businesses the City Council will encourage all new developments to provide small-scale, flexible business accommodation and potential of larger units to be sub-divided. The management and leasing terms are also important in encouraging the start up of new businesses and these could also usefully be considered at an early stage of development. The City Council will also work with funding partners, such as South East England Development Agency, to assist in bringing forward start-up accommodation in cooperation with developer partners .

**Working from Home**

**3.83** Because of its cost saving attributes - both financial and temporal - employers are encouraging working from home. This practice also helps to reduce transport congestion and sustain localised employment, particularly within rural areas.

**3.84** A growth in home working is more likely to affect medium to high wage positions where home working already occurs in certain industries (e.g. clothes design and telesales) and/or micro-businesses in their early phase of development. In accordance with central Government guidance PPG4, the City Council encourages proposals that support and help home working.

**Attracting Investment to the Area**

**3.85** Knowledge is the basic raw material of the knowledge economy and the collective knowledge within a local economy is often referred to as its knowledge base. Businesses use knowledge in the form of intellectual property, including patents and design rights, know-how and expertise. Related sectors might include, for example, the IT-related and telecommunications sectors, advanced electronics, advanced producer services, specialist consultancy and bio or health-related industries. In particular, the opportunities to forge links



between educational institutions and business are considered to have major advantages for economic development. In order to fulfil aspirations for developing a more knowledge-intensive economy, the District should have access to the enhanced ICT infrastructure planned for the wider region. Notably, new forms of 'broadband' communications, which enable faster and more efficient connectivity to internet/e-commerce lines, will be an increasingly important infrastructure ingredient in encouraging innovative and creative business to locate in the District. The City Council will seek to encourage and accommodate new commercial development - particularly those aimed at knowledge-based and high value-added occupiers, including incubator units and high-specification office developments.

**Policy ED11**

**Proposals for new economic development in Use Classes B1 or B8, including new ventures from inward investment, re-investment and in-situ expansion by existing companies will be granted planning permission, subject to those proposals:**

- a) meeting the environmental objectives and policies set out in this Plan;**
- b) being acceptable in terms of their transport impacts, and their impacts on neighbouring residential areas; and**
- c) conforming to the overall economic strategy for the district, as set out in this Plan.**

## **CHAPTER 4: IMPROVING THE QUALITY OF LIFE IN OUR CITY AND TOWN CENTRES**

### **OUR OBJECTIVES**

**4.1** The City Council's objectives for our City and coastal towns are to sustain and enhance their vitality and viability by:

- Providing a focus for investment to enable urban renaissance;
- Ensuring a wide range and choice of homes, shops, businesses, services, leisure activities, tourism, cultural and heritage initiatives and other facilities to which people have easy access by a range of transport.

**4.2** The key to urban renaissance in our City and towns is to improve the overall quality of life. This is underpinned by the quality of the physical environment, social well-being and economic and environmental improvements.

**4.3** It is not the City Council's vision to see our existing urban boundaries expand further into the countryside unnecessarily, and thus to adopt a 'throw away' attitude to land, where land is not treasured. It is the City Council's vision to strengthen what we have by recycling, revamping and effectively re-using existing land in the built up areas first, before developing the non-urban areas.

**4.4** Further erosion of the countryside through inappropriate development, and the loss of the landscape setting of our urban areas, is both unacceptable and unsustainable. This could lead to traffic generation and congestion, air pollution, the loss of natural resources, damaged biodiversity and remove the opportunity that our City and towns give to improve the quality of life for our residents, workers and visitors.

**4.5** The Government's Urban White Paper (Nov 2000), based on the work of the Urban Task Force, presents a straightforward vision for our City and towns: to be inclusive of all places and inclusive of all people.

**4.6** The City Council believes it has a clear vision and direction for improving the quality of our urban areas. This Local Plan is supplemented by the City Council's Corporate Plan, Community Plan and Community Strategy, which bring together land use planning and social, economic and environmental objectives for the benefit of all people throughout the District.

**4.7** To make the best use of existing land and buildings within our City and towns, the City Council will seek, through development proposals, to make the best use of the urban fabric by ensuring the right quality of development, in the right location and at the right density. This is also important, as Canterbury, Whitstable and Herne Bay have predominantly retained their special character and appearance over the years to the credit of the City Council's previous approach and application of planning policy. These foundations have enabled the City Council to continue to ensure, through development proposals, that our urban areas will improve in quality. From here the District, while keeping the Canterbury image, can move forward to embrace change and create and sustain a centre in East Kent that will compete in a wider regional and European culture.

**4.8** This Local Plan seeks to play its part in influencing development choices which have to respond to the changing nature and emphasis of urban programmes, grants and financial incentives, whilst focusing investment choices on changing the nature and quality of

locations. Chapter 1 of this Local Plan sets out the City Council's Strategic Development Objectives for the District.

**4.9** The following sections of this Chapter set out general District objectives for our City and towns. These are followed by specific objectives and policies for each of our built up areas where the special individual qualities of Canterbury, Herne Bay and Whitstable will be strengthened through quality and choice of development and location.

## **TOWN CENTRE DESIGNATIONS**

**4.10** The City Council will help to achieve urban renaissance by promoting and encouraging development that will add to the vitality and viability of town centres, make them more attractive to residents, visitors and investors and retain strong shopping centres. The strategy ensures that local centres also meet the day to day needs of the local communities that they serve.

**4.11** Canterbury, Herne Bay and Whitstable have town centre boundaries, as shown on the Proposals Map (Insets 2, 4 & 6). A strong town centre provides an opportunity for a full range of uses and development to be implemented within them, but also allows the City Council to reject proposals that do not add, in its view, to the vitality and viability of the town centre or which conflict with other policies and objectives. It is acknowledged that a diversity of uses adds to a town centre, making it more attractive, but a proliferation of uses in the same locality, which do not add 'value', will be unacceptable.

**4.12** For changes of use to restaurants, pubs or takeaways within the town centres, the City Council will consider the proximity of other similar uses and whether a proliferation of the same use within the same immediate area affects the vitality or viability of the town centre, traffic and environmental objectives. Such similar uses in close proximity can also lead to concentrated levels of activity in the late evenings and can cause particular problems with anti-social behaviour, noise and disturbance. In particular, these uses close to homes will be assessed more rigorously subject to policies BE1 and TC10 of this Local Plan.

### **Policy TC1**

**Within the town centres planning permission will be granted for development which adds to the vitality and viability of the town centre except where the proposed development is in conflict with other policies or in conflict with other environmental objectives.**

### **Policy TC2**

**Development that attracts a significant amount of people and includes offices, entertainment, leisure and other such uses proposed outside the town centre boundaries will be granted planning permission on the basis that:**

- a) There is a recognised need for the development;**
- b) The site is sequentially the best location after first considering available sites within or nearer to the town centre;**
- c) There is no harm to the viability and vitality of the town centre;**
- d) The proposal can demonstrate that the site is sustainable and accessible by public transport;**
- e) There is no conflict with residential amenity or other environmental objectives; and**
- f) There is no detrimental effect on highway network in terms of road safety or congestion.**

### **MIXED-USE DEVELOPMENTS**

**4.13** It is good planning practice to promote mixed-use development in areas that are highly accessible by public transport and are close to other activities, uses, local services and facilities. In addition, mixed-use development in these locations makes a more efficient use of scarce land, adding more attraction to the town centre. The uses that would be appropriate as part of the development set out in Policy TC4 are indicative and not definitive. The Council's objective is to encourage mixed use development appropriate in and adjoining the town centres. This will ensure that housing growth is balanced by other forms of employment, education, commercial, cultural or social infrastructure growth.

**4.14** Residential units in town centres also help to enliven town centres when most outlets are closed during the evening. Residents contribute to natural surveillance of areas which assists crime prevention.

### **Policy TC3**

**Within the commercial frontages of town centres or frontages adjacent to town centres, redevelopment proposals shall incorporate a mix of uses, and where practicable the upper storeys should include residential units. Within the retail core areas a mixed-use redevelopment shall not result in the overall loss of retail floorspace at ground floor level.**

## **Policy TC4**

Within the town centres and their immediate surrounding areas the City Council considers there are opportunities to promote mixed-use development which will make a more efficient use of land and add to the attraction of the area. In addition to new sites coming forward in and around the town centres under Policy TC3, the following sites are allocated for mixed use development with an indication of the types of uses that would be appropriate as part of the development:

### **Canterbury**

- a) The Tannery: Residential, hotel, retail, community and leisure;
- b) Roger Britton Carpets, Wincheap: Retail ground floor and residential above;
- c) St Paul's House, Lower Bridge St: Commercial ground floor and residential above;
- d) Newingate House, Lower Bridge St: Offices, residential and education;
- e) 41 St George's Place: Retail, leisure and residential;
- f) Courts, New Dover Road: Retail ground floor and residential above;
- g) Blockbusters, New Dover Road: Retail ground floor and residential above;
- h) White Horse Lane: Retail, residential, community uses;
- i) Tyre Garage, Roper Road: Retail and/or offices ground floor with residential above and to rear;
- j) Hallett's Garage, St Dunstan's St: Retail ground floor with residential above and to rear;
- k) Telephone House, Rheims Way: Retail, housing and offices.

### **Herne Bay**

- l) Herne Bay Bus Garage: Retail and residential;
- m) Former Petrol Filling Station, Avenue Road: Community uses and residential above;
- n) Serco Nursery & Links Garage, Eddington: Residential, offices and community uses;
- o) Metric Site, Sweechbridge: Employment and residential. Employment along the southern boundary. A new road shall link Sweechbridge and Reculver Road and shall be provided through development of this and the Hillborough Farm sites;
- p) Talmead, Margate Road: Housing within the residential curtilage (linked to Mill Lane housing allocation if necessary) and commercial on the vacant land adjoining;
- q) Adjacent 177 High Street Herne Bay: Retail or office and residential;

### **Whitstable**

- r) Land adjacent to Pearson's Arms: Residential or commercial and public open space;
- s) The Warehouse, Sea Street: Residential or offices or hotel with public open space;
- t) Whitstable Harbour; Fishing, industrial, office/business, leisure and parking;

Development of those sites identified above and those sites within a Regeneration Zone, will need to conform to an adopted Development Brief or Regeneration Zone framework, and be in accordance with Policies TC12-TC15 of this Plan.

**4.15** Development briefs have been or are currently being prepared for development control purposes for a number of the sites listed in policy TC4. These are set out below:

- The Tannery, Canterbury
- 41 St George's Place, Canterbury
- Courts, New Dover Road, Canterbury
- Tyre Garage, Roper Road, Canterbury
- Metric Site which includes the adjacent Hillborough Farm Sweechbridge, Herne Bay
- Talmead, Margate Road, Herne Bay
- Mill Lane, Herne Bay
- Whitstable Harbour including a separate one for South Quay.

**4.16** There are other sites that are previously developed and have the potential for mixed use redevelopment. However, they are known to have constraints and their development within the plan period cannot be guaranteed and therefore they do not benefit from an allocation on the proposals map. This applies to the sites set out below and the City Council has indicated the types of uses that would be appropriate. A development brief or development principles will need to be prepared for each of these sites.

- Police Station, Old Dover Road: Replacement office floorspace and residential;
- Clarkson House, Rhodaus Town: Replacement office floorspace, residential and commercial;
- Peugeot Garage/Canterbury Motor Co, Rhodaus Town: Mixed use of residential/tourism facilities, retail and commercial
- Invicta House, Lower Bridge Street: Commercial and residential;
- Jewry Lane: Retail, residential, community uses;
- Fire Station, Upper Bridge St: Hotel and residential;
- Northgate House: Retain offices with residential to rear and side;
- Sea Street Industrial Estate: Offices, employment/industrial and residential. This area is in need of environmental improvement and there is potential for some redevelopment incorporating an element of residential. However there shall be no overall loss of employment floorspace arising from new development.

## **RETAIL CORE AREAS**

**4.17** Within town centres, it is important to have a strong retail core to underpin a healthy and thriving town centre. This is recognised in central Government guidance. As such, the City Council considers it important to set aside core areas within each of the town centres to promote and retain retail uses on the ground floors, and to resist their loss to other uses. Alternative, non-retail uses, can in most instances be located in the wider town centre area, providing there is suitable access, and still contribute to its vitality and viability.

### **Policy TC5**

**Within the retail core areas of the town centres as shown on the Proposals Map (Insets 2, 4 & 6), the Council will permit new retail development, seek to retain a strong retail core and will resist the loss of existing ground floor retail uses, unless there is an overriding justification.**

## LOCAL CENTRES

**4.18** Local centres of shops and services, outside the town centres but within the urban areas, are important in providing local shops to meet day to day needs, and other services to communities. Local centres can have a positive impact in a variety of ways including:

- Providing local employment;
- Meeting day to day shopping needs;
- Boosting local economic activity;
- Reducing traffic congestion and pollution;
- Extending access to services to elderly, disabled and non-car owners;
- Providing community meeting places;
- Providing a focal point for other community initiatives;
- Sustaining predominantly independent diverse shopping facilities.

**4.19** PPS6 'Planning for Town Centres' recognises that local shops offer an important and convenient service for those who are less mobile, especially the elderly, people with disabilities, families with young children and those without a car. Local centres should also be used for complementary facilities; for example, medical uses, crèches, etc.

**4.20** The following local centres fall within the Council's objective to maintain and enhance the existing retail uses and community facilities of the urban areas to meet the day to day needs of local people (for those services and retail uses within Parishes, policy R10 of the Local Plan will be applied):

- Tankerton Road, Tankerton
- Herne Bay Road/St Johns Road, Swalecliffe
- Sea Street, Herne Bay
- Canterbury Road, Herne Bay
- Reculver Road, Beltinge
- Faversham Road, Seasalter.

### **Policy TC6**

**In those local centres shown on the Proposals Map (Insets 3, 4 & 5), planning permission will be granted for the change of use from a retail shop or community facility to another use provided:**

- a) The proposed use does not threaten the vitality and viability of the local centre;**
- b) The proposed use is not detrimental to residential amenity;**
- c) The proposed use does not jeopardise the balance and variety of services available in the local centre to meet the needs of the local community;**
- d) There is no overriding conflict with other policies in the Local Plan; and**
- e) There is evidence to demonstrate that there is no demand for the continued use of the premises for retail or community purposes.**

**Proposals for additional shopping or community provision within or adjacent to local centres will be permitted where the proposals meet a local need, widen the choice, quality or range of shopping or communal facilities, and are of a scale appropriate to the function of that particular centre. Subject to no overriding conflict with other policies in the Local Plan.**

## **TOURISM, CULTURE AND HERITAGE**

**4.21** The Canterbury District has a rich cultural heritage and a history of being a desirable destination for visitors, whether this is to the Cathedral or museums of Canterbury City, the seaside resort of Herne Bay, the character seaside town of Whitstable or the attractive and diverse rural areas and villages of the surrounding countryside. All these assets contribute to the Canterbury image, and the City Council is committed to supporting Canterbury's role within East Kent as a recognised visitor destination and cultural centre.

**4.22** Canterbury's cultural heritage acts as a strong attraction for visitors, and tourism is, and has always been, a key activity in the District, which can also help to deliver an urban renaissance and add value to the Canterbury image. Tourism also plays a large part in the East Kent economy and cannot be ignored for its contribution towards retailing, employment, physical regeneration and infrastructure and its links between community organisations.

**4.23** The City Council's Tourism Strategy sets out how to direct investment and attract visitors to the District, while seeking to balance the needs of local communities, the environment and visitors. The general character and distinctiveness of the City, its environs and infrastructure influence the impact and dispersal of tourism across the District and East Kent. Tourism should also be managed so that it does not increase problems of traffic congestion, but promotes alternative modes of travel to and from visitor destinations. It is also important to ensure that accommodation and tourism facilities make provision for people with disabilities and are accessible to all people throughout the District.

**4.24** It is the City and County Councils' view that the District's tourism industry would benefit from more hotels, in particular at the top end of the market, and more guesthouses and self-catering accommodation to cater for existing demand, and to attract the longer staying visitor.

**4.25** To facilitate the provision of new hotels, this Local Plan encourages a number of possible hotel sites in Canterbury, Herne Bay and Whitstable through the allocation of Regeneration Zones, policies TC20 and TC21 and in its Strategic Development Objectives set out in Chapter 1 of the Plan.

**4.26** The City Council does not wish to see the existing stock of staying accommodation decline. However, a major increase in such accommodation in any particular area should also be avoided as this reduces existing residential accommodation and can cause nuisance in some residential areas.

### **Policy TC7**

**Planning permission will be granted for proposals to provide new tourism development including hotels, guesthouses, bed and breakfast and self catering accommodation after consideration of the following criteria:**

- a) The anticipated traffic generation and whether the location is readily accessible by a range of means of transport;**
- b) The environmental and landscape considerations;**
- c) The impact on neighbourhood amenities;**
- d) The standard of design;**
- e) The relationship to existing tourism development and whether the proposal is for the upgrading of those facilities;**
- f) Whether the proposal will contribute to the diversification of tourist attractions in the District; and**
- g) Whether the local economy will benefit from the proposal.**



**4.27** The City Council is concerned that, wherever possible, existing tourist accommodation is not lost to other uses. This approach will assist in promoting the industry and retaining employment. While the City Council recognises that there is always an ebb and flow of changes of accommodation at the lower priced end of the market, the following policy is required to protect establishments which perform a recognised and valuable role in meeting visitor needs in the District. In order to safeguard these establishments, the City Council may require the applicant to demonstrate that there is no longer a need or a demand for a particular facility by considering how the existing facility has been managed, marketed and operated. For example, the City Council may require evidence that the property has been marketed for a consistent period of two years at a competitive price and that this has been undertaken through mainstream tourism publications and appropriate local agencies. Evidence of a lack of demand may also be required and this will need to be based on evidence of the preceding three years occupancy rates and returns. Finally, the City Council may require evidence that the physical structure of the building cannot be enhanced or investment undertaken to make it suitable for continued tourism use.

**Policy TC8**

**Planning permission will not be given for development involving the loss of visitor staying accommodation in the District unless:**

- 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 with no genuine interest;**
- c) The change of use is the only practical way to conserve a listed building.**

**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.**

**4.28** As well as promoting and seeking to strengthen existing cultural development across the District, the City Council will seek to build upon the Canterbury image, by adding to existing cultural and heritage facilities, attractions and initiatives. This will be achieved through the implementation of the City Council's Local Cultural Strategies, which will promote cultural well-being across the District. Culture is considered to include such activities as arts, sports, libraries, museums, heritage, archaeology, children's play, countryside recreation, and cultural tourism involves the diverse ways of life of other people.

**4.29** Canterbury's cultural heritage is an expression of its people and its location. In the past, many of its residents and European visitors have left lasting influences upon Canterbury. The District's location in East Kent has also acted as a gateway into and from Europe.

**4.30** The development of Local Cultural Strategies for the District will focus on the cultural needs, demands and aspirations of our communities. The strategies will set out both the intrinsic value of cultural activities as well as their instrumental benefits - a positive contribution of cultural activities made towards the economic, social and environmental well-being of the local population.

~~**4.31** The promotion of cultural activities and developments will be achieved through sustainable and accessible locations, predominantly in the town centres; investment in~~

physical and social infrastructure; and increasing participation in cultural activities, by promoting social inclusion and encouraging social enterprise.

**Policy TC9**

~~Within or on the edge of the town centres and other locations readily accessible by alternative means of transport, other than the car, the City Council will encourage and grant planning permission for development that adds diversity to or improves the cultural development or heritage of the District. Such considerations will be subject to policy BE1 and the traffic management implications.~~

**PUBLIC SAFETY AND CRIME PREVENTION**

**4.32** The need for safe and secure environments is integral to achieving urban renaissance, social well-being and economic and environmental improvements. The City Council considers that public safety and crime prevention, as well as reducing fear and the perception of criminal and anti-social behaviour, underpin social welfare. This approach is embraced in the City Council's Community and other Corporate Strategies and plays an important part in land use planning and meeting the objectives to improve the quality of life for all people in all places, as set out in this Local Plan.

**4.33** The City Council has sought and is seeking to develop stronger working partnerships with the Kent Police and other community safety teams to ensure a synergised approach to crime prevention and public safety. Arising from the Crime and Disorder Act 1998, the City Council and Police should co-operate in the development and implementation of a strategy for tackling crime and disorder. As crime and disorder can be seen as a by-product of our physical and social arrangements, the City Council will seek to ensure that the built environment is appropriately designed to reduce or offset locations vulnerable to crime, and will also consider the social arrangements and implications of its decision-making powers.

**4.34** Often in town centres the promotion of evening or night-time uses or activities needs to be balanced by the impact upon residential amenity and the need to provide a safe environment. The City Council wants to promote centres as places to live. Although late night noise and disturbance or anti-social behaviour can deter people from living in town centres, residents help provide natural surveillance.

**4.35** The need to plan against crime will be considered in proposals that need planning permission and the City Council has agreed a set of guidelines with Kent Police on the design and layout of new development. The Supplementary Planning Guidance "Crime Prevention through Design" (2003), considers house building, commercial development, town centres, public open spaces and rural areas and the impact these have on the need to provide safe and secure environments.

### **Policy TC10**

**Within the City or town centres, the City Council will grant planning permission for development that could lead to significant evening and night-time activity provided that:**

- a) There would not be a proliferation of similar uses within the locality that have the potential to increase anti-social behaviour; and**
- b) The development would not introduce the potential for anti-social behaviour into an area where it is not currently experienced; and**
- c) The proposal incorporates adequate measures to tackle crime and anti-social behaviour; and**
- d) There will be no adverse impact upon residential amenity.**

### **ACCESS AND PERMEABILITY**

**4.36** Access to, through and across our City and town centres is an important component in enabling an urban renaissance and in promoting the centres as the focus for investment and attraction. Access by rail, Park and Ride, bus, coach, cycle, car or by foot is important in creating attractive town centres. All these modes of transport serve a purpose, and the City Council will seek to enhance access to our City and town centres by seeking physical improvements or environmental enhancements to railway stations, car parks, public areas and other entry points into the centres.

**4.37** It is important for the attractiveness of our City and town centres that they are permeable and access can be achieved to and through them, without physical barriers or conflicts with other modes of transport.

**4.38** Within the City and town centres, the City Council will try and ensure that pedestrians are given improved access and priority in certain areas, by restricting movement of cars and other vehicles. Bus penetration into the centres, whilst achieving pedestrian priority and the creation of a safe and attractive environment, is also important. Greater pedestrian priority will be provided, in part arising from planning conditions or legal agreements, where development affects the public realm. Developments within the centres will be expected to make provision for enhanced public car parking facilities elsewhere, via payment of community sums, where appropriate.

### **Policy TC11**

**Planning proposals within the City and town centres will be assessed for their scale and impact and, where appropriate, planning permission will be dependent on the incorporation of measures to provide access to and across the centre by alternative means of transport, other than the private car, or through a financial contribution towards the provision or maintenance of the Park and Ride or public car park facilities that serve the City or town centres. The contribution will be assessed against the submission of a Travel Plan, which shall include an assessment of likely travel demand and ways to accommodate the demand.**

## **CANTERBURY CITY**

**4.39** The City Council will continue to encourage renewal and renaissance whilst preserving the qualities of the City's environment. Canterbury has grown from a small market town to a City of European status and recognition. Periods of development growth, which have seen Canterbury expand beyond the City Walls to form wider urban and suburban areas, have been accompanied by periods of stagnation which fortunately for Canterbury's historic quality, has preserved some of its best urban fabric. Canterbury's recognition and status as a World Heritage Site derives from its location close to Europe, its location for pilgrims and the 'home' of the Anglican Church and its preserved and historic environment. These contribute towards the Canterbury image.

**4.40** Canterbury's traditional investment has been founded upon retail, tourism, religion and education. The City Council believes that this traditional investment needs to be nurtured and diversified. The restraint policies adopted by previous Local and Kent Structure Plans have created a negative perception towards new development in Canterbury, and this perception needs to be reconsidered. New development, renewal and regeneration can be achieved whilst protecting Canterbury's environment. The City Council will promote opportunities for new development whilst preserving the City's historic and quality urban fabric.

**4.41** The City Council will be producing further documentation to promote and enhance the City as a place to live, work, learn and visit. Regeneration Zones have been allocated around Canterbury where the City Council considers that these areas are under performing in terms of their uses, the physical environment and their contribution to the attractiveness of the City.

### **Regeneration Zones**

**4.42** Regeneration Zones have been identified in the Local Plan to give a clear indication of the strategy the City Council wishes to follow within these specific areas. These are identified on the Proposals Map (see Insets 1 & 2). Regeneration Zones have been allocated because of their significant potential to improve the quality of life, built environment and economic prospects of the District's residents, visitors and workers. In the Council's view, these areas perform poorly at the moment, in terms of their potential to contribute to the regeneration of the City. These particular areas need physical improvements to the built environment to enable urban renaissance through economic, design, social and environmental improvements.

**4.43** Development within Regeneration Zones will require active partnership between landowners, developer interests, the local community, interested parties and the planning and highway authorities. The City Council is committed to using its Compulsory Purchase Order powers to assist in bringing sites forward when appropriate. The development of these areas will also require a clear strategy and vision to allow decisions to be coordinated over a period of time, and to create certainty within these areas for investment decisions to be made with confidence. The following text sets out the Regeneration Zones and the main issues and proposals relevant to these areas. The City Council welcomes the opportunity to work with a variety of groups and interested parties to promote these strategies.

**4.44** Regeneration Zones contain some of the Council's Strategic Development Objectives for the District, as set out in Chapter 1 of the Local Plan. The policies for each Regeneration Zone set out the general development parameters that the Council considers will enable these areas to be regenerated, fulfilling the specific objectives of the Council to achieve urban renewal. A development brief, to incorporate urban design principles, will be prepared for each Zone to coordinate issues such as mix of uses, design, access, landscaping and

sustainability. Development proposals in these areas in advance of the preparation and approval of a development brief will be premature. Piecemeal proposals that come forward shall demonstrate how they form part of the comprehensive approach to the wider area, and the overall planning and design framework.

**4.45** Financial contributions paid through S106 Agreements and arising from development within the Regeneration Zones shall be held in a suspense account for each Regeneration Zone. These funds will be used to help meet objectives set out in the Development Briefs or related objectives such as access improvements, environmental enhancements and social and economic improvements, within the Plan period or within a timescale otherwise agreed with the developer.

#### **Canterbury West Station**

**4.46** The Canterbury West Station Regeneration Zone includes Canterbury West Station, car parks, properties bordering Station Road West and Roper Road, and a frontage to St Dunstan's Street. Any redevelopment within the Canterbury West Station Regeneration Zone will need to consider any outcomes from CTRL domestic services study. As this work is ongoing, there are a number of uncertainties stemming from a lack of precise knowledge about the consequences of CTRL completion in the earlier part of the plan period. This area is an important gateway to the City around the railway station and along St Dunstan's Street itself. The railway station is an historic building and marks the terminus of the first regular passenger railway service in the world. The area comprises a mix of uses and developments associated with the railway line and also other uses which are emerging, particularly along Roper Road. The Regeneration Zone falls within the Canterbury West Conservation Area.

**4.47** The subway and areas around it at St Dunstan's and those under the railway platforms at Canterbury West are in a poor condition. The City Council is keen to work in partnership with the railway operators to enhance these subways to help upgrade the overall image of this part of the City. The first impression of the City by its visitors coming from the Station is important for the City's continued success as a visitor destination. The City Council also recognises the importance of the access routes between the station and the City Centre, and these should be enhanced through new development and enhancements to the public realm.

**4.48** St Dunstan's Street is an important local shopping centre. The car park in Station Road West can help the overall attractiveness of this area as a destination for shopping.

**4.49** The housing development between Station Road West and North Lane shows the potential of this area when care is taken over design, and delivers a form of development popular with residents and visitors. However, apart from the high quality design of recent residential developments in the area, the area in the Regeneration Zones under performs in its potential to enable urban renaissance in this part of the City.

#### **Policy TC12**

**A Regeneration Zone is designated for the redevelopment of the Canterbury West Station area, as shown on the Proposals Map (Insets 1 and 2). The allocations on the Proposals Map should be brought forward in accordance with the provisions of a Development Framework for this Regeneration Zone. All residential development in this Regeneration Zone shall make contributions towards on-site or off-site affordable housing, access improvements to the town centre and environmental enhancements, as set out in the Brief.**

### **Kingsmead and Riverside**

**4.50** This area covers the riverside between St Radigund's Street and the Asda superstore off Sturry Road. It includes a variety of uses - industrial/warehousing premises off Parham Road; Barton Mill and surrounding industrial premises; car showrooms and storage; the Kingsmead ex-Stadium site; a depot; a coach park, food store, leisure centre, primary school and Adult Study Centre; and significant areas of open space.

**4.51** Central to the importance of this area is the riverside corridor which provides a strong linear feature and focus for potential schemes, a route to and from the City Centre, as well as a vista towards Canterbury Cathedral. There are important natural habitats adjacent to the area at Vauxhall Lakes, and the riverside forms part of a much longer corridor through the Stour Valley. There are currently conflicts of uses around the Parham Road area, with residential areas abutting active industrial sites, and problems particularly surrounding the delivery and collection of materials from these warehouses.

**4.52** The City Council considers the Kingsmead site a significant opportunity to regenerate the immediate area and the City as a whole through a planned and comprehensive approach to development on it. This is set out in a Development Brief adopted November 2004.

#### **Policy TC13**

**A Regeneration Zone is designated for the redevelopment of the Kingsmead and Riverside area, as shown on the Proposals Map (Insets 1 & 2). Apart from specific areas that are allocated on the Proposals Map, development appropriate for this Regeneration Zone includes a mix of cultural, leisure and recreation facilities, housing, business, open space and education, and the relocation of existing uses already in the Zoned area. The Development Brief shall set out the provisions of development to take place in the Regeneration Zone.**

### **St George's to Canterbury East Station**

**4.53** The Regeneration Zone covers an area along the outskirts of the southern side of the City from Lady Wootton's Green including St George's Place, Old Dover Road and as far as Canterbury East Station. The mix of uses in this area includes the railway station and ancillary land; car showroom and storage; police and fire stations; a cinema; offices and shopping on St George's Place; the Chaucer Hotel; educational uses; and shops and offices along Broad Street. The railway station forms an important entrance to the City and links directly to the City Walls and the enhanced Dane John Gardens.

**4.54** The area has been identified as a Regeneration Zone because of its important impact on perceptions of the City along Pin Hill, Rhodaus Town, Upper Bridge Street, Lower Bridge Street and Broad Street. This area is directly opposite the historic City Walls and forms the backdrop to the redevelopment of the Whitefriars area. It is therefore extremely important that the appearance and use of this area enhances the overall impression of the City and adjoining residential areas.

**4.55** Many of the sites within the central part of this Regeneration Zone have large open areas which could form potential redevelopment sites and could also contribute significantly to the economic, cultural and housing needs of the District on previously developed land. Any development within this area should feature high quality design due to its close association with the City Walls and prominent position on a major thoroughfare within the City. It also offers the opportunity for quality 'landmark' contemporary design together with more historic approaches in relevant areas. With all new development in the Regeneration Zone the City Council will seek high quality design, environmental enhancements, and improvements in pedestrian access to the City walls and gates.

#### **Policy TC14**

**A Regeneration Zone is designated for the redevelopment of the St George's to Canterbury East area as shown on the Proposals Map (Inset 2). Apart from those sites allocated on the Proposals Map, development appropriate to this area includes offices, retail, leisure, hotels, cultural facilities, education and housing. The City Council expects all new development in the Regeneration Zone to comply with the provisions of the Development Brief, and dependent on the scale and location of a particular development, to enhance the entrances to the City, improve pedestrian links and ease traffic congestion.**

#### **Wincheap**

**4.56** This area is an important entrance to the City and was originally developed as a 'medieval suburb' of the City. The area covers Wincheap itself and adjoining properties, a large trading estate (from Simmonds Road through to Ten Perch Road), the area adjoining Wincheap Green Roundabout and St Andrew's Close and the important natural habitats adjoining the Great Stour. Traffic and its management is a major issue within this area, both for the quality of life of local residents and the economic vitality of this part of the town. Congestion caused on Wincheap affects air quality and also affects the competitiveness of the City overall, and perceptions of those seeking to invest within the area.

**4.57** A traffic management study for this area has shown various options for traffic routes and the issues associated with their development - this forms the background to proposals that could be made within this area. The City Council welcomes proposals which would remove the majority of traffic from Wincheap and route it through the estate. This will have the double benefit of improving residents' quality of life on Wincheap and provide new opportunities for the use of Wincheap, including markets and improved access to and from specialist shops on Wincheap. Re-routing traffic would also improve the potential for the estate to be redeveloped as a gateway into the City from the A28.

**4.58** The Wincheap Estate provides a significant opportunity for redevelopment providing quality design, a mix of uses, and a planned layout which will incorporate a traffic management scheme and enhanced environment. A master planning exercise will inform the preparation of a Development Brief for the Regeneration Zone. The City Council expects new development to incorporate upper floor accommodation to enable a comprehensive mixed use development of the Regeneration Zone. Proposals adjacent to the residential properties on Wincheap should pay regard to the scale of the residential context. Proposals adjacent to the open space on the Great Stour should also pay regard to the wildlife and landscape quality of this area. This area of habitat is designated as a Site of Nature Conservation Importance and Area of High Landscape Value and will be safeguarded in any development proposals. The development brief should also respond to flooding risks in the area. The City Council will look to promote the improvement of Wincheap itself through the development of the existing estate, the potential for a street market and the independent retail sector.

### **Policy TC15**

**A Regeneration Zone is designated for the redevelopment of the Wincheap area as shown on the Proposals Map (Insets 1 & 2). Unless already allocated on the Proposals Map, development appropriate within the Wincheap Estate includes retail, housing, transport infrastructure, business, leisure and recreation and open space. All development should provide a mixed use and comply with the provisions set out in the Development Brief. Developments will be expected to contribute towards improving traffic management in Wincheap and environmental enhancements in the public realm.**

### **Action Areas**

**4.59** Within certain local communities the City Council believes that measures to enable neighbourhood renewal should be identified through the Community Plan, community consultation and local partnerships. The Council recognises that the Local Plan should contribute to encouraging development that is considered important in implementing those measures particularly identified. The following neighbourhoods are targeted for renewal, although this does not exclude others that may come forward: Northgate, Querns Road area, Hales Place area, Spring Lane area, Sturry Road area, Thanington, Hersden, Adisham, Harbour, Heron and Gorrell.

### **Policy TC16**

**The City Council will grant planning permission for new development in targeted neighbourhoods that will contribute to meeting identified local need and the objectives identified through local partnerships and the Community Plan.**

## **RETAIL DEVELOPMENT**

**4.60** Retailing makes a major contribution to the economy and vitality and viability of the City, adds significantly to its attraction for visitors and plays a vital role in helping to maintain its historic buildings. It is therefore considered essential to maintain the City's regional role as a destination for shoppers.

**4.61** The City Council's strategy towards retailing reflects the objectives set out in Government guidance in PPS6. The City Centre is the preferred location for new retail development, although by reason of its historic environment, other locations such as the edge of the town centre or the designated retail nodes may be more appropriate in some circumstances.

**4.62** With significant investment in redeveloping Whitefriars and Longmarket and the refurbishment of existing stores in the City Centre there is private sector confidence in the attractiveness of the City as a destination for shoppers, business, residents and visitors. Coupled with this investment there is a recognised need for improvements in the public realm that will enhance the overall City environment. Work is being carried out between the City Council and its partners to identify areas for improvement that can be targeted for further investment, to enhance the Canterbury image. The City Council is firmly committed therefore to attracting further investment in the City Centre, especially where it will regenerate the public realm.



**4.63** The City Council received an updated retail study from Colliers Erdman & Lewis in March 2003. The findings confirms Canterbury's leading role within the retail sector in East Kent, and reiterates that there is no need in quantitative terms, for further food retail development at Canterbury. The report, however, identifies the need for non-bulky and bulky comparison goods in Canterbury City Centre. Given the low vacancy rates and the historic nature of the City Centres' urban fabric, there is, however, little scope to accommodate this need within the existing city centre and consideration will be given to proposals that accommodate this growth by means of an extension of the City Centre. However, the City Council will continue to monitor and review Canterbury's position within the region as a destination for shoppers and visitors, and will commission further retail reports during the Plan period as part of the monitoring and review process, and will review its current policy approach if necessary.

**4.64** The City Council, having considered the sequential approach to retail development and the impact upon the vitality and viability of the town centre, will only consider locations that already function as retail nodes (as identified on the Proposals Map) or other locations more sustainable than the retail nodes. In any event, the City Council will expect the need for the retail floorspace to be demonstrated and particularly how this contributes to the wider aims of regeneration and improves accessibility, by means other than the private car. This dual approach should ensure that the areas surrounding the retail nodes, which are some of the most deprived Wards in the District (Northgate and Wincheap/Thanington), directly benefit from new development and the nodes, which do not work as efficiently as they could, are improved as destinations for public transport, walking and cycling. New retail development, extensions or variations of planning permissions should, in appropriate circumstances, make a direct link to improving the social and economic objectives of the surrounding areas by enabling and promoting life long learning and employment training, affordable housing, community facilities, transport infrastructure and environmental enhancements.

**4.65** Retail development can have a major impact on the environment and economy of an area. As well as looking at the retail capacity and associated impacts of new development, issues of quality of design, mix of uses, efficiency of land use (including potential of development over retail units), transport and links with surrounding communities will be addressed through the LDF process. The City Council will ensure that maximum potential is achieved for these important retail nodes, and they are planned in a positive and coordinated manner.

**4.66** Within the Wincheap and St George's to Canterbury East Station Regeneration Zones, as shown on the Proposals Map (Insets 1 & 2), the City Council will permit the provision of some retail development, if it forms part of a comprehensive development in these areas, it will only come forward as part of a mixed-use scheme, and in accordance with the proposed Development Briefs. The City Council is not seeking to add retail floorspace for the sake of it, but rather if the retail floorspace, as part of a larger development proposal, can help to achieve the objectives behind designating the Regeneration Zones, this would be acceptable and encouraged.

**4.67** Policy TC17 sets out the criteria for assessing retail development proposals and includes new retail development, extensions to existing retail development and variations to existing planning permissions. The City Council may require any application for such development to be accompanied by a retail impact study that considers the criteria specified in PPS6. For all other proposals for retail development outside the existing town centres, the applicant should demonstrate the need for the development and that either the sequential approach has been followed or that there is a special circumstance which demonstrates that it is not appropriate in that particular case. The sequential approach to site identification

would consider in order: the town centre, the edge of town centre, followed by the retail nodes.

#### **Policy TC17**

**Proposals for retail development will be determined on the basis of the following criteria:**

- a) The quantitative and qualitative need for the development;**
- b) Whether there are other, more suitably located and available sites nearer to the town centre using a sequential approach to site identification;**
- c) The impact of the proposal individually or cumulatively with other recently completed development (or extant planning permissions for new development) upon the vitality and viability of the town centre; and**
- d) Whether the site is accessible and convenient to a range of transport modes.**
- e) The proposed development does not have a detrimental effect on the highway network in terms of congestion and road safety.**

**The City Council will also consider how the proposal assists the regeneration of the surrounding area, provides or enables improvements to transport infrastructure and social facilities or achieves economic and environmental objectives.**

#### **Local Centres Within Canterbury City**

**4.68** The City Council's objective set out earlier in this Chapter to safeguard local centres that serve their local neighbourhood is also applicable to Wincheap, St Dunstan's Street and Northgate. These areas serve a local resident population as well as contributing to the attractiveness of the City Centre. Local centres form part of the heart of a sustainable neighbourhood, and these centres are important, in particular for local people who do not have the benefit of a car or are less mobile. Whilst recognising Wincheap, St Dunstan's and Northgate areas for their distinct character and contribution to the City as a place to shop, work, visit and live, the City Council will also seek to protect those shops or uses which serve the local resident population, where appropriate.

#### **Policy TC18**

**Along Wincheap, St Dunstan's Street and Northgate planning permission will only be granted for the change of use from a retail shop, or a use that serves the local resident community, to another use provided:**

- a) The proposed use does not threaten the vitality and viability of the local centre;**
- b) The proposed use is not detrimental to residential amenity;**
- c) The proposed use does not jeopardize the balance and variety of services available in the local area to meet the needs of the resident community;**
- d) There is no overriding conflict with other policies in the Local Plan; and**
- e) It can be demonstrated that the existing use is no longer viable.**

#### **QUARTERS**

**4.69** — In association with the City Centre Management (CCM) the City Council has divided the City into distinct and definitive areas or 'Quarters', to promote their individual characteristics and contribution they make to the City Centre.

~~4.70—A characteristic of the City Centre is the diversity found within it. The types and levels of activity in the built environment change from one part of the City to another, giving a distinct and individual characteristic to various smaller areas or ‘Quarters’ of the City. There is a central core and four ‘Quarters’ defined within Canterbury, and these are set out as follows:~~

~~**Central Core**~~

~~4.71—This area includes the Cathedral and High Street and incorporates a strong ecclesiastical presence, thriving national and international shops, restaurants and museums.~~

~~**Northern Quarter**~~

~~4.72—This area includes Palace Street and Northgate and incorporates the independent heart and soul of the City, which has small retail outlets and single shop units, selling to a niche market.~~

~~**Southern Quarter**~~

~~4.73—This area includes Castle Street and Wincheap and incorporates bustling shops and restaurants amongst a business and professional sector, as well as the Dane John Gardens and Canterbury Castle.~~

~~**Western Quarter**~~

~~4.74—This area includes St Peter’s Street and St Dunstan’s and incorporates a thriving evening economy mixed with small independent traders serving the day to day needs of a more local community.~~

~~**Eastern Quarter**~~

~~4.75—This area includes the new Whitefriars and properties on the other side of the ring road and incorporates retail, restaurants, offices and the cinema, and is considered the ‘Quarter of the Future’ by the City Council and CCM.~~

~~4.76—Although these ‘Quarters’ have definitive characteristics they are interrelated through the core shopping area along the High Street. No one area provides one product not found in the others, but there is often a cluster of types that together give the areas their definition. For example, the Northgate side of the City provides a ‘Bohemian’ area of independent, individual shop units providing a niche market; the west part provides a correlation of business operators. The City Council therefore seeks to give priority to uses that help to define the particular qualities and characteristics of these areas within the City Centre, and will seek to resist those proposals which will have a detrimental impact upon their particular distinct areas.~~

**Policy TC19**

**Planning permission will be given for proposals that strengthen the individual characteristics and distinctiveness of the City, unless they would cause specific environmental problems, or conflict with other policies in the Local Plan. Similarly, proposals that demonstrably weaken the characteristics and distinctiveness of these areas will be resisted.**

## HERNE BAY

**4.77** Herne Bay town retains the essential character of a seaside resort. The special qualities of the older parts of the town have been recognised by the designation of a conservation area covering the commercial centre, the seafront and parts of the late 19th and 20th century suburbs. The historic character combined with a strong community provides the basis upon which the town can undergo further regeneration and renaissance.

**4.78** Herne Bay is rich in cultural diversity, and much of its attractiveness has derived from its seafront and as a destination for tourists. Herne Bay has suffered from time to time from weak and inconsistent investment in the business and leisure sectors, but the City Council is seeking to address this by positively encouraging further investment into these sectors. This should help to diversify and boost the economy and provide more employment opportunities, in particular.

**4.79** In addition to the potential for new housing development, the Council has identified on the Proposals Map (Insets 3 & 4) locations for business and leisure development and growth. The associated spin offs from these types of development are the improvement of employment opportunities; housing choice; and tourism and investment in the town centre to enable urban renaissance.

**4.80** Herne Bay has an historic centre which is the core area of the town, and which contains and experiences a diversity of uses, built development, pedestrian movement and levels of activity. The town centre also provides the opportunity for further investment, and a greater intensity of development at the right quality to make the most efficient use of existing land.

### **Policy TC20**

**The City Council will only permit proposals for leisure and tourism development on land identified on the Proposals Map (Inset 4) for that purpose and on other appropriate sites that would add to the attractiveness of Herne Bay and its surrounding areas, subject to quality design and accessibility objectives being achieved.**

### **Policy TC21**

**Land is allocated at Herne Bay Golf Club, Eddington, for an hotel, Park and Ride facility and flood alleviation measures, as shown on the Proposals Map (Inset 3).**

### **Policy TC22**

**~~Land is allocated at the Serco Nursery Site and former petrol filling station adjacent to Canterbury Road and the Thanet Way slip road, for mixed-use development as shown on the Proposals Map (Inset 3). Development proposed on this land shall incorporate residential development on the nursery site and residential, office, and community development on the site facing the Thanet Way.~~**

## **The Old Thanet Way**

**4.81** Outside the town centre, along the old Thanet Way, there are strips of protected or existing open space that are in need of visual enhancement. Although it is not the Council's intention to allocate this land for built development, the Council will be sympathetic to initiatives or uses that can demonstrate that there will be visual and environmental enhancements to the old Thanet Way through appropriate uses and landscaping schemes.

## **WHITSTABLE**

**4.82** In the 18th and 19th centuries, Whitstable grew into a busy fishing port, and became one of the foremost oyster towns in the country. Whitstable retains the distinctive character of a small fishing and sailing town; the older buildings built mostly in local vernacular style and timber weatherboarding, reflect a strong association with the town's fishing and ship building traditions.

**4.83** By reason of its strong affiliation to fishing and sailing, and more recently for its attraction for artists and craftsmen, Whitstable is becoming a desirable destination to live, work and visit. Whitstable town centre in particular, has retained its strong Victorian character and appearance. The High Street, the harbour area and the seafront are Whitstable's hub of activity and attraction.

**4.84** The High Street is characterised by its physical form and urban design, with a strong independent retail presence. Whitstable Harbour is predominantly a working harbour and will be the focus for new business and leisure development, in particular on the South Quay. The City Council has produced the Whitstable Harbour Strategy (1997), which seeks to separate, amongst other objectives, the harbour working areas on the East Quay and business and leisure areas on the South Quay. The Strategy also promotes the harbour area to attract future investment.

**4.85** It is the City Council's objective to encourage investment that will increase the attractiveness of the High Street, harbour area and the seafront as places to live, work and visit. In addition to the Council's strong policy to retain retail units on the ground floor of premises in the core shopping area, the Council will support proposals that bring business and leisure development in these locations, as well as increased and better access to and along the seafront.

**4.86** The City Council has also identified a site at Wraik Hill, adjacent to the A299/A2990 on the edge of Whitstable, for office development. This is an enlargement of the existing office use of the site and is seen as an opportunity to improve the diversity of office accommodation.

### **Policy TC23**

~~**Within the Whitstable town centre, new development proposals for business and leisure uses will be permitted on the basis that they do not conflict with other policies of the Local Plan.**~~

**Policy TC24**

~~The following sites have been identified on the Proposals Map (Inset 6) for mixed-use development:~~

- ~~• Land adjacent to Pearson's Arms: Residential or commercial with public open space.~~
- ~~• Tile Warehouse, Sea Street: Residential or offices or hotel with public open space.~~

~~Land adjacent to the Pearson's Arms and the Tile Warehouse shall be the subject of a Development Brief, which shall include within it the provision of public open space and access to the seafront as part of the development proposed.~~

**Policy TC25**

Developments within the Whitstable Harbour area as shown on the Proposals Map (Inset 6) will be granted planning permission if they conform to the Whitstable Harbour Strategy to sustain a working harbour area on the East Quay and promote business, fishing and leisure uses on the remainder, subject to appropriate design and access considerations.

**THE HERNE BAY AND WHITSTABLE GREEN GAP**

**4.87** The City Council has in the past successfully sought to protect the built up areas of Herne Bay and Whitstable from coalescence, through its application of a 'Green Gap' policy. This approach remains one of the City Council's key objectives for both coastal towns. Within the Green Gap, the City Council considers that open-air recreation and leisure uses would be appropriate on the basis that the objectives behind the Green Gap allocation are not breached. The land, although serving its purpose by preventing inappropriate development, could be utilised for more beneficial uses whilst still achieving the Council's objective.

**4.88** The City Council encourages the provision of a sports/football academy along the coast and the green gap area is considered an appropriate location for open air sporting and recreational uses. The sporting academy is set out in the Council's Cultural Strategy. As such, the following policy whilst seeking to protect the open character and function of the green gap makes provision for the open use of the land and appropriately located and designed buildings ancillary to the use of the land.

**Policy TC26**

**Within the Herne Bay and Whitstable Green Gap identified on the Proposals Map (Insets 3 & 5), development will only be permitted where it does not:**

- a) Result in a material expansion of the built up confines of the urban areas of Herne Bay or Whitstable; or**
- b) Significantly affect the open character or separating function of the Green Gap; and**
- c) Result in new isolated development within the Green Gap;**

**In those areas within the Green Gap where education or leisure uses are promoted, planning permission will be granted for leisure or educational uses where in addition to the considerations of (a) to (c) above, built development shall be incidental, necessary and functional to those uses and located to have a minimum impact upon the open character of the Green Gap. All development will be subject to Policy BE1 of the Local Plan.**

**OUT OF TOWN CENTRE RETAIL DEVELOPMENT IN HERNE BAY AND WHITSTABLE**

**4.89** The retail report carried out by Colliers Erdman & Lewis on behalf of the City Council in March 2000 advises that until 2011 there is no scope (taking account of existing planning permissions) for further food retail floorspace provision in Herne Bay, and only limited scope in terms of quantitative need in Whitstable town centre. For non-bulky comparison goods there is small scope for additional floorspace until 2011, and this addition should be accommodated within the town centres. For bulky comparison goods, there is limited scope for further provision within both Herne Bay and Whitstable, and this should be located within the town centres.

**4.90** Following the recommendations of the retail report, the City Council has responded by appointing town centre coordinators for Herne Bay and Whitstable, who are including the local retailers, businesses and residents in drawing up town centre strategies and projects. The City Council will therefore continue with its existing cautious approach to retailing out of the town centre by reason of the need to promote further investment within the town centres.

**4.91** Policy TC1 of this Local Plan and the objectives of PPS6 will be applied by the City Council for new retail development outside the town centres.

**Policy TC27**

**Proposals for retail development will be determined on the basis of the following criteria:**

- a) The quantitative and qualitative need for the development;**
- b) Whether there are other, more suitably located and available sites nearer to the town centre using a sequential approach to site identification;**
- c) The impact of the proposal individually or cumulatively with other recently completed development (or extant planning permissions for new development) upon the vitality and viability of the town centre; and**
- d) Whether the site is accessible and convenient to a range of transport modes.**
- e) The proposed development does not have a detrimental effect on the highway network in terms of congestion and road safety.**

**The City Council will also consider how the proposal assists the regeneration of the surrounding area, provides or enables improvements to transport infrastructure and social facilities or achieves economic and environmental objectives.**



## **CHAPTER 5: PROMOTING OUR COUNTRYSIDE**

### **OUR OBJECTIVES**

**5.1** The City Council places great importance upon the role of the countryside and the need to promote sustainable rural communities in an improved and managed countryside environment. The countryside is a valued asset, which serves the district and its visitors in providing housing, recreation and employment and a competitive rural economy, central to which is the farming industry. The rich and varied landscapes and habitats of the District are recognised as being of national and international importance. The District contains an Area of Outstanding Natural Beauty (AONB) and areas of special landscape value and character. A vibrant countryside helps to promote rural areas for tourism, recreation, access and leisure. This chapter sets out the City Council's objectives for a living, working, protected and vibrant countryside, which incorporates the objectives of the Kent and Medway Structure Plan policy EN1. It is a key aim of policies to protect the countryside for its own sake and to conserve and enhance its beauty, diversity, character and resources to be enjoyed by future generations.

**5.2** Existing local communities appreciate and value the quality of their surroundings. The City Council encourages Parish Councils to prepare village design statements for their villages in consultation with the City Council. These statements should describe the distinctive local character of a village and surrounding countryside and incorporate conservation and village appraisals. The village design statements should supplement and give more informed detail and background to the policies of this Plan, and may be adopted by the City Council as supplementary planning guidance to those policies.

### **A LIVING COUNTRYSIDE**

**5.3** The objectives and policies for new housing in the villages, existing rural settlements and the wider countryside are considered in Chapter 2 of the Local Plan. In summary, new residential development in the countryside is covered by policies of restraint in both national and Structure Plan guidance, and the City Council concurs with this approach.

#### **Local Needs Housing in the Countryside**

**5.4** Market forces have increased the price of rural housing to such an extent that it is beyond the means of many local residents seeking to enter the housing market. People with employment or family ties in a village are being forced to move away in order to find housing which they can afford. The affordable housing policy, set out in Policy H4 of the draft South East Plan or HP8 of the KMSP, enables land which would not ordinarily be acceptable for housing development in rural areas to be made available for low cost housing either for sale or for rent to meet local needs. The City Council regards the provision of affordable housing as a Parish Council or local community led initiative. It will be the responsibility of the local community and Parish Council in conjunction with a Registered Social Landlord to identify the need for the affordable housing through a local needs housing survey. Paragraph 2.58 to 2.61 provide further advice and guidance.

**5.5** Assuming there are no other overriding planning objections, the City Council may reach agreement with an applicant and grant planning permission for the development on the basis that it is an exception to normal planning policy justified by local need. The planning permission restricts the development to housing which will always be below prevailing market value and available only to meet local need.

**5.6** Affordable housing should not be low quality housing and proposals will be expected to be designed to a high standard and be in accordance with the provision of policy BE1 of the Local Plan. Where possible any such development should follow a traditional design and be in keeping with its surroundings.

**5.7** In the case of low cost houses for sale, it is important to ensure that the low cost element of the scheme is maintained in perpetuity, and that the dwellings are not sold on by the first occupants at full market value. Therefore, an occupier should be prevented from being able to own the dwelling outright.

### **Replacement Dwellings and Residential Extensions In The Countryside**

**5.8** Replacement dwellings and extensions to residential properties are normally acceptable in principle, on the basis that the replacement is of a similar scale and does not harm the rural appearance and character of the surrounding countryside. The extension should also be subservient in scale and complement the design of the existing dwelling. In all respects, the rural character and appearance of the area should not be harmed. This should ensure that new development and/or extensions to residential properties, including the expansion of the residential curtilage, are appropriate in their rural context. As such, in determining proposals for replacement dwellings and extensions to residential properties or curtilages in the countryside, the City Council will apply policy BE1 of the Local Plan and policies QL1 and HP5 of the Structure Plan.

### **Residential Reuse of Buildings In The Countryside**

**5.9** Whilst the reuse of existing buildings in the countryside is preferred to new building development, thus preventing the proliferation of buildings in the countryside, the City Council is concerned that this does not lead to a proliferation of residential conversions of existing rural buildings. Whereas some residential conversions can be undertaken so as not to have a material impact upon the character or appearance of a building, it is often the associated use of the external space around such buildings for domestic purposes that changes the character and appearance of the surrounding area. Where buildings have previously been in use but have been abandoned or fallen into a state of dereliction, permission will not necessarily be granted for their reuse where the remains of the building have blended into, and become part of, the wider landscape over a period of time. Where this occurs, the site will not be regarded as previously developed land in line with Government guidance.

**5.10** The loss of rural buildings to residential purposes will also prevent other more beneficial uses to the surrounding area from being implemented such as tourism, business enterprise or other low impact uses that provide a benefit to the local economy and community.

**5.11** The City Council has identified, through its Urban Housing Capacity Study, that the reuse of buildings in the countryside for residential purposes will not be needed to meet its strategic housing targets, set by the Structure Plan, as these can be achieved within the urban areas of Canterbury, Herne Bay and Whitstable. The City Council considers that minor development within existing villages is generally acceptable in principle, and the provision of housing development within some villages is likely to continue, thus adding to the existing housing stock in the rural area.

**5.12** Applications for conversions of buildings in the countryside to residential uses will be treated with particular care given that new housing in the countryside is subject to strict control. Residential conversion of existing rural buildings in the open countryside, will therefore only be allowed in exceptional circumstances. The applicant will be expected to demonstrate that every reasonable effort has been made to secure a suitable alternative and preferred re-use, that it forms a subordinate part of a scheme for an appropriate business,

tourism or community re-use, or that it meets an identified local housing need for affordable housing.

**5.13** Proposals for the conversion of buildings in the countryside to residential use need to comply with the criteria set out in Policy R1. The City Council will consider the withdrawal of permitted development rights and the use of appropriate conditions when granting planning permission. These would be used to prevent future alterations or development that might affect the fabric, character or setting of the building. If an agricultural building is proposed for conversion, the applicant may be expected to provide information that the building has been used for a legitimate agricultural purpose for a minimum of 10 years since its substantial completion. A condition may also be imposed where there may be demand at a future date to provide a replacement building and where there are concerns over proliferation of buildings in the locality.

**5.14** Rural buildings may provide important roosting, breeding or feeding habitats for protected species such as bats or barn owls. The City Council will apply policy NE1 of the Local Plan if a building is considered likely to contain protected species.

### **Policy R1**

**Planning permission for the conversion of an existing agricultural or other rural building in the open countryside to a residential use will only be granted if the following criteria are satisfied:**

- a) (i) It has been demonstrated by means of a supporting statement to the satisfaction of the City Council that the building has been actively marketed for suitable preferred or alternative re-uses, such as business, tourism or community; or  
(ii) The residential conversion is a subordinate part of a scheme for a business, tourism or community re-use, which will have a positive benefit upon the local economy and community; or  
(iii) The residential conversion meets an identified local housing need; and
- b) The form bulk and design of the building is sympathetic to the rural surroundings and it respects local styles and materials; and
- c) The building is capable of conversion without major reconstruction or extension and any alterations can be achieved without a detrimental impact on its character and appearance; and
- d) The building is capable of conversion and reuse without requiring substantial additional outbuildings or a significant change in the setting of the building; and
- e) There is no overriding conflict with other policies in the Local Plan.

### **A WORKING COUNTRYSIDE**

**5.15** The needs of farmers and agricultural practices are changing at a significant rate. The need for agriculture is also changing and there has been notable implications for the environmental, social and economic character of rural areas. This is causing a major reconsideration of the role of the working countryside and the national and local approaches to the rural economy. The Government's overall aim for agriculture is for it to be prosperous, visionary and sustainable, whilst enabling the transition to diversification and other forms of rural enterprise, where necessary. This will ensure the countryside remains working, viable, sustainable and a significant contributor to the rural economy and local communities.

## **New Agricultural Development**

**5.16** Proposals for some new agricultural buildings do not require planning permission from the local authority. However, the farmer is required to notify the City Council of an intention to carry out certain development works. In order to minimise the impact on the landscape, new agricultural buildings or other development, or the extension or alteration of existing agricultural buildings will be assessed against the criteria set out in the policy R2. Where a proposal requires planning permission, the farmer should provide a statement demonstrating the economic need for the development.

**5.17** New agricultural buildings will be expected to have regard to existing topography and natural screening to minimise the impact on the countryside. New landscaping works should be in keeping with the local landscape character in the surrounding area.

**5.18** Proposals for new agricultural or forestry dwellings are considered in paragraph 2.62 and 2.63 in Chapter 2 and are the subject of Structure Plan policy HP5 and national guidance in PPS7.

### **Policy R2**

**The City Council will permit proposals for new agricultural buildings or development subject to the following criteria:**

- a) It has been demonstrated to the satisfaction of the City Council, by means of a supporting statement, that there is an economic need for the development;**
- b) The proposal avoids harm to its physical setting by its siting, scale, design, materials and external colours;**
- c) Where existing buildings are of architectural or historic importance any extensions should respect their existing design and use of materials; and**
- d) There is no detrimental impact on landscape interests, protected species, sites or features of nature conservation interest or on sites of archaeological or historical importance.**

**Where appropriate, new landscaping should be provided to further reduce the visual impact of the new building and this should reflect the character of the surrounding area.**

## **Protecting the best agricultural land**

**5.19** It is important to protect the best and most versatile agricultural land and minimise its loss to development to safeguard this resource for future generations. The City Council will have regard to policy EP9 of the Structure Plan which seeks to protect the best and most versatile agricultural land. Only in exceptional circumstances will the City Council permit development on such land and will need to be satisfied that there are no alternative opportunities on previously developed or other suitable land in urban or rural areas. Where development of agricultural land is unavoidable, the City Council will require consideration of lower graded agricultural land where such land is not important for nature conservation or landscape interest, as this has less significance in terms of national agricultural interest. This approach is set out in detail in PPS7, and the determination of development proposals will be based on this guidance.

## **Agricultural diversification and rural enterprise**

**5.20** Agriculture has played an important part in shaping the landscape of the District and will be vital for its future maintenance. Supporting farm businesses is not only important for

maintaining a healthy rural economy, but it helps to maintain the character and appearance of the countryside by retaining important landscape features such as orchards, hop fields and grassland. In order to maintain and enhance these landscapes there is a need to support the businesses that create it.

**5.21** There has been a steady decline in opportunities for employment in the countryside and the rural economy is changing. The City Council recognises the need for farm diversification in the rural economy and will seek to encourage agricultural diversification. This may relate to small scale business development, or the provision of tourism, community and leisure facilities. There is also an increasing focus on small enterprises unrelated to a farming unit, which can also provide local employment opportunities, help maintain the vitality or viability of rural services and meet local community needs. It is important to ensure, however, that these new enterprises are appropriate in scale and location and do not have an adverse impact on the character and appearance of the countryside.

**5.22** The City Council will allow the conversion of redundant rural buildings for uses related to agricultural diversification and rural enterprise, subject to the criteria set out in Policy R3. There is a presumption in favour of the re-use of rural buildings for business and commercial use, and potentially tourism or community uses, as opposed to conversion for residential purposes, and such uses should be actively sought prior to seeking a residential use for the building. Policy R1 supports this approach.

**5.23** It is, however, important to strike a balance between economic diversification and the use of redundant agricultural and other rural buildings. Proposals for agricultural diversification and other rural enterprises will therefore need to be carefully assessed to ensure that the new use does not have a detrimental impact on the character and appearance of the building or locality, or cause an unacceptable increase in traffic on unsuitable roads.

**5.24** New agricultural buildings constructed under permitted development rights (i.e. not requiring planning permission) would have originally been required on the basis of need for agricultural purposes. To prevent permitted development rights being flouted, the City Council will not grant planning permission for reuse of those buildings that have been erected within the last 10 years. Where planning permission is granted, permitted development rights may in some cases be removed. This might occur when there are concerns over the proliferation of agricultural buildings or where there are concerns over inappropriate development associated with the new use, for example the erection of walls or hardstandings. Additionally, the City Council will apply Policy NE1 of the Local Plan if a building is considered likely to contain protected species.

### **Policy R3**

**The City Council will permit the conversion of existing buildings that will diversify the rural economy or an existing farm business provided:**

- a) The building is of permanent and substantial construction; and**
- b) The building is capable of conversion without major reconstruction or any alteration that is detrimental to its character and appearance; and**
- c) The form, bulk and design of the building is sympathetic to its surroundings; and**
- d) Access and parking provisions are acceptable and the use does not significantly increase traffic to the detriment of the area or highway safety; and**
- e) The proposed re-use does not lead to dispersal of activity detrimental to village vitality; and**
- f) There is no detrimental impact on landscape interests, protected species, sites or features of nature conservation interest or on sites of architectural or historic importance, or their settings where appropriate; and**
- g) There is no detrimental impact on residential amenity; and**
- h) The use of the land surrounding the building, for activities such as parking, storage, lighting, or advertisements are not intrusive nor detrimental to the character and appearance of the building or locality; and**
- i) Appropriate landscaping and screening is provided where necessary; and**
- j) There is no overriding conflict with other policies in the Plan.**

**5.25** In order to avoid a proliferation of new buildings in the countryside, the City Council will expect new enterprises to reuse existing buildings wherever possible, in accordance with the guidance of PPS7. However, it may not always be possible to reuse existing buildings. Where there is a requirement for new buildings or extensions to existing buildings, the proposals will need to satisfy policy BE1 on design.

### **Policy R4**

**The City Council will permit the erection of new buildings that will diversify the rural economy or an existing farm business provided:**

- a) The proposal is appropriate in scale, siting and design with the rural surroundings and the site retains its character; and**
- b) Access and parking provisions are acceptable and the use does not significantly increase traffic to the detriment of the area or highway safety; and**
- c) The proposed use does not lead to dispersal of activity detrimental to village vitality; and**
- d) There is no detrimental impact on landscape interests, protected species, sites or features of nature conservation interest or on sites of architectural or historic importance or their settings where appropriate; and**
- e) There is no detrimental impact on residential amenity; and**
- f) The use of the land surrounding the building, for activities such as parking, storage, lighting, or advertisements are not intrusive nor detrimental to the character and appearance of the locality; and**
- g) Appropriate landscaping and screening is provided where necessary; and**
- h) There is no overriding conflict with other policies in the plan.**

**New buildings not associated with an existing farm business should be well related to an existing settlement and accessible by a range of transport modes.**

## **Farm Shops**

**5.26** Farm shops are one possible form of farm diversification and can provide a new source of employment in the rural area. They are also important for promoting the purchase of locally grown produce and regional speciality foods and other rural wares. Farm shops can also encourage more sustainable forms of shopping for local people by reducing the need to travel. When assessing applications for farm shop buildings of this nature, consideration will be given to their scale and location, visual impact and their impact on local villages and the surrounding area. Where it is not possible to locate farm shops on public transport routes or close to settlements, applicants will be encouraged to adopt box delivery schemes or collection points within settlements to further reduce the need to travel.

### **Policy R5**

**The City Council will grant planning permission for farm shops provided:**

- a) There is no detrimental impact on local shops or on the character of the surrounding area;**
- b) Access and parking provisions are acceptable and the use does not significantly increase traffic to the detriment of the rural area or highway safety;**
- c) There is no detrimental impact on residential amenity;**
- d) There is no overriding conflict with other policies in the Plan.**

## **PROTECTED COUNTRYSIDE**

**5.27** One of the City Council's objectives is to protect and enhance the countryside, acknowledging its own intrinsic value and recognising that a high quality rural environment contributes to the economic, social and cultural well-being of the District.

**5.28** The countryside of the Canterbury District is rich and varied. It includes coastal marshes, extensive woodlands, river valleys and downland. The District lies in part of three Natural Areas: the Thames Estuary, the North Kent Plain and the Kent Downs. The characteristics of each of these areas are described in detail in the Natural Area profiles produced by English Nature and the series of landscape assessments produced by Kent County Council and the City Council.

**5.29** The Structure Plan provides protection for the countryside: policy EN1 protects the countryside for its own sake; policy EN3 conserves and enhances Kent's landscape and wildlife habitats; policy EN4 protects the Kent Downs AONB and policy EN5 defines and protects Special Landscape Areas (SLAs). All these policies will be applied in the District. In addition to the Structure Plan policies, the Local Plan also provides protection for the Areas of High Landscape Value (AHLVs) which are landscapes of local importance.

### **Kent Downs Area of Outstanding Natural Beauty (AONB)**

**5.30** To enhance and protect the landscape and rural economy within the Kent Downs AONB, the Council will welcome proposals which meet the aspirations of the management plan without damaging the landscape and environmental quality of the area.

**5.31** The Kent Downs AONB includes much of the south of the District and is a landscape of national importance. The Countryside and Rights of Way Act 2000 Section 89(2b) requires that local authorities "shall have regard to the purpose of conserving and enhancing the natural beauty of the AONB and prepare and publish a plan which formulates the policies of the local authority for the management of the AONB and carrying out their functions in

relation to it". The management of the AONB is guided by a Joint Advisory Committee which includes representatives from Kent County Council, all the District Councils within the AONB and landowning, conservation and amenity interests. The City Council participates actively in the Joint Advisory Committee. Structure Plan policy EN4 provides protection to the Kent Downs AONB and the Council will consider all development proposals and initiatives against this policy.

**5.32** The Kent Downs AONB Landscape Design Handbook , which provides guidance on good design and management of the Kent Downs, has been adopted by the Council as a material consideration for development control purposes.

### **Special Landscape Areas (SLAs)**

**5.33** National guidance in PPS7, RPG9 and the Structure Plan all emphasise the role of development plans in protecting and enhancing the landscape. Structure Plan policy EN5 defines three SLA's in the Canterbury District: the North Kent Marshes, the North Downs and Blean Woods. The Structure Plan requires Districts to review and define the detailed boundaries of the SLA's in local plans or local development documents. The City Council undertook a partial review of the Blean Woods SLA which resulted in additional areas being included at Clay Hill, Daw's Wood, Tyler Hill, Mayton Farm, Broad Oak and Primrose Hill Chartham and a further area being deleted at Blean. The Blean Woods and Great and Little Stour Landscape Appraisal gives detailed analysis and guidance on each of the character areas.

**5.34** In accordance with these special landscape designations the Council's objective is to preserve and enhance the distinctive landscapes of the Canterbury District and will consider development proposals and initiatives against the above policy background and this objective.

#### **Policy R6**

**The following SLAs as shown on the Proposals Map (see also Insets 1, 2 & 3) are defined as having county significance in terms of the quality of the landscape:**

- a) The North Kent Marshes;**
- b) The North Downs;**
- c) Blean Woods.**

**In considering applications for development within these areas the Council will give priority to the conservation and enhancement of the natural beauty of the landscape over other planning considerations, whilst having due regard to the economic and social well being of the area. Development proposals which would cause unacceptable harm, will not be permitted.**

### **Areas of High Landscape Value (AHLVs)**

**5.35** Two AHLVs are identified in this Plan: the Valley of the River Stour around Canterbury (The Canterbury Area of High Landscape Value) and the Wantsum Channel. These landscapes, although not considered to be of sufficient quality to be considered of County significance, have a distinctive high quality landscape. Detailed landscape assessments have been made of each AHLV.

**5.36** The valley of the River Stour around Canterbury includes areas of high landscape quality and a number of features of archaeological heritage. The designation seeks to protect the historic setting of Canterbury and the World Heritage Site.



**5.37** The Wantsum Channel formerly separated the Isle of Thanet from Kent. The marshes are a distinctive feature and form a dramatic open landscape of ditches and fields, reclaimed from the sea. The settlement pattern reflects the ancient coastline with most villages located on the old shoreline. To reflect its strategic importance in East Kent, it is subject to local landscape designations in the neighbouring Districts of Thanet and Dover.

#### **Policy R7**

**The following AHLVs as shown on the Proposals Map (see also Insets 1, 2 & 3) are defined as having local importance in terms of the quality of the landscape and/or the special landscape role it performs:**

- a) The valley of the River Stour around Canterbury;**
- b) Wantsum Channel.**

**In considering applications for development within these areas the Council will pay particular attention to the impact of the proposals on the local landscape character and/or role and on its historic setting. Development proposals which would cause unacceptable harm will not be permitted.**

#### **Landscape Character**

**5.38** The Countryside Agency, as part of its Countryside Character Programme, has mapped and described regional landscape character areas across the country. The County Council has refined this work through a series of more detailed landscape character areas across the county. In order to protect and enhance the local distinctiveness of character areas, the City Council has further refined this work and has carried out landscape appraisal of four main areas of the District:

- The setting of City of Canterbury;
- The Wantsum Channel;
- The coastal towns of Herne Bay and Whitstable;
- The Blean Woods and the Great and Little Stour Valleys.

**5.39** These assessments have been adopted as supplementary planning guidance and identify key characteristics of each area and an appropriate strategy for future landscape. Policy BE1 requires that context and local distinctiveness are considered in all proposals for new development and the Council will seek to ensure that the landscape character of areas will be protected. Policy BE10 seeks to preserve and enhance historic landscapes.

#### **Green Gaps**

**5.40** The objective of the Green Gaps policy is to retain separate identities of existing settlements, by preventing development which would lead to coalescence between them.

**5.41** There are national and Structure Plan policy objectives that restrain built development outside the urban areas and in the countryside. The City Council supports these objectives. The allocation of Green Gaps on the Proposals Map (see also Inserts 1, 3 & 5) supplements these national and strategic policy objectives.

**5.42** Historically, some development has occurred outside the urban areas, that has led to the gradual erosion of the open countryside and coalescence between built up areas. The City Council is concerned that this gradual coalescence between existing built up areas not only harms the character of the open countryside, but is having an adverse impact on the setting and special character of villages.

**5.43** These Green Gaps have been specifically identified as they lie between built up areas, whether they are villages or urban areas, which are gradually expanding, in particular along the road frontages. The designations have been limited to 'pinch points', where settlements, often due to linear expansion, are at a particular risk of coalescence.

**5.44** These areas are considered critical to the objective of retaining separate identities of settlements, and many of them have come under development pressure in the past, including proposals for isolated development, and may again in the future. Existing development constraint policies remain the most important means of countryside restraint and this will remain unchanged outside the urban areas. It is therefore important that there is not a perceived tiering of countryside protection. This designation draws attention to specific areas where inappropriately located new development could lead to coalescence between settlements.

**5.45** This need not be as a result of further isolated residential development, but other minor development related to activities such as agriculture, recreation and the keeping of horses. Proposals for development within the Green Gaps will be considered with particular regard to siting, design and external appearance.

**5.46** The following Green Gaps are shown on the Proposals Map (see also Insets 1, 3 &5):

- Between the urban areas Herne Bay and Whitstable (policy TC26)
- Between Canterbury and Sturry
- Between Sturry and Broad Oak
- Between Sturry and Westbere
- Between Sturry and Hersden
- Between Blean and Rough Common
- Between Canterbury and Tyler Hill

#### **Policy R8**

**Within the Green Gaps identified on the Proposals Map (see also Inset 1), development will only be permitted where it does not:**

- a) Significantly affect the open character of the Green Gap, or lead to coalescence between existing settlements;**
- b) Result in new isolated and obtrusive development within the Green Gap.**

**Proposals for open sports and recreational uses will be permitted subject to there being no overriding conflict with other policies and the wider objectives of the Plan. Any related built development should satisfy criteria (a) and (b) above and be kept to a minimum necessary to supplement the open sports and recreation uses, and be sensitively located and of a high quality design.**

## **A VIBRANT COUNTRYSIDE**

### **Tourism**

**5.47** Tourism is becoming increasingly important for the vitality of the rural economy and can be another method of farm diversification with the creation of holiday accommodation or other tourist facilities in redundant buildings. Rural tourism must be developed and managed in a sustainable way ensuring that the character of the countryside and the very asset on which its popularity depends is not destroyed. Therefore the City Council will support tourism

initiatives which are appropriate in scale to their surroundings and which seek to reuse existing buildings, thereby avoiding the proliferation of buildings in the countryside.

**5.48** Where tourism facilities are proposed in new buildings, the City Council will ensure that the new development is related to an existing settlement and is not isolated in the open countryside so as to have an adverse impact upon its character and appearance. This should also improve the proposal in sustainability terms and reduce the need for travelling by car. The Council will also have regard to the relevant Structure Plan policies in particular policies EP8, EP10, EP11 and EP12.

#### **Policy R9**

**The City Council will permit new development and the change of use of existing buildings in the countryside and villages, to provide tourist accommodation or facilities provided that:**

- a) The nature and scale of the proposal is in keeping with the rural surroundings;**
- b) Access and parking provisions are acceptable, the use does not significantly increase traffic to the detriment of the rural area or highway safety and the site is accessible by a range of transport modes;**
- c) The development can be implemented with no adverse effect on the character of the building or its setting, or the open character of the area;**
- d) There is no adverse impact upon residential amenity;**
- e) There is no detrimental impact on landscape interests, protected species, sites or features of nature conservation interest or on sites of archaeological or historical importance;**
- f) There is no overriding conflict with other policies in the Plan, such as the loss of village facilities.**

#### **Village Facilities and Services**

**5.49** Village facilities and services are important for serving and meeting local needs. These village facilities in the parished areas often provide the focal point for the communities they serve and help to enhance village life. The City Council is concerned at the increasing loss of village facilities such as the village shop, post office, public house and hall. This can have an adverse effect on the well-being of the local community and can result in an increase in the need to travel to the nearest available facility. This often puts the least mobile groups of society at a disadvantage. The loss of these facilities can dramatically change the character of the village or area as they often serve a wider catchment than just the settlement they are located in. The loss of these services also has an impact on rural employment and the wider rural economy. The City Council therefore wishes to protect such services and facilities unless there are strong reasons to show that this is unrealistic.

**5.50** The City Council will help to explore ways of retaining these facilities, where they are under threat, through enhancement or combining services and through appropriate grant schemes.

**5.51** In order to establish genuine proposals for the loss of existing village facilities to other uses, the City Council will require the applicant to demonstrate that there is no longer a need or demand for the particular facility by considering how the existing facility has been managed, marketed and operated.

**Policy R10**

**The City Council will not permit the loss of village and community facilities in the Parishes, such as public houses, shops and post offices to other uses unless it can be demonstrated that:**

- a) The use is no longer viable, the business has been actively marketed with no genuine interest and there is no longer a continuing demand for the use or facility; or,**
- b) There is alternative provision for a similar type of use within an acceptable walking distance; and**
- c) There would be no detrimental impact on the rural character and community.**

**5.52** In order to maintain the viability and vibrancy of rural communities, the City Council will support new proposals for village services, for example a new shop, where they do not conflict with other policies of the Plan.

**Policy R11**

**Within the villages, the City Council will permit the use or extension of existing residential properties or farm and other appropriate buildings such as village halls and churches, to provide convenience goods, shops or other local services, unless there is an overriding conflict with other policies in the Plan.**

**Leisure, Recreation and Accessibility**

**5.53** The Countryside and Rights of Way Act (2000) fulfils the Government's commitment to give people greater freedom to explore open countryside. The City Council will work in partnership with Kent County Council to ensure that the existing public access to the countryside is protected and where possible enhanced in appropriate locations. Improved access can also relieve pressure on popular, congested attractions by introducing visitors to other areas. This improved accessibility must be carefully designed with a view to conserving the countryside.

**5.54** The countryside is coming under increasing pressure from new forms of leisure and recreation and intensification of existing uses. The City Council will support proposals for leisure facilities in the District where they do not conflict with the criteria in Policy R12 or with other policies of the Plan. In considering proposals for leisure uses in the countryside, care must be taken to conserve the landscape, wildlife and natural resources of the District. Built development associated with proposals of this nature must be ancillary to the main use and should be appropriate in scale and design and be unobtrusively located, preferably within or adjacent to an existing settlement.

## **Policy R12**

**Proposals for sports and recreation facilities in the countryside will only be permitted where:**

- a) They are well related to an existing settlement;**
- b) There is no detrimental impact on landscape interests, protected species, sites or features of nature conservation interest or on sites of archaeological or historical importance;**
- c) There is no adverse impact upon residential amenity;**
- d) Access and parking provisions are acceptable, the use does not significantly increase traffic to the detriment of the rural area or highway safety and the site is accessible by a range of transport modes;**
- e) Buildings and other related development are well designed, appropriate in scale and function to the use of the land and sensitively located to retain the openness of the area;**
- f) The rural character of the area is safeguarded.**

## **Reculver**

**5.55** Reculver has always been recognised as a destination for the District's residents and visitors, even though its popularity has fluctuated over recent years. At Reculver, there are the Roman fort and towers, church, the Reculver Country Park, caravan parks, a public house, Information Centre, and public car park, in addition to access to and along the seafront to Herne Bay and Minnis Bay.

**5.56** There have been general environmental improvements to the existing facilities and landscape of this area through private and public investment, and the City Council is investigating and will continue to investigate ways of improving its attraction for residents and visitors.

**5.57** The Reculver area in the Council's view has more to offer by way of further investment and attraction, to promote, in particular, leisure pursuits and activities, and the increased and improved use of the land and seafront. The City Council will seek to promote investment into the area through the provision of leisure and open-air activities. The City Council will also continue to encourage the improvement of the environment, and to consider whether the caravan parks could accommodate additional development or activities that would bring further investment and visitors into the Reculver area.

**5.58** New housing development is not considered appropriate in this area by reason of its potential for flooding.

## **Policy R13**

**Proposals to further enhance the attraction of Reculver (shown on the Proposals Map), as a destination for visitors, in particular leisure and open air recreational proposals, will be permitted by the City Council subject to design, visual and environmental impacts, and suitable access arrangements.**

## **Horse-Related Development**

**5.59** Horse riding is an increasingly popular activity and can bring employment and economic benefits to the rural areas in addition to providing recreation and enjoyment. However, the associated development and its intensity of use can have a significant impact on the countryside. This has been identified in the landscape appraisals, undertaken by the

City and County Councils, which are produced as supplementary planning guidance to this Local Plan. Any horse-related development proposal will need to satisfy the design criteria in policy BE1 and any ancillary development or works should seek to employ a high standard of design, which should reflect the rural surroundings. In appropriate circumstances there may be a requirement to undertake removal of associated equipment such as jumps, when not in frequent use, to avoid visual clutter.

**5.60** The proposed means of enclosure should be sympathetic to the character of the adjoining countryside; for example, the boundaries should be stock proof. However, the City Council would not necessarily wish to see the introduction of harsh fencing and would expect suitable hedge boundary treatment. This could be in addition to fencing to minimise the impact on the landscape. Where possible, the proposal should be well related to the existing rights of way network.

#### **Policy R14**

**Development proposals relating to the keeping and riding of horses will be granted planning permission where:**

- a) Development is of an appropriate scale, design and intensity with its surroundings;**
- b) There is no detrimental impact on landscape interests, protected species, sites or features of nature conservation interest or on sites of archaeological or historical importance;**
- c) Access and parking provisions are acceptable and the use does not significantly increase traffic to the detriment of the rural area or highway safety ;**
- d) Buildings are of good quality design and are sited to avoid an adverse impact on the wider landscape;**
- e) There is no adverse impact upon residential amenity;**
- f) The proposed means of enclosure are sympathetic to the character of the adjoining countryside.**

#### **Rural Transport**

**5.61** There is a need to maintain and promote public transport in rural areas as it can provide an important service for various groups in the community and contributes to the vibrancy and sustainability of the countryside. It offers greater mobility for those who do not have access to a car or choose not to own one. An effective public transport system will, therefore, reduce the reliance on the private car, which will in turn reduce pollution and energy consumption. The City Council recognises the need to protect existing public transport facilities for the rural area and will continue to press Kent County Council to investigate additional methods of public transport to serve outlying areas.

**5.62** The City Council is keen to reduce the dependency on the car in rural areas by encouraging alternative modes of transport. The City Council is investigating new cycle routes linking rural settlements to the main urban areas and these are shown on the Proposals Map (see all Insets). These routes will help facilitate sustainable commuting and green tourism opportunities.

**5.63** The City Council is also concerned at the amount and speed of, and the damage caused by, heavy traffic using unsuitable roads, particularly in the rural areas and will work with Kent County Council to discourage inappropriate heavy traffic through appropriate traffic management measures in line with policy TP16 and TP17 of the Structure Plan.

**5.64** Rural lanes are an important feature in the countryside and can be of significant landscape, historic and nature conservation importance. The City Council is particularly aware of the environmental problems resulting from the rigid application of highway standards in rural areas. This potential threat will be a material consideration in considering development proposals and the City Council will have regard to policy EN14 of the Structure Plan, which seeks to protect important lanes from changes that would damage their character. The City Council will also urge the highway authority to use sympathetic lighting in highway schemes in sensitive rural areas to reduce the incidence of light pollution.

## **CHAPTER 6: PRESERVING, ENHANCING AND CONSERVING OUR BUILT AND NATURAL ENVIRONMENTS**

### **THE BUILT ENVIRONMENT**

**6.1** The importance of good design in securing high quality development has been recognised by central Government. The Government's commitment to good design is apparent in PPS1 'General Policies and Principles' and PPG3 'Housing'. The important role of urban design is emphasised, particularly in relation to the requirement to safeguard the countryside by concentrating mixed-use development at higher densities on previously developed land close to urban centres where there are good public transport links. The challenge is to meet this requirement and create 'places' rather than 'development', with locally distinctive identities.

**6.2** The Kent and Medway Structure Plan acknowledges the strategic importance of conserving and enhancing the quality of the built and natural environment both for its effect on the quality of life and for the support it gives in stimulating new investment.

**6.3** The Kent Design Guide (December 2005) expands the design policies in this Local Plan. Canterbury City Council will adopt 'Kent Design' as a supplementary planning document. It is intended that further guidance on Conservation and Heritage, Landscape Design and Lighting Design will be produced and adopted. Supplementary Planning Guidance or Documents (SPG/SPD) expand on and illustrates the policies in the Local Plan. A number of different types of guidance are available from the City Council, including development briefs and development principles/guides, conservation area appraisals, landscape appraisals and subject specific guidance. These documents are intended to assist the Council in making decisions and help people who are applying for planning permission. By providing this advice, the Council helps ensure that good quality development is achieved. Subject specific guidance available includes the following titles, which may be amended or added to during the life-time of the Plan:

- Affordable Housing (Housing for Local Needs) (2002)
- KPOG Good Practice Guide on Development Contributions (1999);
- Trees and Development (2003)
- Crime Prevention through Design (2003)
- Riverside Strategy (2003)
- Shopfront Design (2003)

### **GOOD DESIGN PRINCIPLES**

**6.4** "Good Design will generate a lively, well-used environment coupled with the development of a strong local economy, safe and attractive places in which to live and work and good access to services. By contrast, poor design could create a hostile, unloved environment that may lead to social and economic dysfunction and reduce the value of surrounding areas " Kent Design (December 2005).

**6.5** Throughout the District, in both urban and rural locations, the City Council aims to ensure that all new development is of good design. Good design involves understanding and responding to the local context to create locally distinctive sustainable development that works functionally, ecologically, socially and aesthetically to positively enrich the environment. Sustainable development can be defined as "development that meets the needs of the present without compromising the ability of those in the future to meet their own



needs". The effects of climate change are a consequence of the emission of greenhouse gases. The reduction of greenhouse gas emissions is one of the most important issues that needs to be addressed if we are to achieve more sustainable development. Land is also a finite resource, and it is an objective of the City Council to make more efficient use of previously developed, derelict or underused land, rather than build upon fresh land.

**6.6** Developments should conserve natural resources, be energy efficient and minimise pollution. At present, operational energy in buildings (heating, air conditioning, ventilation, lighting etc) accounts for 46% of the UK's CO<sub>2</sub> emissions. New construction amounts to about 1% of the building stock per year and therefore emissions from existing buildings need to be reduced. The UK has set a target to reduce CO<sub>2</sub> by 20% (on 1990 UK emissions) by 2010. The City Council will encourage developments that incorporate best practice initiatives such as the Government's Energy Efficiency best practice programme (EEBp), and the recommendations from the Building Research Establishment (BRE).

**6.7** All development should respond to the objectives of sustainable development and reflect the need to safeguard and improve the quality of life for residents, conserve energy resources and protect and enhance the environment. An indication of the level of sustainability of a development proposal can be assessed with reference to the following checklist:

- (a) Life cycle environmental cost analysis of all construction materials.
- (b) The efficient consumption of materials including using those that are locally sourced, are from renewable resources or are recycled (e.g. secondary aggregates), where appropriate.
- (c) Site selection and layout design (efficient use of land).
- (d) The presence of buildings of mixed use, tenure and type.
- (e) The presence of grouped community facilities, where appropriate.
- (f) The presence of sustainably designed buildings which include 'zero CO<sub>2</sub>', 'zero heating', 'super insulation', solar design, mechanical ventilation including water heating and heat recovery (MVHR), natural ventilation and the use of photovoltaics.
- (g) The presence of sustainable water and waste management regimes.
- (h) The presence of a locally distinctive identity.
- (i) The presence of an integrated landscape structure and open space system including shelter belts linked where possible to the surrounding landscape.
- (j) The presence of a safe circulation system for vehicles, pedestrians and cyclists with priority clearly given to pedestrian and cycling safety and links to public transport nodes.
- (k) The accessibility of the site to a choice of travel alternatives and the design of public transport into development proposals (such as layouts, which enable access by existing public transport services or accessible footpath links to public transport routes), including contributions to public transport, where appropriate.
- (l) The presence of a low-energy input landscape management regime for all public open space.
- (m) The retention of high quality natural features (trees, hedgerows, watercourses, water bodies etc.) and the contribution made to increasing and enhancing biodiversity.

**6.8** There is a need to follow more sustainable patterns of development in order to conserve finite resources. This all-embracing theme calls for an innovative approach to design and development and, in essence, involves conserving land and material resources, integrating energy-efficient technologies, designing for ecological diversity, for less car travel and greater use of public transport.

**6.9** Good design enables land to be used efficiently, but above all it produces development which fits the site and possesses a locally distinctive character with a 'sense of place'. Development without this quality is 'anywhere' development and usually looks 'out of

place' in its context. The following set of general design principles and accompanying policies aim at creating 'places' with strong locally distinctive character or identity.

**6.10** The imposition of pre-determined 'pattern book' building designs rarely results in the creation of locally distinctive identity. A collaborative approach to development is needed across the professional spectrum to produce site-specific design solutions arising from the local context.

### **Context And Local Distinctiveness**

**6.11** The starting point for all good design is the context of the specific site in question (the character and setting of an area within which a projected scheme will be situated). Understanding context involves understanding and responding to the pattern of the built and natural environment and the social and physical characteristics of the locality in order to be able to produce locally distinctive design.

**6.12** The character of settlements and small groups of buildings arises from the layout pattern of buildings, streets and spaces, density, grain, scale (height and massing), details and materials. The characteristic relationship between built form and its landscape setting and the character of the spaces between buildings (their scale and materials) are key features of distinctive local character.

**6.13** The character of the landscape of a locality arises from a relationship between landform (geology, soils and the natural drainage pattern that contribute to the three dimensional shape of the land surface), land cover (vegetation cover and land use patterns) and landscape elements (characteristic buildings, structures, individual trees, hedgerows and other small scale vegetation features). It is the landscape character that gives different parts of the country their special sense of place. Variation in landscape character is a particular feature of the British landscape and maintaining this diversity is fundamental to the policies in this Local Plan. Detailed landscape appraisals have been completed and focus on Canterbury, Herne Bay and Whitstable, Blean Woods and the Great and Little Stour Valleys and the Wantsum Channel. These are adopted as Supplementary Planning Guidance to complement the County-wide landscape character studies carried out by Kent County Council. These appraisals are not exclusive, and further studies may be carried out on other landscapes during the Plan period as part of the Local Development Framework process.

**6.14** Where part, or most of the context of a development site is of a rich quality (i.e. distinct architectural, historical and/or landscape merit) new development should respect, complement and enhance it. This does not rule out high quality contemporary architectural design related to the vernacular style of the locality. In this situation, the design objective should be to enhance the locally distinctive character and strengthen the sense of place.

### **Enriching the Environment**

**6.15** The Canterbury District is not of a uniform character. In situations away from dense urban centres or village conservation areas where there is little pronounced or historic architectural/townscape quality, the City Council's aim is to create development of higher quality that will enrich the environment visually, architecturally and by providing a new local focus.

**6.16** In areas where the existing environment does not exhibit especially pronounced or historic architectural styles, townscape and landscape character, any proposals for development should upgrade the architectural, townscape and landscape design quality of the area and should be locally distinctive.

## Large Scale Development

**6.17** New development, particularly large scale development - more than 10 dwellings/0.5 ha (residential), or 1000m<sup>2</sup>/1ha (industrial/commercial/leisure) - on sites where the context is ordinary or poor, demands an Urban Design/Landscape Design approach. Here the aim is to create a higher quality development to the surrounding context to act as a new focus for the local area. Successful places are characterised by built form and external space design being conceived together prior to traffic circulation. For example, a strong landscape framework is employed to integrate the development into the landscape setting and structure a connected open space system and pedestrian/cycle circulation network. Built development is then arranged within the openings in the framework and connected by a road hierarchy designed to be pedestrian/cycle friendly and not to dominate the visual appearance of the development.

**6.18** A 'cellular' structure as described above, created by the landscape framework, serves to sub-divide the development into a series of connected individual areas each able to assume its own distinctive character. In this way extensive areas of characterless development are avoided.

**6.19** In accordance with current Government planning guidance, the City Council also considers that the density of residential development should be increased at and immediately around urban centres with good public transport accessibility. High density does not require high-rise, but does require good urban design. The need to use land efficiently and increase density in appropriate contexts provides an opportunity for 'joined up' built form to tightly enclose circulation routes and external spaces.

**6.20** Road design and off-street parking standards are a major determinant of the amount of land required for new housing, the price of that new housing and of the ability of urban design to create places of distinct character. Standards will be applied in a flexible manner where possible, to provide opportunity for the design of more creative external spaces. In addition, 'Home Zones' will be encouraged in certain circumstances. The creative use of built form and landscape design should be used to reduce the visual impact of roads and to reduce vehicle speed, rather than obvious 'bolt-on' traffic calming measures, wherever possible. Generous road space gives the message that drivers have priority, can drive fast and habitually use the car. Developments should be designed so that pedestrians/cyclists have priority.

**6.21** The Kent Design Guide (2005) states "It may be appropriate to limit parking where there is easy access to public transport and walking and cycling routes. It may even be practical to have car-free commercial or residential developments but these must be backed by evidence that potential residents will not require parking spaces. It is essential that robust controls are in place on surrounding public highways to prevent displaced parking",

**6.22** Any proposal for large scale development should seek to provide a clear and coherent design framework layout that incorporates the design objectives of policy BE1 and provides a higher quality development in the surrounding area.

**6.23** Applications for subsequent stages and/or revisions to stages that have already received planning permission will only be considered favourably if they are consistent with the overall principles of the development and any approved Development Brief.

## **Architectural Design**

**6.24** The successful introduction of new buildings into established townscapes and quality landscapes is not an easy task. Often past styles are poorly copied without applying the craftsmanship of the past. Over the centuries buildings have been produced that blended well into their surroundings. The use of materials, high standards of workmanship, detailing and limits on scale and massing ensured that 'new' buildings were harmonious with their surroundings.

**6.25** Canterbury District is an attractive area rich in architecture of every period and style. The design quality achieved in the past was generally very high, particularly in respect of the sense of place, 'rightness' and delight. The quality of design in new developments is one of the most obvious measures of success of the existing planning system. The expectations for quality in design have been rising over the past decade. Future generations will judge us by the quality of what we build today.

**6.26** There will be circumstances where the traditional design styles need to be followed very closely, taking account of the conservation of buildings and areas; for example, in formal terraces, estate villages or where the character of the place depends on the similarity of style, form and detailing. In some circumstances, contemporary building designs should not be inhibited. The introduction of modern versions of traditional styles will, in many instances, be acceptable or desirable. In these cases the choice of materials, colours, detailing and workmanship will be key factors. In other areas where the traditional architecture does not create the character or appearance of the 'place', adventurous, high quality, contemporary designs will be encouraged.

**6.27** Proposals for new buildings will be expected to demonstrate: a creative design solution specific to the site; attention to quality of materials, methods of construction, finishes and details; visual interest when viewed as a whole and in detail; attention to proportions, massing, form and scale; and integration between the different parts of the building to create a coherent whole.

## **Alterations and Extensions**

**6.28** Extensions need to be individually designed for the specific building. Often the best approach is to pick up the style of the existing building, especially in conservation areas and for listed buildings. In other locations extensions of a contemporary design may be appropriate. Where alterations or extensions are proposed for listed buildings, building in conservation areas and the AONB, consideration will be given to the impact of the proposal on the special interest and fabric of the existing building.

**6.29** Alterations and extensions to existing buildings should be designed to: complement the scale and massing of the existing building; preserve any features of interest; provide a satisfactory relationship between the old and new fabric; not lead to overlooking, overpowering or overshadowing of neighbouring properties; and ensure adequate natural light within the building, garden and amenity space.

## **Compatibility of Uses**

**6.30** To maintain the high quality of life for the District's residents, workers and visitors, the City Council will ensure that proposed uses of land are compatible with adjacent uses. As such, development that may give rise to noise and general disturbance such as evening and late night opening, industrial uses or aircraft / helicopter noise and disturbance, will be considered carefully against Policy BE1 and appropriate conditions will be imposed to mitigate the harm that may be created.

### **Policy BE1**

**The City Council will expect proposals of high quality design which respond to the objectives of sustainable development. When considering any application for development the Council will have regard to the following considerations:**

- a) **The need for the development;**
- b) **Accessibility and safe movement within the proposed development;**
- c) **The landscape character of the locality and the way the development is integrated into the landscape;**
- d) **The conservation and integration of natural features including trees and hedgerows to strengthen local distinctiveness, character and biodiversity;**
- e) **The visual impact and impact on local townscape character;**
- f) **The form of the development: the efficient use of land, layout, landscape, density and mix, scale, massing, materials, finish and architectural details;**
- g) **The reduction in energy consumption by means of layout, design, construction and alternative technology;**
- h) **Safety and security;**
- i) **The privacy and amenity of the existing environment;**
- j) **The compatibility of the use with adjacent uses;**
- k) **The need to keep the building in use and fit for purpose; and**
- l) **Appropriate supplementary planning guidance adopted by the Council.**

## **PLACE-MAKING: THE URBAN DESIGN APPROACH**

**6.31** The appearance of proposed development and its relationship to its surroundings are material considerations in determining planning applications and appeals. Such considerations relate to the design of buildings and to urban design.

**6.32** Urban design is the art of making places for people and is applicable to large and small scale development in rural, suburban and urban contexts. Essentially, it involves the manipulation of built form and the resultant external space to create complete new environments of distinct character with a strong sense of place. Successful streets, spaces, villages, towns and cities tend to have common characteristics which serve to remind us what should be sought to create a successful place:

**Character:** a place with its own identity.

**Continuity and enclosure:** a place where public and private space is clearly distinguished.

**Quality of the public realm:** a place with attractive and successful outdoor areas.

**Ease of movement:** a place that is safe and easy to get to and move about in.

**Legibility:** a place that has a clear image and is easy to understand.

**Adaptability:** a place that can change easily.

**Diversity:** a place with variety and choice.

**6.33** The appearance and treatment of the spaces between and around buildings is as important as the design of the buildings themselves. Thus landscape design, a discipline concerned with external space design, should be considered to be an integral part of urban design.

## **The Public Realm**

**6.34** The public realm is the space within a development that is not privately owned and is available for the public to use. The design and layout of the public realm will have a direct bearing on the success of a development in terms of functionality, visual appearance and sense of place. The public realm is also those public areas affected by new development.

## **Open Space Layout And Linkage**

**6.35** It is important that public open space is conceived as a 'connected system' at the very beginning of the master-planning process. There should be safe pedestrian/cyclist 'green' linkages between a hierarchy of public open spaces. It is important that the maintenance of any open space is provided for by the development associated with it. The City Council will resist proposals that result in poorly accessible, or unmanageable areas of open space, except where the open space is primarily for nature conservation interests. Where appropriate the City Council will seek a contractual arrangement, commuted payment, or legal agreement with regard to the on-going maintenance requirements of the area.

## **Natural Surveillance**

**6.36** The layout of new development has an influence on safety, security and the fear and perception of crime. Natural surveillance is an important factor that assists in promoting safety and security. Where possible, development should incorporate principles of best practice in designing out crime and the opportunities that arise through development for criminal behaviour. New proposals should be mindful of the need to incorporate Circular advice on 'Planning Out Crime' (Circular 10/95) as a material consideration in the decision making process.

**6.37** In partnership with Kent Police, the City Council has produced supplementary planning guidance "Crime Prevention through Design" (2003) which advises on the impact of development on the opportunities for criminal and anti-social behaviour in the private and public realm.

## **Landscape Design**

**6.38** Landscape design is closely related to urban design and must be seen as the total design of outside space from the very first layout design stage where built development and open space is broadly zoned to the detailed design of hard surfaces, lighting, street furniture, enclosing walls, fences and other structures as well as planting design.

**6.39** High quality landscape design is paramount to the creation of successful development and place, and can best be secured through the preparation of a Landscape Design Strategy. In appropriate circumstances, a Landscape Design Strategy will be required to indicate how a new development relates to the space about it.

**6.40** A Landscape Design Strategy will be prepared for the main highway routes into Canterbury City, and new development will be expected to take this strategy into account. Where the Landscape Design Strategy overlaps with Conservation Areas, the preservation and enhancement of the character and appearance of the Conservation Area will be a principal consideration of that Strategy.

## **Protection of Trees and Woodland**

**6.41** The City Council considers it important to protect trees and hedges in the District, as they make a fundamental contribution to its character, appearance and biodiversity. Tree Preservation Orders have already been applied to many individual and groups of trees and areas of woodland and this approach will be continued as appropriate (see policy NE5).

## **Road Frontage Tree Planting**

**6.42** Many of the routes in the district are lined with trees and are verdant. It is the Council's intention that highways and land adjacent to highways should, wherever possible, be 'green corridors'.

## **Maintenance of the Public Realm**

**6.43** In order to ensure that the public realm is attractive, it needs to be well maintained. This policy applies to all open space areas that are not within enclosed private curtilages. Public and private areas should be clearly defined.

## **Outdoor Lighting**

**6.44** Lighting quality is an important visual element of urban design after dark and will be considered in the same context as other building and urban design issues through the development process.

**6.45** Central Government guidance seeks an imaginative and appropriate design approach by those who design development and the people who manage the planning process. The City Council regards good quality outdoor lighting to be an important element of urban design for the reasons listed below.

**6.46** *Orientation* - Important buildings and streets, points of arrival such as bus and railway stations, monuments, church spires, parks and rivers are all part of the rich urban scene that are less visible after dark. Sensitive illumination of these urban features will be encouraged for navigation and ease of use.

**6.47** *Safety* - Lower light levels can make navigation in a busy urban area more hazardous. High quality, appropriate lighting can obviate personal injury risks and improve road safety.

**6.48** *Security* - Good lighting has a positive impact on the use of CCTV and can be a deterrent to crime against property and the person. In order to reduce light pollution and the creation of deeply shadowed areas which deter observation, care must be taken to avoid excessive or poorly directed lighting.

**6.49** *Environment* - Lighting requires energy. Other policies in the Plan seek to ensure that energy use is sustainable and it is the City Council's intention to promote the sustainable use of energy in outdoor lighting. In addition, light pollution can harm the character of the countryside, villages and in some cases urban areas, where dark night skies are an important part of the nocturnal landscape. Well-designed and appropriate outdoor lighting is important to protecting the nocturnal landscape.

**6.50** *Architectural Display* - The architectural and urban quality of Whitstable, Herne Bay and Canterbury is a key element in generating and enhancing civic pride and in creating a sense of place. The illumination of buildings of architectural and historic interest is of value to

tourism as well as providing amenity. It is essential that any such lighting scheme is well designed to minimise light spillage and distortion of architectural detailing.

**6.51** The City Council intends to prepare Lighting Strategies for public areas and buildings, in Whitstable, Herne Bay and Canterbury. These strategies will share the following aims:

- Improve the image of the towns and City
- Enable easier orientation in urban areas
- Improve safety and security
- Encourage an enhanced nighttime economy
- Reduce pollution and energy use
- Assist architectural display
- Promote cultural development
- Enhance the appearance of buildings and the urban fabric
- Improve Views of the night sky

**6.52** Lighting proposals can sometimes cause light pollution, with an adverse impact on the amenities of local residents. This light pollution can occur as 'sky glow', 'glare' or 'light trespass', which result in the orange glow visible around urban areas and the introduction of suburban character into rural areas; the uncomfortable brightness of a light source when viewed against the sky; and light spillage beyond the site where it is not desired or required. Planning permission will not be granted for such schemes. Relevant proposals should aim to achieve good design, enhancement of the urban fabric, energy efficiency, and avoidance of significant impact on the surrounding countryside, sites of nature conservation value and the amenity of local residents. In order to control the impact of lighting schemes, the standards set out in the Institute of Lighting Engineers' 'Guidance Notes For The Reduction Of Obtrusive Light' will be taken into account and the Council's Supplementary Planning Guidance on Outdoor Lighting will be applied.

**6.53** Different development proposals, such as security or car park lighting or sports and recreational lighting warrant specific guidance and advice on appropriate lighting schemes. Supplementary Planning Guidance on Outdoor Lighting provides such advice, together with general advice on external lighting techniques and pollution control. This should aid applicants satisfy the requirements of Policy BE2. Planning applications will also need to conform with Policies NR5 and NR6 of the Structure Plan and the guidance set out in the Kent Design Guide.

## **Public Art**

**6.54** 'Public Art' can encompass a wide variety of elements and includes art design as part of the design of buildings and developments, the design of landscape and planting, street furniture, signing, entrance features, sculpture, water features, mosaics, murals and lighting in the public realm for general enjoyment.

**6.55** Public art can greatly benefit a new development. It can create a sense of place and engender civic pride; it creates distinctiveness of places and spaces, and can ensure that a building, development or landscape scheme is unique. A site-specific artist commission can increase involvement of and ownership by local residents and workers to firmly link schemes to local areas. Landmark public art can also act as recognisable orientation points, lasting symbols for particular buildings and as cultural tourism attractions. The City Council has an agreed methodology of selecting, appointing and commissioning artists. Public art advice can be sought through the City Council. Public art will be sought and secured through a legal



agreement as part of new development. This issue is addressed in the council's Development Contributions Supplementary Planning Document, currently in preparation.

### **Policy BE2**

**In order to ensure that functional, visually successful public realm space is created with a strong sense of place as part of new development, the Council will have regard to the following when considering planning applications:**

- a) The retention and incorporation of public rights of way and the creation of a connected open space and pedestrian/cyclist circulation system related, where appropriate, to a landscape framework having regard to safety and security;**
- b) The maximising of opportunity for all areas of the public realm to be subject to natural surveillance;**
- c) The incorporation of landscape design to the frontage of development sites, particularly where they border principal roads;**
- d) New outdoor lighting will be encouraged as a means of improving public safety and enhancing buildings which have a positive impact upon the public realm. Lighting should not adversely affect residential amenity, sites of nature conservation value, or be obtrusive in those rural areas where dark skies are an important part of the nocturnal landscape;**
- e) In order to improve the physical environment of the public realm the Council will encourage the promotion of public art, subject to appropriate consultative and planning considerations. Where new development changes or creates new public places, the Council will expect the provision of public art to be included as part of the proposal.**

## **DESIGN STATEMENTS, DEVELOPMENT BRIEFS AND SUSTAINABILITY STATEMENTS**

**6.56** PPS1 states that high quality and inclusive design should be the aim of all of those involved in the development process. High quality design goes well beyond aesthetic considerations and is indivisible from good planning. Applicants for planning permission should provide a written statement setting out the design principles they have adopted in relation to the site and its wider context. This helps in assessing the application against design policies, and it requires applicants to think about design in an analytical and positive way. It enables the applicants to demonstrate to the Council how they have responded to the environment in which it is located, for example, its historic context.

**6.57** Planning application design statements are appropriate for even the smallest and most uncontroversial development proposals, as together these have an enormous impact on the environment. In such cases, only a brief statement explaining the design approach (appropriately illustrated) is likely to be necessary. Applicants will be tasked with demonstrating how their applications conform to good design principles. The Kent Design Guide is a good resource for advice on the design process.

**6.58** On occasions when village design statements have been prepared and adopted as supplementary planning guidance by the City Council, these will form the design guidance for new development proposals.

**6.59** A design statement should be submitted with planning applications and should:

- explain the design principles and design concept;
- outline how these are reflected in the development's layout, density, scale, visual appearance and landscape design;
- explain how the design relates to its site and wider area through a full site, area appraisal and tree survey where appropriate, and to the purpose of the proposed development;
- explain how the development will meet the local authority's urban design objectives/policies (and its other planning policies); and
- include a popular summary where this would be of value in public consultation.

**6.60** The written design statement should be illustrated, as appropriate, by plans and elevations; photographs of the site and its surroundings; and other illustrations, such as perspectives.

**6.61** With large scale developments, a context appraisal, context plan and analysis of the site will also be required.

**6.62** Development Briefs will be required for the Regeneration Zones identified on the Proposals Map (see also Insets 1 & 2). All development within them shall demonstrate how the proposal is in accordance with the Development Brief. In addition, Development Briefs shall, or have been, provided for the following sites:

- Hillborough Farm, Herne Bay
- Sea Street, Herne Bay
- Westbrook Industrial Park , Herne Bay
- Courts Superstore, New Dover Road/ Upper Chantry Lane, Canterbury
- Land at Herne Bay railway station – to include assessment of station car parking requirements
- Land at Whitstable railway station – to include assessment of station car parking requirements
- Hadlow College, Canterbury

**6.63** The development briefs will be adopted, following a period of public consultation. Where the development brief is not prepared by the City Council, the landowner or developer is advised to seek guidance on its content because different sites are likely to require alternative treatments, for example town centre sites. In general, the development brief should set out the key constraints and contextual characteristics of the site, and establish design parameters and other specific expectations. These might include infrastructure needs, opportunities for external spaces and other environmental enhancements.

**6.64** Sustainability statements are a useful method of clarifying the ways in which the objectives of sustainable development have been incorporated within a proposed development. Where appropriate, the statement should provide information on the subjects contained within the sustainability checklist in paragraph 6.7. The sustainability statement is another important means by which applicants should demonstrate design quality, and as such , for minor developments, this could be incorporated as part of the design statement.

**6.65** For major developments, (as defined in the General Development Procedure Order 1995 or subsequent amendments), however, the sustainability statement should form a

separate statement that focuses in detail on measures taken to reduce environmental impact and enhance social and economic benefits. The South East England Development Agency's 'Sustainability Checklist for Developments in the South East' provides further guidance that may be used by developers to demonstrate that sustainability has been incorporated into their development proposals.

**6.66** A Supplementary Planning Document will be prepared to give additional guidance on this subject and will seek to ensure that sustainability issues have been addressed during the design process. The document will establish thresholds, which set out the detail and the issues that should be considered in the statement for development of different scales. Guidance available on this subject may be updated during the life-time of the plan.

**6.67** PPS1 sets out in some detail the importance of pre-application discussions. This ensures a mutual understanding of development objectives and constraints and helps ensure that all applications are complete and address all the relevant issues. Time delays often result from failure to discuss development ideas with the Council and applicants are encouraged to discuss their design and sustainability statements with planning officers prior to submission of planning applications.

### **Policy BE3**

**Design statements and/or Development Briefs shall be submitted with planning applications setting out the principles used in the scheme to relate the development within and to its context. This will apply to all planning applications, where the development is visually significant or is significant to its neighbours.**

**Sustainability statements will also be required in appropriate circumstances, particularly with applications for major development, and should demonstrate how the proposal has responded to the objectives of sustainable development.**

**A Supplementary Planning Document will give guidance on sustainability measures for the layout, design and construction of buildings and the level of detail required from development of different scales.**

## **HERITAGE AND CONSERVATION**

**6.68** The heritage and conservation objectives of the City Council are to preserve and enhance the character or appearance of conservation areas, listed buildings, historic parks and gardens and the Canterbury World Heritage Site, and to safeguard Canterbury District's archaeological heritage.

**6.69** Canterbury District has a rich variety of architectural and cultural heritages, ranging from picturesque villages, to Victorian suburbs, a working harbour, and a World Heritage Site in an internationally famous city. The Local Plan aims to preserve or enhance the historic environment throughout the District. The policies and objectives below are amplified by Supplementary Planning Document 'Heritage, Archaeology and Conservation'.

**6.70** Historic environments are made up of an intricate web of features including buildings, structures, the street pattern, public spaces, trees and gardens, and alleyways. The Plan aims to protect these features, and ensure that they are retained or reinstated where appropriate. The relationship between conservation and growth is one of the important issues facing the District in the future. The quality and character of the environment is of

prime importance to residents and tourists, and also for attracting new investment. The issue is how to balance the need for economic growth with protection of the historic environment.

**6.71** The design of new development in historic locations needs careful consideration. Development should accord with the design guidance given in policy BE1. Design of new development in historic locations should reinforce or create a sense of place and make an environment that offers variety and visual interest. High quality designs that respect the historic context will be encouraged. However the design of new developments should avoid confused and superficial reflections of existing historic buildings.

**6.72** The street pattern is often critical to the character of a historic location. Patterns of movement have evolved over centuries and the existing layout often creates views and vistas of great character. New development should fit in with the existing street pattern, the 'grain', of an area. Where the historic street pattern has been lost or damaged the City Council will seek its restoration where appropriate.

**6.73** Within or adjoining conservation areas, and in locations that affect the setting of listed buildings, scheduled monuments or nationally important archaeology, development proposals should accord with the design policies BE1-BE3 of this Local Plan and policies QL6, QL7 and QL8 of the Structure Plan.

### **World Heritage Site**

**6.74** Canterbury Christchurch Cathedral, St. Augustine's Abbey and St Martin's Church were inscribed by UNESCO on the list of World Heritage Sites in 1988. World Heritage Sites are cultural or natural properties of outstanding universal value that are to be protected. A Management Plan has been produced for the site, which represents a statement of commitment to the site by the various owners and 'managers' and provides a framework for future actions and aspirations. The City Council recognises the international importance of the World Heritage Site and its 'buffer zone', and will continue to support and encourage their maintenance, interpretation and management.

### **Policy BE4**

**The City Council will regard the status of the World Heritage Site as shown on the Proposals Map (Insets 1 & 2) as a key material consideration in determining planning applications, and applications for listed building consent that would affect the World Heritage Site or its setting.**

### **Listed Buildings**

**6.75** Listed buildings are a finite resource and their preservation is considered to make a major contribution to the quality of life in the district and its cultural heritage. Buildings of special and local architectural or historic interest throughout the District should therefore, be retained, appropriately used and kept in good repair.

**6.76** There are 2,887 listed buildings in the Canterbury District, dating from 1100 to 1953 (as at 01/06/06). The term 'listed building' can cover a wide variety of man-made structures like bridges, walls, statues, mileposts and lampposts. Listed buildings enjoy special protection under planning law and the City Council will take all reasonable means to ensure that listed buildings and their settings are preserved or enhanced. In addition there are 753 locally listed buildings, which are considered to be of local architectural or historic interest. Government Inspectors identified these buildings when carrying out the surveys of statutory

listed buildings they considered to be of interest, and the City Council has added to these. The City Council will seek to secure the retention, maintenance and continued use of buildings of architectural or historic interest.

**6.77** The need to maintain and repair historic buildings, and keep them occupied is very important. A balanced approach is therefore required, between the need to protect the integrity or interest of the historic building and the need to ensure that the building is fit for its purpose. Changes of use, extensions and alterations that are proposed as part of repair, or finding a use, must retain the character and overall appearance of the building. Any replacement of the fabric of a listed building should be kept to a minimum in order to maintain the value and character of the building.

**6.78** Extensions and alterations should not dominate the listed building in terms of form, height, profile and materials. The character of listed buildings frequently depends on its immediate setting. Gardens, yards and other spaces used by pedestrians together with boundary walls, railings and fences can be integral to the appearance and composition of many buildings and should be retained where appropriate. Alterations and demolition to allow for parking of cars will not be permitted if it is considered detrimental to the character or appearance of the building.

**6.79** The City Council will seek to safeguard the character and settings of listed buildings and locally listed buildings through control of the design of new development in their vicinity, by control of the change of use of adjacent land to ensure that there is no adverse material impact, and by the preservation of trees and other site features as and where appropriate. The setting of a building is an essential part of its character. As well as ancillary or adjacent land, the setting of a building may include land some distance away from it.

#### **Policy BE5**

**In considering proposals for external or internal alterations to a listed building, and external alterations to a locally listed building, the City Council will, if the alterations are required or desirable, ensure that the building is fit for its purpose whilst having special regard to the desirability of preserving the building or its setting or any features of special architectural or historic interest, which it possesses.**

#### **Policy BE6**

**Proposals for extensions to, or changes of use of, a listed building which will enable the building to be used or made fit for purpose, will be approved provided that the building, its setting, and any features of special architectural or historic interest are preserved.**

#### **Demolition**

**6.80** The general presumption is that locally listed buildings in conservation areas, and buildings in conservation areas that make a positive contribution to the character or appearance of a conservation area, should be retained. Consent will not be given for full or substantial demolition without clear and convincing evidence that all reasonable efforts have been made to sustain existing uses or to find new viable uses; that preservation in some form of charitable or community ownership is not possible or suitable; or that redevelopment would produce substantial benefits for the community which would outweigh the loss from demolition.

**6.81** There is a presumption in favour of preserving listed buildings and consent will not normally be given for their demolition. When a building is redundant, every effort must be made to find a viable new use. Listed building consent will not normally be given for works of alteration or extension, which detrimentally affect the character of the building. Government policy and advice can be found in PPG15 - 'Planning and the Historic Environment'. Detailed guidance is available in the Heritage, Archaeology and Conservation Supplementary Planning Document.

**6.82** Consent will not be granted for the demolition of a listed building other than in exceptional circumstances in accordance with Structure Plan policies QL6 and QL8.

### **Conservation Areas**

**6.83** The historic character of the Canterbury District varies from town to country, seaside to river valley. It follows, therefore, that conservation areas will also vary in type and character. Conservation areas are defined as 'areas of special architectural or historic interest, the character or appearance of which it is desirable to preserve or enhance'. Designation places a greater emphasis on design, materials and appearance in consideration of development proposals, involves public consultation, requires consent for the demolition of unlisted buildings and gives additional protection to trees. The policies contained in this part of the Plan should be read in conjunction with the Heritage, Archaeology and Conservation Supplementary Planning Document that gives further information and advice.

**6.84** The City Council has a duty to survey and designate areas that it considers are of special architectural or historical interest as conservation areas. Once designated, the City Council has a duty under the Planning Acts to carry out Conservation Area Appraisals and to preserve or enhance the special character or appearance of these areas. The demolition of buildings and features that contribute to the character and appearance of conservation areas will also be resisted.

### **Designation Of Conservation Areas**

**6.85** The City Council will review and, if appropriate, identify new or amendments to existing conservation areas. Conservation area appraisals will be carried out over the Plan period and it is intended that these will perform a review function. The following criteria will be taken into account when reviewing or proposing conservation areas:

- The origins and the development of the topographic framework of the area;
- The archaeological significance of the area;
- The architectural and historic interest, character and quality of the built environment of the area;
- The relationship between the built and natural environments, including landmarks, vistas and views and the contribution of any open spaces;
- The presence of any negative or neutral features in the area; and
- The prevailing (or former) uses within the area and their historic patronage and the influence of these on the plan form and building types.

**6.86** In seeking to implement the principle of preservation or enhancement, applications for new development in conservation areas will normally need to be full applications, sufficiently detailed to allow the effect of the proposal on the conservation area to be assessed. This may mean that an applicant is required to submit additional information, including drawings, models or photographs, so that proposals can be fully considered in their

context. Proposals will be expected to make a positive contribution to the character or appearance of the conservation area. The City Council will normally not grant outline planning permission for development in or adjoining conservation areas.

**6.87** New development in conservation areas will be required to fit into the grain of the historic area by responding to the historic street pattern, traditional building lines, boundary walls, open spaces (including private gardens and yards), alleyways, footpaths, kerb lines and carriage entrances.

**6.88** The setting of historic buildings in conservation areas is often as important as the buildings themselves. Open spaces, whether in an urban or rural context, are an important part of the heritage of an area. In order to preserve or enhance the special character of an area and the setting of its historic buildings, it is essential that these spaces are protected from unsympathetic changes and, where possible, enhanced through hard and soft landscape design that will strengthen an area's historic character rather than dilute it. Considerable care needs to be taken in the design and choice of materials in landscape design. Traditional paving materials, street furniture and landscape features that contribute to the character or appearance of a conservation area will be retained and, where necessary, reinstated.

**6.89** Section 72 of the Planning (Listed Buildings and Conservation Areas) Act 1990 requires that special attention be paid in the exercise of planning functions to the desirability of preserving and enhancing the character or appearance of a conservation area. The desirability of preserving or enhancing the area is also a material consideration in the handling of development proposals, which are outside of the conservation area but would affect its setting, or views into or out of the area.

**6.90** Historic highway structures, such as bridges and retaining walls, signs and railings, often have considerable visual appeal. Some of these structures may be listed or be in a conservation area, in which case they would be protected from demolition. In carrying out highway works or traffic schemes, the Highway Authority will seek to ensure the protection of the character and setting of historic buildings, ancient monuments and conservation areas without prejudicing road safety. The County and City Councils will be prepared to consider making exceptions to highway and car parking standards, subject to reasonable standards of highway safety being maintained, in order to ensure the preservation or enhancement of the character or appearance of conservation areas. Conservation areas can be fragile, and their distinctive quality and character can be reduced by insensitively designed development, either incrementally or through major change. Equally important to the quality and character of an area, however, is the need to constrain other adverse environmental factors, including traffic, car parking, signage and noise. However, in all cases it will be important to weigh the need for the proposal against its impact upon the conservation area, and where possible to strike the right balance.

**6.91** The City Council will continue to work with Kent County Council to obtain traffic orders, signing and improvements which are of an appropriate character and quality in conservation areas (following the arrangements laid out in 'Highway works in environmentally sensitive areas').

**6.92** Many conservation areas contain buildings, or land, which can be considered as negative or neutral features. As part of its duty to enhance the character of the area, the City Council will encourage the high quality redevelopment or enhancement of these features when the opportunity arises. The City Council will encourage the sympathetic redevelopment of sites that detract from the character or appearance of a conservation area and will be prepared to consider making exceptions to land use policies and other material considerations to ensure a high quality replacement, subject to reasonable standards of

amenity being maintained. A major contribution is often made to the special character of a conservation area by buildings that are not listed as being of special architectural or historic interest.

#### **Policy BE7**

**Development within, affecting the setting, or views into and out of a conservation area, as shown on the Proposals Map and all Insets, should preserve or enhance all features that contribute positively to the area's character or appearance. Particular consideration will be given to the following:**

- a) The retention of buildings, groups of buildings, existing street patterns, historic building lines and ground surfaces;**
- b) Retention of architectural details that contribute to the character or appearance of the area;**
- c) The impact of the proposal on the townscape, roofscape, skyline and the relative scale and importance of buildings in the area;**
- d) The need to protect trees and landscape;**
- e) The removal of unsightly and negative features; and**
- f) The need for the development.**

**6.93** The demolition and replacement of an existing building with a new one involves the inevitable loss of 'embodied' energy in the existing building. (Embodied energy is the energy used in the manufacture of materials). It also requires a considerable investment in 'embodied' energy for the new building, in terms of materials, transport and construction. Retaining existing buildings, or elements of construction in existing buildings, and seeking to enhance their thermal performance, rather than replacing them, is sustainable and is in line with heritage conservation principles.

#### **Policy BE8**

**The demolition of buildings or other structures in a conservation area will not be permitted unless their removal and/or replacement will preserve or enhance the character or appearance of the conservation area.**

#### **Article 4 Directions**

**6.94** The City Council will, where appropriate, protect buildings of local architectural or historic interest by the application of Article 4 Directions. There are a number of alterations to buildings in conservation areas that are 'permitted' which can have a detrimental effect on its character. Unsympathetic alterations can undermine the character and appearance of a conservation area.

**6.95** The City Council will consider making Directions under Article 4 of the Town and Country Planning (General Permitted Development) Order 1995, to withdraw permitted development rights which materially affect the external appearance of buildings, including locally listed buildings, in conservation areas (i.e. alterations to windows, doors, roofs and frontages). Conservation area appraisals and the ongoing review of conservation areas (which shall include reviews of Article 4 Directions) should indicate where Article 4 Directions would be necessary, as most buildings affected by an Article 4 Direction are located within conservation areas. Such a Direction would require the owners of the building to obtain planning permission prior to altering the external appearance of their house and means of enclosure.



**6.96** Where development permitted under Article 3 of the Order is considered to constitute a threat to the character or appearance of the conservation area or locally listed building, and/or the direction is considered to be a necessary adjunct to the City Council's conservation grants programme, the City Council will consider making Article 4 Directions to remove certain permitted development rights.

**Policy BE9**

**When considering planning applications resulting from Article 4.1 or 4.2 Directions, planning permission will only be permitted when there is no harmful impact on the character or appearance of the property itself and the wider area.**

**Historic Landscapes, Parks And Gardens**

**6.97** As well as its scenic character and quality the landscape of the District has equal value for its historic and archaeological dimensions. Human interaction with nature over thousands of years has left innumerable traces in the landscape. Kent County Council has undertaken an historic characterisation study of Kent which describes the historic landscape types in the District. Further information is also available on specific elements of the historic landscape, such as the Natural England Provisional Inventory of Ancient Woodland.

**6.98** Gardens, parks and designed ornamental gardens are places of special historic interest. Canterbury District contains two properties on the Register of Parks and Gardens of Special Historic Interest prepared by English Heritage, they are: Broome Park and Dane John Gardens. Whilst bringing no extra statutory protection, inclusion on the Register is confirmed by PPG15 as a material consideration for development control. Kent County Council has also produced a Compendium of Kent Gardens that identifies 34 additional gardens of historic interest in the Canterbury District. Historic landscapes, including parks, gardens, ancient woodland, hedgerows and trees can play an important nature conservation function. The City Council will apply Policies NE1 where a site is likely to have protected species or species identified in Biodiversity Action Plans.

**Policy BE10**

**The historic landscape, including ancient woodlands, hedgerows and field boundaries, and parks and gardens of historic or landscape interest and archaeological features (such as standing remains and earthwork monuments) will be preserved and enhanced. Within historic landscapes:**

- a) Development which would adversely affect their historic character or appearance will not be permitted;**
- b) The conservation of their landscape and architectural elements will be encouraged;**
- c) The maintenance, restoration and reconstruction of the layout and features of historic parks and gardens will be encouraged where this is appropriate and it is based on thorough historical research; and**
- d) Development that would detract from settings would not be permitted.**

## Shop Fronts

**6.99** The appearance of shop fronts can have a major impact on the character and visual amenity of the District. In Canterbury, Herne Bay and Whitstable they represent an important element in the appearance of the commercial area. Modern commercial design has been one of the strongest forces for standardised shop fronts and signs. Inappropriate colour schemes and standardised components have often been installed without reference to the character and composition of individual buildings. This has resulted in the loss of local character and distinctiveness.

**6.100** As part of its duties to enhance the character of conservation areas, the City Council will use its planning powers as well as, in appropriate instances, grant aid to secure replacement shop fronts of a high quality design using traditional materials. Where original shop fronts still remain or where shop fronts are distinctive and contribute towards the character of the building and the street scene there is a presumption against alteration.

### Policy BE11

**Permission will not be given to alter or replace existing shopfronts of visual or historic interest. Where new shop fronts are proposed they will be expected to comply with the principles of good design and respect the character and setting stated in Local Plan Policy BE1.**

## Advertisements

**6.101** Across the district, advertisements should be of a design and scale that respects the character and appearance of the area and be of good quality materials that are sympathetic to the surface to which they are fixed.

**6.102** Advertisements and shop signs can contribute significantly to the character of an area if designed properly. Signage and advertisements by their nature compete for attention in the street scene. Shopkeepers need to advertise their presence, which is often important for the proper functioning of an area. However, if left unchecked, a proliferation of poorly designed and incongruous signs can spoil an area and can result in excessive visual clutter.

**6.103** The general aim should be to find a specific and imaginative solution which suits the building and the site. Standard signage should be adapted to the building rather than vice versa. Where consent is required, standard signs and corporate identities will only be accepted where they are used in a manner that complements the building and its setting.

**6.104** In conservation areas, illuminated signs can pose particular problems in balancing the need and type of advertisement and the protection of the visual amenity of the area. Standard internally illuminated box and fascia signs are usually bulky and not easy to integrate with the character and appearance of a building. Sensitively designed signage and advertisements are required to take into account the building, location and amenity of the area.

**6.105** Opportunities will be sought to remove, relocate or otherwise change advertisements that spoil the appearance of buildings and the area. The City Council may also require the removal of any advertisement that detracts from the character or appearance of an area.

**6.106** Proposals for advertisements and illuminated signs in conservation areas will only be granted consent where they are not detrimental to amenity or public safety. The impact of

the advertisement on the character and appearance of a conservation area is a material consideration in determining applications for Advertisement Consent. As such advertisements in conservation areas should not detract from visual amenity and should conserve or enhance particular features of architectural or historic interest. Within conservation areas, the City Council will normally grant advertisement consent for painted timber fascia advertisements and traditional hanging bracket signs. Internally illuminated box signs, externally illuminated signs in modern materials such as plastic or Perspex, hoardings, advertisement balloons, banners and other inappropriate forms of advertisement that are obtrusive will not normally be granted consent in the conservation areas.

**6.107** Hand painted signage, applied letters and traditional three dimensional signs will be encouraged for commercial premises in conservation areas. Signs in Perspex and other non-traditional materials will not be permitted on listed buildings, or locally listed buildings where they would seriously detract from the character and appearance of the building or area.

**6.108** In conservation areas and on listed buildings, projecting signs of a traditional design are acceptable provided they are carefully positioned in relation to the elevation of the building; they are hung from traditional brackets; not more than one such sign is displayed on a building; and their illumination, if acceptable, is external and unobtrusive.

#### **Policy BE12**

**Advertisements should demonstrate a high quality of design, and should be located to maximise visual amenity and public safety. Consent will be granted for proposals that satisfy the following:**

- a) The advertisements do not constitute an injury to public safety or road safety and do not visually harm their landscape or townscape setting; and**
- b) The cumulative impact of the advertisements would not be detrimental to the character of the building, or locality, where they are to be displayed; and**
- c) Within conservation areas and on listed buildings, the design, size, scale, materials, colour and means of illumination of signs and advertisements are appropriate having regard to the character and appearance of the area and building in and/or on which they are to be displayed.**

#### **Blinds, Awnings And Security**

**6.109** Traditional retractable blinds can be attractive features in the streetscape. Modern rigid framed blinds and canopies in synthetic materials, by contrast, often do not relate to the building and appear out of character within conservation areas and the general street scene. Blinds and canopies can appear inappropriate if not designed as an integral part of a shop front.

**6.110** In conservation areas and on listed buildings, security should be provided by laminated glass, secondary glazing or internal security film. Suitably designed see-through shutters will be considered where other measures are considered not to be sufficient. The shutter box and guides should, however, not be visible externally. External demountable traditional timber or open mesh grille shutters may be considered in certain situations (i.e. jewellers) where they are of a domestic scale and of a high quality design.

**6.111** External roller shutters, whether perforated or solid, can have a deadening impact upon the appearance and character of shopping parades and the street scene generally.

Although these types of shutters are one of the ways to assist in providing security for the premises themselves, they often create a stark and bland frontage to a street scene. However, the City Council recognises that there may be a business or security need for a particular design of roller shutter, and will consider the justification for such a design and whether other forms of security measures are more appropriate and practical before determining planning applications. External roller shutters, whether perforated or solid, will be resisted in conservation areas and on listed buildings.

**Policy BE13**

**Blinds, awnings, and security shutters will not be permitted unless:**

- a) **They can be installed without damaging the character of the building;**
- b) **The visual amenity of the area is not harmed;**
- c) **The proposal is designed as an integral part of the building;**
- d) **There is an overriding justification for them.**

**Street Furniture**

**6.112** Street furniture forms an important part of the townscape and can make a significant contribution to its character and appearance, however, unnecessary clutter can also be detrimental to an area's character and should be rationalised where appropriate. The design and siting of street furniture and advertisements displayed upon them should take into consideration the need to protect historic and conservation interests, as well as making a positive contribution to the streetscape. Policies on design and advertisements shall be considered against such proposals.

**Archaeology**

**6.113** The City Council seeks to preserve the archaeological resource through the planning process and to ensure the adequate recording of archaeological sites which cannot be preserved.

**6.114** Canterbury District has an internationally important heritage of ancient monuments, historic landscapes and archaeological sites. Archaeological deposits are finite, non-renewable resources that are in many cases highly fragile and vulnerable to damage. Archaeological sites are an important part of the cultural heritage of the City and the District.

**Policy BE14**

**Development, which would adversely affect the site or setting of a Scheduled Ancient Monument, (see Proposals Map, Insets 1 & 2), or other nationally important archaeological sites, monuments or structures, will not be permitted.**

**6.115** Advice on whether there is likely to be an archaeological site affected by a development proposal can be obtained by contacting the City Council's Conservation section or English Heritage. The Kent County Sites and Monuments Record provides the archaeological database for the District. An additional urban archaeological database has been compiled by the City Council. The database has an index of all published and unpublished documentation about the City's archaeology, a comprehensive list of

observations of historic remains and an index of known monuments. It will be used to assess the archaeological importance of development sites, and will be further developed with assessment and strategy work to provide a detailed foundation on which to consider archaeological issues in the City.

**6.116** Where discussions with the City Council's Archaeological Advisor indicate that there will be no archaeological implications caused by development, then no further action is required. However, if it is indicated that the site may contain archaeological deposits, or be of known archaeological importance, then it is normal for the developer to commission an assessment. This will involve a review of all existing archaeological information relating to the area or structure in question. An archaeological field investigation may be necessary following the assessment if that assessment considers it necessary to provide detailed information about the character, date, and state of preservation of the deposits or structures. A field evaluation is normally carried out by an archaeological contractor, to a written scheme of investigation. Field evaluations are usually small, rapid and inexpensive projects quite distinct from full archaeological excavation. The evaluation will produce a report that will address the questions set out in the scheme. This information must be used to produce an archaeological mitigation strategy so that important remains are preserved in situ, by, for example, the careful design of buildings and sensitive design of foundations.

**6.117** If a developer is not prepared to provide evaluation information then the City Council may direct the applicant to provide such information under Regulation 4 of the Town and Country Planning (Applications) Regulations 1988. If a planning application is made without prior discussion, the City Council will assess the archaeological implications. If there is insufficient information to carry out this assessment the City Council may either direct the applicant to supply the information, or where appropriate will refuse the application.

**Policy BE15**

**Prior to the determination of applications for development that may affect a known or potential site of archaeological interest, prospective developers will be required to make provision for an appropriate archaeological evaluation. This evaluation should define:**

- a) The character, importance and condition of any archaeological deposits or structures within the application site;**
- b) The likely impact of the proposed development on these features (including the limits to the depth to which groundworks can go on site);**
- c) The means of mitigating the effect of the proposed development including a statement setting out the impact of the development;**
- d) The measures to be taken to allow for the preservation of *in situ* remains. (If physical preservation *in situ* is not feasible then 'preservation by record' may be an acceptable alternative but this is regarded as a second best option).**

**6.118** National policy in PPG16 states that where nationally important archaeological remains, whether scheduled or not, and their settings, are affected by proposed development, there should be a presumption in favour of their physical preservation. Cases involving archaeological remains of lesser importance will not always be so clear-cut and there will be a need to weigh the relative importance of archaeology against other factors, including the need for the proposed development. If physical preservation in situ is not feasible, an archaeological excavation for the purposes of 'preservation by record' may be an acceptable alternative. From an archaeological point of view, this should be regarded as

a second best option. Policy BE14 will be applied to proposals that may affect a Scheduled Ancient Monument or other nationally important archaeological site, monument or structure.

**6.119** On sites of archaeological importance, planning permission will only be granted in accordance with policy QL7 of the Structure Plan.

**6.120** Where it has been established that the disturbance of some archaeological remains is acceptable or unavoidable, appropriate recording works will be ensured through planning agreements and conditions. Such works can range from observations and recording during the development (a watching brief), to full archaeological excavation of the site prior to development commencing, and can include the recording of standing structures. As well as the site work, the preparation of an archive record and report will be included, together with a public display and academic publication if the quality of the remains merits it.

**Policy BE16**

**Where the City Council considers that disturbance of archaeological remains or deposits is unavoidable, and physical preservation in situ not feasible, the developer will be requested to undertake archaeological recording works in accordance with a specification prepared by the City Council's Archaeological Officer or a competent archaeological organisation that has been agreed by the City Council in advance.**

**6.121** Much of the urban area of the City of Canterbury is designated as an Area of Archaeological Importance (AAI), one of only five such designations in England and Wales. Part II of the Ancient Monuments and Archaeological Areas Act 1979 provides for the designation of AAIs, based on the assumption that development will often be acceptable, but there is archaeological data which should first be recorded. The City Council supports this designation. The AAI comprises an area that is known to have been settled since the Roman and Medieval times. Designation means that anyone intending to flood, tip on, or disturb the ground has to give six weeks prior notice of the commencement of these works to the City Council. It is an offence to carry out such operations without first giving notice, although there are some exemptions. The Canterbury Archaeological Trust is an appointed investigating authority that can advise on such matters. The investigating authority has the legal right to observe and record, or enter, survey and excavate sites for a period of up to four months and two weeks after the expiry of the six weeks notice period.

## THE NATURAL ENVIRONMENT

**6.122** The City Council's key objective is to provide a diverse and thriving environment which contributes to the economic, cultural and social well-being of the District. The natural environment helps to define the character of the District and contributes to the quality of life of both residents and visitors. A high quality environment and rich biodiversity is an integral part of a sustainable community.

**6.123** The Structure Plan policies provide protection for internationally and nationally designated wildlife sites (policy EN6), Local Nature Reserves and Sites of Nature Conservation Interest (SNCIs) (policy EN7), tree cover and hedgerow network (policy EN9), the undeveloped coast (policy EN2) and river corridors (policy EN12). This Plan follows guidance in PPS9 and Regional Planning Guidance and has additional policies on species protection and habitat creation. The Kent Biodiversity Action Plan provides a detailed framework for safeguarding and enhancing biodiversity throughout the District.

### PROTECTED SITES

**6.124** It is important to ensure the protection of the District's best assets by safeguarding important sites for wildlife throughout the District. The protection of wildlife sites and biodiversity is based on a network of internationally, nationally and locally designated sites, and on measures to protect and enhance biodiversity in the wider countryside.

#### Ramsar, Special Areas for Conservation and Special Protection Areas

**6.125** Within Canterbury District four sites are part of internationally designated sites: Stodmarsh, Blean Woods, North Kent Coast and Swale Estuary. The designations are under the Ramsar Convention on the Conservation of Wetlands of International Importance especially as Waterfowl Habitat, the European Habitats Directive (92/43/EEC) as Special Areas for Conservation (SAC), and the European Directive on the Conservation of Wild Birds (EC/79/409) as Special Protection Areas (SPA).

**6.126** Under the European legislation the City Council as a competent authority, has a duty to exercise its functions to ensure that these sites are maintained in a favourable conservation condition. PPS9, Regional Planning Policy and the Structure Plan policy EN6 all confirm the importance of protecting these sites. The City Council will meet the requirements of the Conservation (Natural Habitats) Regulations 1994 for these sites and will apply the Structure Plan policy EN6.

#### Sites of Special Scientific Interest

**6.127** Within the Canterbury District Natural England have designated 15 Sites of Special Scientific Interest (SSSIs). These are sites that are considered to be of national importance on account of their biological or earth science interest and includes those sites designated under the Habitats Directive, Birds Directive and the Ramsar Convention. Natural England has defined buffer zones around these sites where the City Council will consult Natural England on planning applications.

**6.128** The following sites have SSSI status: Chequers Wood and Old Park, Church Woods, East Blean Woods, Ellenden Woods, Illenden and Oxenden Woods, Larkey Valley Woods, Lynsore Bottom, Preston Marshes, Stodmarsh, Sturry Pit, The Swale, Tankerton Slopes,

Thanet Coast, West Blean and Thornden Woods, and Yocketts Bank. Other SSSI's may be designated where other sites of special scientific interest are identified.

**6.129** The Countryside and Rights of Way Act 2000 amends the Wildlife and Countryside Act and imposes a duty on public bodies exercising statutory functions, which may effect SSSIs to take reasonable steps, consistent with the proper exercise of these functions to further and enhance the features for which the site is of special interest. PPS9, Regional Planning Policy and the Structure Plan policy all confirm the importance of protecting these sites. The Proposals Map (see also Insets 1, 3, 4, 5 & 6) shows the designated sites and the City Council will apply Kent Structure Plan policy EN6.

### **Sites of Nature Conservation Interest**

**6.130** Sites of Nature Conservation Interest (SNCIs) are sites which are considered to be of county importance for nature conservation. Within Kent the identification of SNCIs is managed by the Kent Wildlife Trust and there is a rolling programme of SNCI designations. PPS9 and recent Government guidance has confirmed the importance of non-statutory sites. The Canterbury District supports the management of these sites. PPS9, Regional Planning Policy and Structure Plan policy EN7 all confirm the importance of protecting these sites. The Proposals Map and Insets show the designated sites and the City Council will apply Structure Plan policy EN7.

### **Nature Reserves**

**6.131** The Canterbury District contains two National Nature Reserves, Blean Woods and Stodmarsh, which are sites specifically managed for their nature conservation interest. In addition, Canterbury has designated 10 Local Nature Reserves (LNRs) and it is the Council's policy to continue to designate suitable sites as LNRs and to assist local communities in identifying further sites.

## **NATURE CONSERVATION OUTSIDE PROTECTED SITES**

**6.132** Outside sites that have special designation the City Council aims to safeguard and enhance biodiversity throughout the District irrespective of location.

**6.133** Nature conservation interest and biodiversity exists outside protected sites - PPS9 and Structure Plan policies EN8 and EN12 seek to protect wildlife in the wider countryside and river corridors.

### **Protected Species**

**6.134** The City Council seeks to ensure that species protected by legislation and species identified in national and local Biodiversity Action Plans are safeguarded during development.

**6.135** Plants and animals are not confined to designated wildlife sites but can occur throughout the District. PPS9 and Regional Planning Guidance (policy E2) both confirm that the presence of protected species is a material consideration in considering development proposals.

**6.136** The extent of protection afforded by legislation varies according to the species. The following are some of the species that are listed under Annex 4 of the European Habitats Directive and are also known to occur within the Canterbury District: otter, great crested newt, dormouse and several bat species. The Badgers Act provides protection for badgers



and the Wildlife and Countryside Act identifies species that are offered further protection. The UK Biodiversity Action Plan and the Kent Biodiversity Action Plan identify further species of importance for conservation.

**6.137** In the event of planning permission being granted, appropriate mitigation will depend on the species and current best practice. Best practice guides have been, or are being, developed for most species and developers will be expected to use current best practice. Translocation is often an uncertain technique and should only be used when all other options have been considered.

**6.138** Where a proposed development affects a European Protected Species, the following tests in the Habitats Regulations 1994, must be satisfied and will also be considered when applying for a licence from DEFRA:

- There is no satisfactory alternative;
- The development is not detrimental to the maintenance of the species concerned at a favourable conservation status within their natural range;
- The development is in the interests of public health and public safety, or for other imperative reasons of overriding public interest, including those of a social or economic nature and beneficial consequences of primary importance for the environment.

#### **Policy NE1**

**Where development proposals are being considered for a site known, or likely to have protected habitats or species, or species identified in national or Kent Biodiversity Action Plans, developers will be expected to carry out a survey and present proposals for mitigation. Planning permission will only be granted where the City Council is satisfied that the mitigation measures proposed represent an appropriate response to the habitat or species interest of the site.**

**For European Protected Species, planning permission will only be granted where the tests set out in the Habitats Regulations are satisfied.**

#### **Enhancing Biodiversity**

**6.139** Development may provide opportunities for enhancing the biodiversity of a site or restoring or creating new areas of semi-natural habitats.

**6.140** RPG9 advises that Councils should include policies and proposals to conserve and enhance existing wildlife habitats in both urban and rural areas; to encourage the identification and management of existing and potential land for nature conservation as part of development proposals, particularly where a connected series of sites can be achieved; and to identify locations and proposals for habitat management, restoration and creation.

**6.141** The Kent Wildlife Habitat Survey provides a detailed inventory of semi-natural habitats in the District.

**6.142** Within the District, the City Council will seek to ensure that wherever possible, landscaping proposals link to adjacent wildlife features, thereby providing opportunities for movement of animals.

**Policy NE2**

**Where development proposals involve the loss of semi-natural habitat developers will be required to provide equivalent areas of habitat on or adjacent to the development site. Such proposals should give consideration to the wildlife interest of the development site and surrounding habitats.**

**6.143** Within the East Kent area, Thanet, Dover and Canterbury District Councils have been working together with Kent County Council and conservation organisations to develop a vision for the future of the countryside, which is called the East Kent Environmental Framework. This emerging vision proposes that substantial areas of semi-natural habitat are created. The East Kent Environmental Framework has initially identified two potential areas for environmental enhancement: the woodland within the Blean Woods SLA, and the Stour Valley, especially downstream of Stodmarsh National Nature Reserve within the Wantsum Channel AHLV. Other areas of East Kent could also be considered within the Plan period. These sites have also been identified in the Draft South East Plan and are referred to in Policy NRM4 as identified areas of opportunity for biodiversity improvement, and in the Kent and Medway Structure Plan, Policy EN8 which aims for the protection and enhancement of biodiversity on such sites

**Policy NE3**

**The City Council will promote the enhancement of biodiversity on land in the area of Blean Woods SLA and the Wantsum Channel AHLV, or other areas that may be identified by the East Kent Environmental Framework.**

**SEASALTER**

**6.144** Seasalter and Graveney Levels are part of the Swale SSSI, Special Protection Area (SPA), Ramsar and Special Area of Conservation (SAC). The site is within the North Kent Marshes Environmentally Sensitive Area and the City Council owns and manages approximately 70 hectares as a Local Nature Reserve. Part of the levels has been subdivided into leisure plots and Natural England has advised that this unauthorised development significantly compromises the conservation status of the levels. The City Council therefore will seek to restore Seasalter and Graveney Levels to their favourable conservation condition, and will seek to take appropriate action to achieve this objective. The Structure Plan seeks to protect and enhance areas of biodiversity such as the Seasalter and Graveney, Policy EN8 refers to this. The City Council has started work to investigate ways of acquiring land through Compulsory Purchase Orders to extend the Seasalter Levels Local Nature Reserve, in line with the aims of the Draft South East Plan Policy NRM4 to identify areas of opportunity for biodiversity improvement. This area is identified for such improvement. The Structure Plan Policy EN8 also aims for the protection and enhancement of biodiversity in this area.

**Policy NE4**

**The City Council will work with Swale Borough Council, Natural England and other organisations to restore Seasalter and Graveney Levels to a favourable conservation condition and promote the extension of Seasalter Levels Local Nature Reserve to the wider area shown on the Proposals Map.**

## **TREES, WOODLAND AND HEDGEROWS**

**6.145** Trees, woodland and hedgerows are an essential component in the natural environment of both towns and the countryside. They make an important contribution to the visual amenity and quality of the environment, and can be a key component in the appropriate setting of new development. The City Council will make Tree Preservation Orders to protect trees and woodland that it considers make a positive contribution to local amenity. Trees, woodland, hedgerows and other landscape features, such as watercourses and ponds, can also be of significant importance to flora and fauna, enabling their movement through the countryside or towns by providing a 'stepping stone' or 'wildlife corridor' function. The City Council will require adequate space to be reserved within new developments for trees or other appropriate landscaping. Planning permission may be refused where the proposed planting and landscaping treatment is inadequate or unsuitable for the development, its setting or the local area.

**6.146** Trees can be particularly adversely affected by development. When development proposals are submitted that may affect trees within or adjacent to the site, the City Council will require the applicant to submit a tree survey in accordance with British Standard BS5837. Construction activity too close to the base of trees can damage roots, and can eventually lead to the loss of trees. Developers will be required to provide protection, in line with BS5837, for all trees to be retained, and demonstrate that the existing branch spread and future growth of trees have been taken into account in the design of the proposed development. For example, if a tree shades or otherwise impinges the use of a building, there may be pressure to cut back or remove trees that were not directly affected at the time the development was built.

**6.147** Approximately 18% of the District is wooded. Many of these woodlands are considered to be ancient and are identified on Natural England's Provisional Inventory of Ancient Woodland. There is a presumption in the England Forestry Strategy against the loss of woodland.

### **Policy NE5**

**Development should be designed to retain trees, hedgerows, woodland or other landscape features that make an important contribution to the amenity of the site and the surrounding area and which are important to wild flora and fauna. The City Council will refuse planning permission for proposals that would threaten the future retention of trees, hedgerows, woodland or other landscape features of importance to the site's character, an area's amenity or the movement of wildlife.**

## **HISTORIC LANDSCAPES, PARKS AND GARDENS**

**6.148** The Canterbury District has a long history of human occupation, and elements of earlier historic landscapes survive today. Kent County Council has undertaken an historic landscape characterisation for Kent which describes the Historic Landscape Types. More detailed information on specific elements of the historic landscape are contained in Natural England's Provisional Inventory of Ancient Woodland, the Register of Parks and Gardens of Special Historic Interest prepared by English Heritage, which included two properties in the District - Broome Park and Dane John Gardens, and the Compendium of Kent Gardens produced by Kent County Council that identifies 34 additional gardens of historic interest in the Canterbury District. Policy BE10 of this Local Plan will be applied for proposals within Historic Landscapes, Parks and Gardens.

## **CHAPTER 7: INVESTING IN OUR COMMUNITY INFRASTRUCTURE**

### **OUR TRANSPORT OBJECTIVES**

**7.1** The City Council's transportation objectives are that by 2011 the District's roads will be safer; the management of traffic congestion will be improved in order to reduce its environmental impact; public transport, cycling and walking will present themselves as genuine alternatives to private car use; a coherent, widely understood District-wide integrated transport strategy will be in place; traffic growth in the urban areas will be contained and accessibility will be improved for people who do not have the use of a car and finally, transport infrastructure improvements will be facilitating regeneration and economic and environmental well-being as part of a longer term strategy.

**7.2** The means by which this vision is achieved and sustained will be funded from public and private sources, through partnerships between those who share the vision and/or impact upon its realisation. Furthermore, partnership in planning and developing the strategy will embrace as many of the District's residents and commercial interests as is practicable.

**7.3** Arising from the joint Kent County Council (as the highway authority) and Canterbury City Council 'Urban Transport Strategy', which was initiated in the 1990s, a number of transportation measures have been implemented and these contributed towards: the restraint in traffic growth in the City area; higher priority for buses and pedestrians; a substantial and growing cycle route network; and positive control and pricing of public car parking. Furthermore, through the District's PARC Plan (Park and Ride in Canterbury), Park and Ride has been very successful, with three facilities in place and a site identified for a fourth facility in north west Canterbury. These initiatives represent a balanced transport strategy which is now being widened to embrace the whole District.

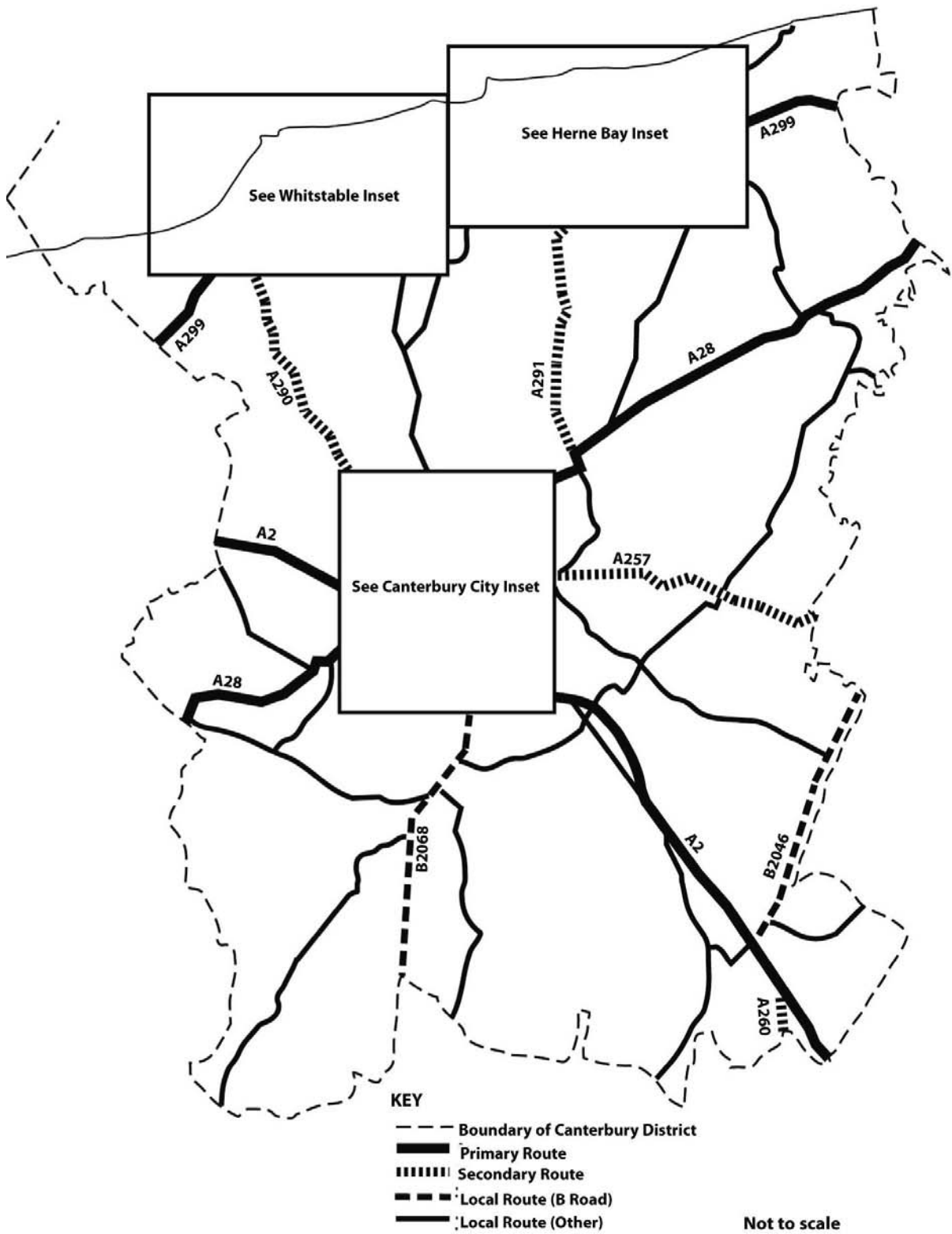
**7.4** Transportation in the Canterbury District is of strategic importance in East Kent. The growth of Pfizer at Sandwich, increased air traffic at London-Manston Airport, the Channel Tunnel rail link and access to Kent's Channel ports all have implications for transport corridors and modes within and across the District, linking with Thanet, Dover, Ashford and Europe.

**7.5** Tourism, shopping, education and employment place high demands upon the transport infrastructure and parking within the District, especially at Canterbury. District-wide there is the issue of school and work-related journeys between the coastal towns and Canterbury; parking in Herne Bay and Whitstable is under pressure at weekends; and at a local level, some villages and suburban residential areas are suffering from increased through traffic and unacceptably high vehicle speeds. Parking in some of these areas is also causing concern.

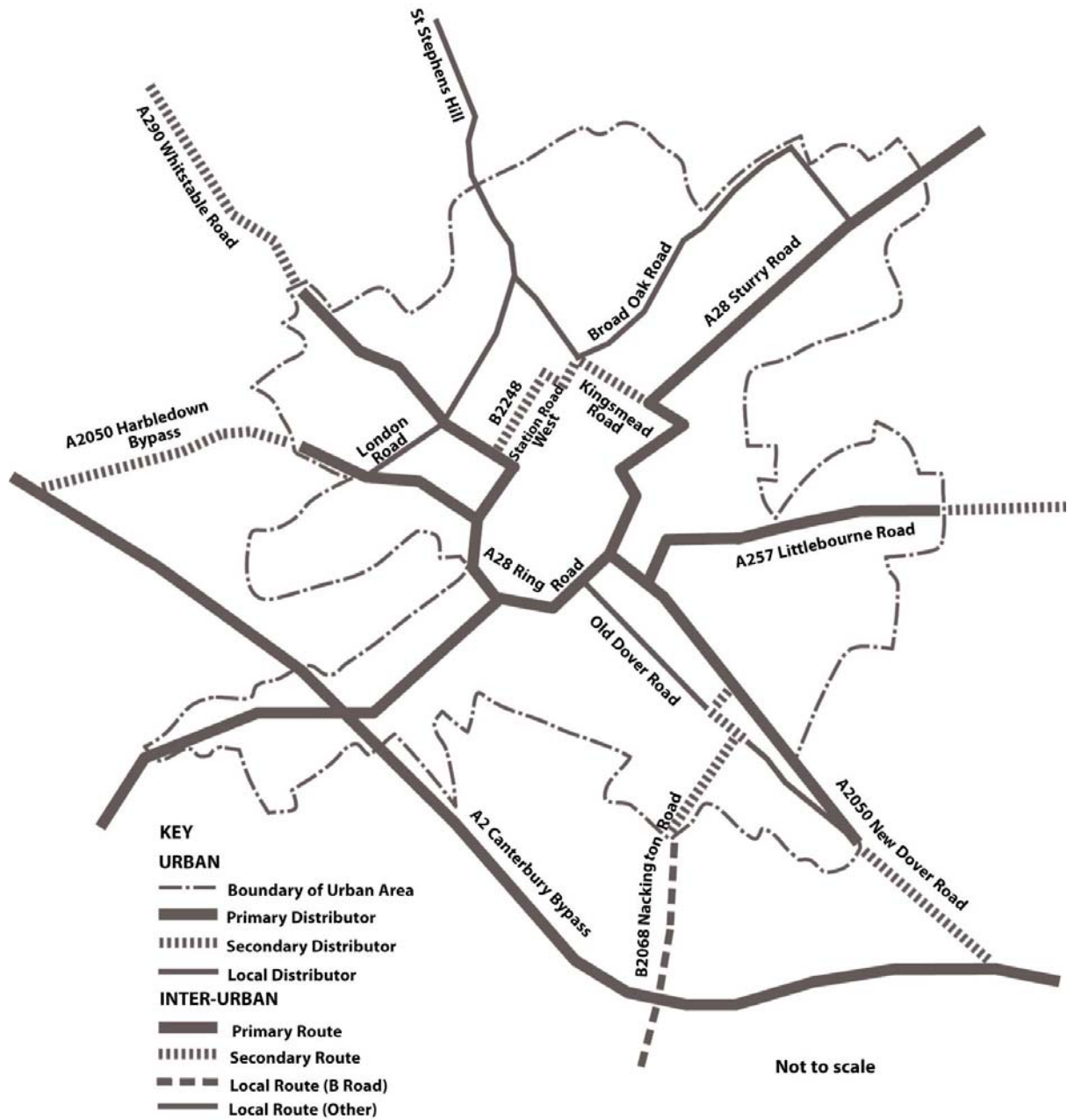
**7.6** There is thus a considerable demand for the movement of people and goods through the District and an equally significant demand for movement to access centres. Urban regeneration, particularly in Canterbury, and increased, more diversified business activity will depend in part on tackling transport problems and facilitating appropriate new infrastructure.

**7.7** The District and urban road hierarchies are shown in the following diagrams.

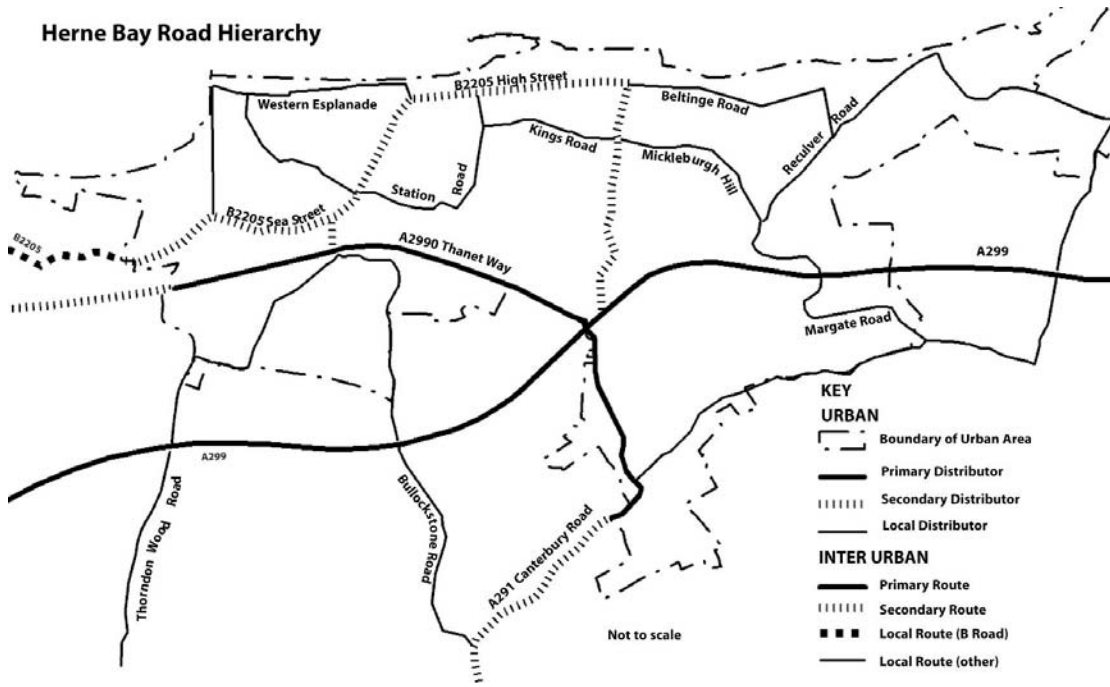
## District Road Hierarchy



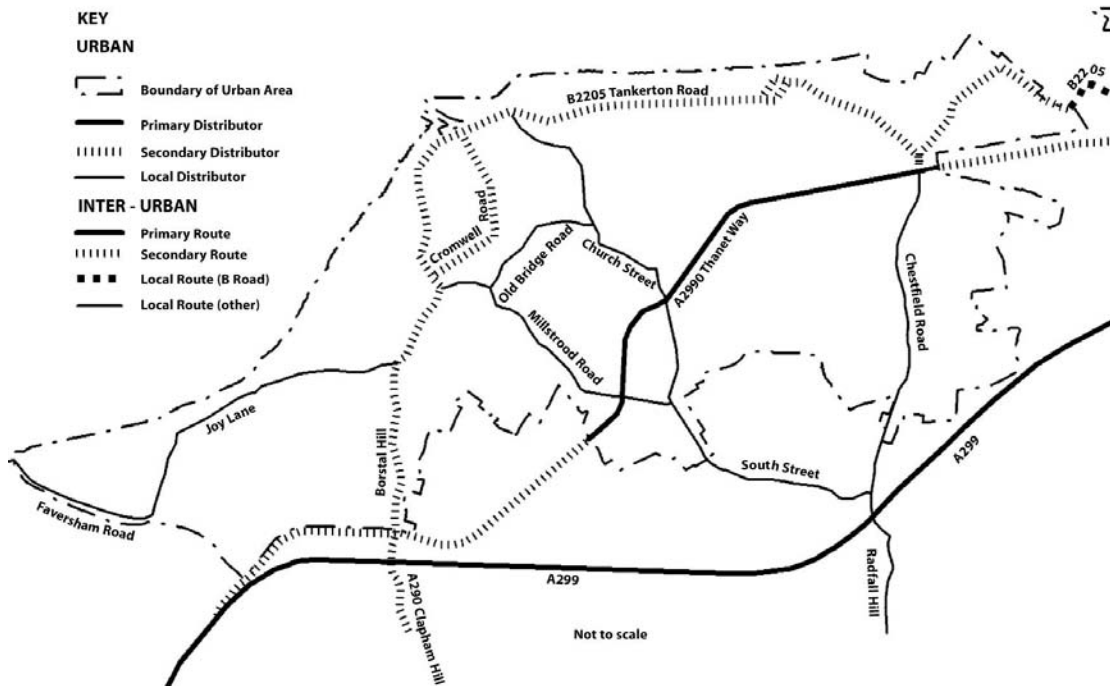
# Canterbury Road Hierarchy



### Herne Bay Road Hierarchy



### Whitstable Road Hierarchy



## **THE LOCAL TRANSPORT PLAN**

**7.8** The Transport Forum of 1999/2000 was given the task of reconsidering the previous transport strategy to make sure that it was sufficiently robust to serve the needs of the 21st century. An Action Plan of studies and strategies is monitored by the Canterbury Transport Advisory Group (CTAG), a group with broad representation which is charged with overseeing the development of a new Canterbury District Transport Action Plan having full regard for national, regional and County policies and strategies and in consultation with public bodies, commercial interests and residents.

**7.9** In September 2001 the first of an ongoing series of Transport Conferences was held. About 100 delegates discussed Canterbury's traffic congestion problems and contributed towards the development of solutions to be considered for the Canterbury District Transport Action Plan. The outcome of these conferences was the production of the Canterbury District Transport Action Plan.

## **THE CANTERBURY DISTRICT TRANSPORT ACTION PLAN**

**7.10** The Local Transport Plan for Kent (Kent County Council), and a review of the local urban transport strategies form the basis of the Canterbury District Transport Action Plan, a District-wide transport strategy, including the issues faced at the coastal towns, which will be the basis for transport planning throughout the life span of the Local Plan Review. The Local Transport Plan will be the subject of ongoing review, consultation and evolution.

**7.11** The Canterbury District Transport Action Plan is founded upon a number of studies and strategies, namely:

### **Studies:**

- A2 (T) slip roads
- A28 corridor multi-modal
- Wincheap traffic
- North Canterbury traffic management
- Ring Road traffic
- A2990 Thanet Way corridor

### **Strategies:**

- The PARC Plan
- Coastal towns parking
- District bus
- District walking and cycling
- Safer routes to school and school Travel Plans
- Travel Wise
- Company Travel Plans
- Quality bus partnership
- Quality freight partnership
- Village Traffic Plans

**7.12** The Canterbury District Transport Action Plan is shaped by the aims of Government's ten year transport strategy, the Local Transport Plan for Kent, the work of the Canterbury Transport Forum and the results of public consultations carried out.



**7.13** Over 60,000 residents of the District were consulted over their priorities for transport investment in the future. As a result, improving local bus services was ranked the highest priority, with more Park and Ride sites, relief roads to address traffic 'hot spots' and addressing the effects of the 'school run' also prominent in the priorities.

**7.14** The Canterbury District Transport Action Plan needs to take account of the views of its residents and of the Transport Conferences. The transport strategy will therefore have the following aims:

- Improve travel choices
- Reduce traffic congestion
- Improve road safety
- Reduce travel demand
- Improve public awareness

#### **Policy C1**

**In considering the location or control of new development, or the relocation of existing activities, the Council will always take account of the following principles of the adopted 2004 Canterbury District Transport Action Plan:**

- a) Controlling the level and environmental impact of vehicular traffic;**
- b) Providing alternative modes of transport to the car by extending provision for pedestrians, cyclists and the use of public transport;**
- c) Reducing cross-town traffic movements in the historic centre of Canterbury;**
- d) Providing public car parks and controlling parking in response to the PARC Plan;**
- e) Assessing development proposals in the light of transport demands and the scope for choice between transport modes; and**
- f) Seeking the construction of new roads and/or junction improvements which are in line with the foregoing and which will improve environmental conditions and/or contribute towards the economic well-being of the District.**

#### **Improving Travel Choices**

##### ***Bus And Rail Transport***

**7.15** Residents of the District have prioritised the need to improve local bus services. A draft Canterbury District Bus Strategy has been produced which sets out proposals in three phases: Firstly, improvements to the services between Canterbury and the coastal towns of Herne Bay and Whitstable; Secondly, improvements to the City minibus services; and thirdly, improvements to rural services. The Strategy aims to address the decline in bus patronage, by producing a wide range of achievable measures designed to improve reliability, quality, integration and infrastructure. It is intended that the outcomes of the Strategy will lead to a quality partnership or contract with the local bus operators as enabled by the Transport Act 2000.

**7.16** Despite the creation of certain lengths of bus lanes and two 'bus gates', buses are still not gaining sufficient advantage over other traffic to improve people's perception of this mode of transport. It is essential that bus delay 'hot spots' should be identified and, where possible, addressed. For example, completion of the Sturry Road bus lane hinges upon the provision of alternative, convenient and secure parking facilities for a group of terraced houses. Such facilities appear to be possible through partnership with local businesses. Park and Ride depends, in part, for its success on buses 'jumping the queues', hence further development of the PARC Plan must be allied to further bus priority measures. Such

measures should benefit all bus services on those routes. Technological systems for vehicle tracking and sensing are likely to be introduced as part of improving measures for bus priority.

**7.17** Buses and trains have a relatively poor image. Stations and bus stops are often unwelcoming, although Canterbury has a new bus station as part of the Whitefriars redevelopment. The problems facing many prospective users include door to door journey planning (integration), information and through ticketing. Partnerships will be a means by which these problems can be addressed.

**7.18** Kent County Council is seeking a commitment to improvements on the Stour Valley railway line (via Canterbury West Station), which will reduce journey times to London (via Ashford) by 2007. In addition, the scope for new railway stations, reduced journey times on other routes, reduced delays to road traffic at level crossings and increased rail freight need to be investigated with the railway companies.

**7.19** The Department for Transport has announced its intention to progress proposals for fast rail links to Canterbury West from London via the new Channel Tunnel Rail Link. The City Council will work in partnership with the main stakeholders in this initiative to identify the necessary infrastructure to facilitate the use of this link by residents, visitors and worker of the district and East Kent. At present the link will terminate at Canterbury West Station and the City Council will look to development proposals to facilitate the use of this station and the wider Regeneration Zone for commuters and as a means of accessing the City. The Council will also work with partners and with the local community to investigate the potential of a Parkway station to the west of the City and in particular will address the linking of the two railway lines (the Dover line and the Thanet line) and access to a new station directly from the A2.

#### **Policy C2**

**Planning permission will not be granted for proposals that prejudice effective implementation of the bus priority measures or the rail network.**

#### ***Cycling And Walking***

**7.20** Cycling and walking are good for people's health. Many shorter journeys currently made by car could be undertaken on foot or by cycle. Safer routes with good road crossing facilities, allied to constraints on urban driving and better awareness of the issues, will help alter the balance in a favourable direction.

**7.21** The District Cycling Strategy has been reviewed and a number of new routes are proposed both on and off highway to improve access to schools, colleges, transport terminals, town centres and residential areas. Consultations were held with a number of groups representing the interests of walkers, particularly over concerns about shared use with cycle paths. As a result, a draft joint Walking and Cycling Strategy (approved April 2003) was prepared for consultation setting out an Action Plan which defines clearly the parameters where shared use will be used.

**7.22** Cycling is of local and national importance for recreation and commuting. In addition to the cycle routes, better facilities (such as showers, changing rooms and secure storage) will be sought through Travel plans and where appropriate, financial contributions from new developments. Cycle parking standards will be applied to new developments, and new residential schemes should make provision for cycle storage. The cycle facility in the new Whitefriars development, cycle racks in town centres and public storage facilities for cycles are examples of how cycling is being encouraged. Canterbury City Council will

consider alternative routes and restricted access along the Tankerton Promenade and Marine Parade walking and cycling routes in Whitstable.

**7.23** The draft District Walking and Cycling Strategy has been prepared. It will identify ways in which hindrances to walking can be overcome. The Walking Strategy, Safer Routes to School and the Cycling Strategy will be linked together in order to ensure that pedestrian safety is not compromised.

**Policy C3**

**Land will be safeguarded for the proposed pedestrian and cycle routes, as shown on the Proposals Map (see also all Insets).**

***Coaches***

**7.24** A permanent coach park and associated dropping off facilities for Canterbury are matters of ongoing and high priority review within the Visitor Management Strategy. The increasing popularity of the coastal towns has prompted similar attention for their coach traffic.

***Freight Travel***

**7.25** Most freight travels some of, or its entire, journey by road. Larger lorries are now operating, often delivering to shops in towns with an ancient street pattern. Residential amenity is affected by noise and pollution. Whilst a shift to greater use of rail, and even water, for freight transport will be encouraged, it will be equally important to work with the haulage industry to achieve less intrusive and yet economically viable distribution and delivery patterns. To this end a Quality Freight Partnership has been entered into by the City and County Councils and the Freight Transport Association, supported by local businesses.

***Travel Plans***

**7.26** Central Government is seeking to raise awareness of the impact of travel decisions and to promote the widespread use of Travel Plans. The City Council will encourage local businesses, schools, further and higher education colleges, other institutions and organisations to prepare Travel Plans in an attempt to deliver sustainable transport alternatives to the motor car. In addition, all employers will be encouraged to look at 'greening' their transport requirements. The City Council's Travel Plan will demonstrate how established businesses can tackle transport issues. Proposals for new commercial or institutional developments that have significant transport implications must be accompanied by Travel Plans and/or Transport Assessments. All Travel Plans should consider air quality and traffic noise.

**Policy C4**

**Development proposals considered by the Council to have significant transport implications are to be supported by a Transport Assessment and a Travel Plan which shows how multi-modal access options will be achieved, and how transport infrastructure arising from the expected demand will be provided. Such measures will be the subject of or included in a legal agreement or undertaking.**

**Reducing Traffic Congestion**

***Road Building***

**7.27** There are certain road building schemes which could ease Ring Road and radial route congestion and/or deliver significant environmental benefits, although stringent traffic

management controls may be needed to maximise the benefits, and prevent the problems of creating more traffic.

**7.28** As part of the City Council's consideration and investigation into whether road building will be able to reduce overall traffic congestion and traffic 'hot spots', a number of possible solutions will be assessed. The following two schemes offer significant benefits, have good popular support, and therefore warrant safeguarding on the Proposals Map (Insets 1 & 2) and further detailed investigation.

**7.29** Additional A2 (T) slip roads at the Bridge, Wincheap and Harbledown junctions. Such slip roads have been shown to offer opportunities for traffic reduction in the Canterbury urban area and may also facilitate the wider use of the Wincheap and/or New Dover Road Park and Ride sites. Localised benefits may also be identified.

**7.30** A Wincheap Relief Scheme over and above the traffic restraint described under Traffic Management below, with some or possibly most of the A28 traffic being routed through the Wincheap Estate, allowing for environmental improvements and bus priority measures in Wincheap itself, whilst enabling the regeneration of the estate. There are a number of route options for this. In the longer term, linking (under the railway) the Wincheap Estate with St. Andrews Close and Rheims Way would bypass the existing, substandard railway bridge route.

#### **Policy C5**

**The City Council will seek to implement the improvement of the A2 (T) junctions and the Wincheap traffic relief scheme, as shown on the Proposals Map (Insets 1 & 2). Any development proposals that might prejudice these improvements will be resisted.**

**7.31** The following road schemes have been considered as offering possible longer term solutions to traffic congestion 'hot spots' in the District. Detailed work on their feasibility, environmental impact or alignment has not taken place and therefore they are not safeguarded on the Proposals Map. There is no obvious prospect of any of these schemes coming forward in the Local Plan period and, in any event, they would be progressed through appropriate consultation and planning procedures if funding became available.

- A257/A28 'Barracks Link Road.' A new road could be provided to link Chaucer Road with the A257 through land currently used as Army Barracks. A traffic model study has shown that this link would reduce traffic congestion in the St Georges/Broad Street/ Military Road area. This scheme is dependant on redevelopment of the barracks land, for which there is no current proposal.
- A291 Herne Short By-Pass. A developer funded by-pass for Herne would reduce the impact of traffic (particularly HGVs) and improve the residential environment through the historic village of Herne, with its narrow main street and tight bends. No development is identified in this plan that would fund such a scheme.
- A28 Sturry Short By-Pass. A developer funded by-pass for Sturry which includes a bridge over the railway line, would reduce delays to traffic caused by the level crossing and improve the residential environment in the village centre. No development is identified on this plan that would fund such a scheme and other improvements might provide better value for money. For example, closure times at the Sturry level crossing are a significant delay to A28 traffic. It is understood that these could be reduced through the funding of alternative arrangements at the level crossing, subject to Network Rail approval. Improvements to walking, cycling and

public transport facilities (including bus priority measures) would be likely to encourage people to reduce private car use, especially for local journeys.

**7.32** In addition to the above, possible new road building options have also been considered, and have received some support from the public, for an Eastern By-Pass of Canterbury linking the A2 at the Bridge junction with the A28 west of Sturry, and a Western Link Road which links the A290 with the A2050 south of Rough Common. Neither of these options have been studied. Both ideas would be very expensive to construct and would be extremely unlikely to receive any justification for public funding. They would also have significantly damaging effects on the local environment and landscape. It is therefore considered that they should not be described as possible longer term solutions in this Plan.

### **Traffic Management**

**7.33** The recent Wincheap Traffic Study identified the idea of ‘throttling’ the rate of entry of traffic along A28 Wincheap to try and address the environmental problems caused by congestion along a largely residential radial route. This ‘throttle’ could be implemented by using the latest traffic signal control, monitoring and detection technologies and could be applied to all of the main radial routes. This would control the amount of traffic entering the control cordon, holding congestion beyond the most densely populated areas and encouraging greater use of Park and Ride, other public transport modes, cycling and walking. Bus priority measures, real time information and improved cycling and walking routes would go hand in hand with such a scheme, as would improvements to directional and car park availability signing.

**7.34** Traffic management schemes will continue to be devised and developed to achieve the optimum balance between transport modes.

### **Improving Travel Awareness**

#### **Safety**

**7.35** Road safety is a major public concern, and it remains the case that safety problems must be addressed. If there were significant improvements in the standards of driving, and in the attitude and behaviour of drivers (especially in respect of vehicle speeds), the task would ease considerably. Much of what is done by way of crash remedial measures merely addresses unacceptable and sometimes illegal actions. Education and law enforcement are therefore prerequisites to any effective action in respect of road safety, albeit traffic calming (with an increasing number of 20 mph zones and the introduction of Home Zones) and traffic management will continue to be necessary in problem areas. Village Traffic Plans should embrace educating their communities, especially as there is insufficient funding to meet all safety aspirations.

**7.36** The transport challenges for rural areas cannot be overlooked. In addition to the further development of Village Traffic Plans, aimed at achieving a safer and more pleasant balance between transport modes within the settlements, there is a need to improve safety on rural lanes for the benefit of pedestrians, equestrians and cyclists. ‘Quiet Lanes’, speed management and sensitive improvements to pedestrian facilities are initiatives which can be used.

**7.37** It is easy to ignore the fact that some people who live in rural areas do not own or have the use of a car. Whilst car use will remain important in rural life the wider transport needs must be considered. ‘Social’ transport schemes may need to be devised in partnership with Parish Councils, public agencies, the voluntary sector and local businesses.

### **Schools and Colleges**

**7.38** Choice in education can increase the need to travel in certain cases. Free travel by public transport is frequently not available hence some parents and older pupils choose to use cars. Routes to primary schools are often perceived as being unsafe for younger children. The availability of parking at or near further education establishments, and the inadequacies or perceived cost of public transport, can increase the number of staff and students using cars. Safer Routes to School and School Travel Plans are two partnership schemes which can help to address the problems. Safety at and in the vicinity of 'the school gate' is crucial for pedestrians and cyclists and stronger controls over vehicle speeds and parking will be introduced where needed. The staggering of school hours may help to reduce the impact of 'the school run'.

**7.39** The City Council in partnership with the County Council will therefore continue to work with local schools and colleges to raise public awareness with regard to public safety and more sustainable modes of transport such as walking and cycling.

### **Reducing Travel Demand**

#### ***Park And Ride In Canterbury City***

**7.40** The City's PARC Plan strategy has been successful in contributing to the reduction of urban traffic levels over the past ten years. Its success is based on being a comprehensive, balanced approach to parking provision, by providing top quality Park and Ride services on the City's outskirts, coupled with parking controls, reduced parking provision and residents' parking schemes in the City Centre. The PARC Plan is currently under review but is likely to emerge with the aims of meeting parking demand by further and more flexible and accessible Park and Ride provision and extended parking controls in the City Centre, to assist in meeting the traffic reduction targets and demand management objectives set out in the Local Transport Plan for Kent.

**7.41** On-street parking controls and enforcement are vital elements of traffic management at urban centres. On-street controls in Canterbury are being extended in line with the PARC Plan and the Canterbury College Travel Plan. The coastal towns parking strategies will consider extending controls in Herne Bay and Whitstable whilst having full regard for the reasonable needs of businesses and residents.

**7.42** The north west of Canterbury needs to be served by a Park and Ride facility if the PARC Plan strategy is to continue to reduce Canterbury's traffic congestion and in order to meet the anticipated demand for increased parking provision. Studies show that 900 new spaces for Park and Ride are needed to serve Canterbury within the Local Plan period. Land north of Hall Place at Harbledown has been identified for a possible fourth Park and Ride facility and this is shown on the Proposals Map. As previously discussed, the ability to deliver bus priority measures will need to be considered at an early stage. The City Council will also investigate alternative options for Park and Ride facilities on the A2 corridor. A transport assessment will be prepared to consider the impact on the surrounding highway network prior to any site being developed.

#### **Policy C6**

**Land identified on the Proposals Map at Harbledown for a park and ride facility will be safeguarded for that purpose.**

**7.43** To meet the anticipated demand for the increased parking provision, all three existing Park and Ride facilities could be expanded, offering, in the case of Wincheap and New Dover Road, an alternative way of serving the north western approach. Such proposals would need to be linked to additional A2(T) slip roads. Only the existing Park and Ride site in

Sturry Road is safeguarded for extension, for the time being. Consideration will be given to the extension of the Wincheap and New Dover Road sites as part of the on-going evolution of the Canterbury District Transport Action Plan, and the implementation of other traffic measures to achieve a reduction in travel demand and congestion.

**7.44** The construction of a further Park and Ride facility, on the A257 Littlebourne Road, is also desirable, but this would be subject to an appropriate site coming forward within the Plan period.

**Policy C7**

**The Site adjacent to the existing Park and Ride site in Sturry Road, as shown on the Proposals Map (Inset 1), is safeguarded for a car parking expansion of the Park and Ride facility.**

***Park And Ride Along The Coast***

**7.45** Parking pressures in Whitstable and Herne Bay are difficult to address within the urban area, due to the limited availability of appropriate sites. However, there may be scope to construct Park and Ride facilities, or use existing parking facilities at weekends, close to the respective A299 junctions, and to provide a linked shuttle service for the coastal towns. This may be on Saturdays at the outset perhaps with commuter facilities to Canterbury during the week, but with the scope for a wider service should demand increase.

**7.46** The golf course in Eddington, Herne Bay has been identified for the potential to provide a Park and Ride facility to initially serve the coastal towns. This facility will be provided as part of the development of the site as an hotel with golf course, and is shown on the Proposals Map (Inset 3).

**Policy C8**

**Additional parking, associated with acceptable forms of development at Herne Bay and Whitstable, which will form part of a Park and Ride strategy for the coastal towns will be permitted subject to satisfactory access, design and landscaping.**

***Public And Private Parking***

**7.47** The control of parking is seen as a major tool in transport strategies and visitor management. Pricing structures can have a significant influence on travel choices, particularly when a relatively cheap and viable alternative to City Centre parking is available in the form of Park and Ride. However, the vitality and viability of the City Centre must not be undermined, especially in the face of strong retail competition elsewhere. There still exists a considerable stock of urban private non-residential parking which contributes to the penetration of the towns by motor traffic. Controls over such parking may be introduced during the Plan period.

**7.48** Parking standards are currently in a state of flux, as central and local Government try to devise standards which complement integrated transport strategies without causing parking problems or affecting commercial viability. In accordance with PPG13, the City Council is expected to implement maximum parking standards, the aim being to match parking provision with the reasonable needs of each development. PPG13 uses maximum parking standards which are generally less restrictive than Kent County Council's (July 2006) standards. The City Council has adopted the latter, with the exception of the stricter PPG13 standards, which are summarised in Appendix 2. The City Council will adopt future revisions of Kent County Council's Vehicle Parking Standards subject to any local variations which might be deemed to be appropriate, and for which there is demonstrable justification.

**7.49** In the historic City (i.e. within the Conservation Areas covering the City centre) and town centre locations, on-site parking for new commercial developments will be limited to operational parking only. The additional demand will be reflected in financial contributions, which may be directed towards Park and Ride or alternatively towards traffic management measures and improvements to urban (non-car) permeability which can be shown to be relevant to the development and its transport impact. The transport demand of any development which is being replaced, will need to be considered.

**Policy C9**

**The City Council will apply Kent County Council's adopted Vehicle Parking Standards to development proposals, subject to the local variations and Cycle Parking Standards included in Appendix 2, or such revisions as might be adopted subsequently. Cycle parking will be convenient, secure and complemented by showering and changing facilities for cyclists.**

**Policy C10**

**Within the historic Canterbury City, Canterbury West Station Conservation Area and in the town centres of Herne Bay and Whitstable, as shown on the Proposals Map (Insets 1, 2, 4 & 6), the City Council will require that on-site parking for retail, office or commercial development will be restricted to operational parking only except when such an approach would prejudice other Local Plan objectives. The same will apply in other areas where on-street parking controls exist, subject to there being the scope for reasonable multi-modal access to the proposed development. Financial contributions towards Park and Ride facilities and/or measures to enhance accessibility by other transport modes, in line with the remaining (predominant) travel demand as identified in the Transport Assessment and Travel Plan, will be negotiated with developers.**

**Financial contributions in respect of cycle parking will be accepted if such additional parking can be provided within a reasonable distance of the development in question. The likely effect of domestic rail services using the Channel Tunnel Rail Link upon the use of Canterbury West railway station has yet to be established. It is possible that additional public parking will be needed to make the best use of the opportunity presented by these services.**

***Residential Parking***

**7.50** In areas of on-street parking control aimed at preventing general long stay parking, the amount of vehicle parking provided with residential developments can be reduced, and even minimised, without detriment to safety or the street scene, subject to effective enforcement and, where appropriate, carefully devised residents' parking schemes. In respect of the latter, the occupiers of such new developments will not be eligible for residents' permits unless it is clear that such additional parking will not create undue competition for spaces. This will be judged and applied through parking surveys and permit quota information and through the traffic regulation orders for the parking schemes. In new developments where there is no on-street control, the result of under-provision, or of badly designed parking areas, can be pavement parking, obstruction and neighbour disputes. Surveys conducted locally in 1991 and 2000 have shown that this is a cause of considerable concern and dissatisfaction among residents. In areas of parking control the City Council will seek to keep residential parking to a minimum, with encouragement for 'car free' developments at appropriate locations. In uncontrolled areas the emphasis will be on the careful design of vehicle parking to cater for reasonable demand, in accordance with the



adopted parking standards and supplementary guidance on the same, and having regard for the likely impact of locational characteristics upon car ownership and use, without impacting upon safety and amenity. Communal parking, especially for visitors, will be encouraged when there is no reasonable prospect of access roads being used as a permanent alternative. In such cases reduced standards may be acceptable.

**7.51** The positive management and safe, creative use of on-street parking in new and established residential areas will be used to tackle on-street parking problems without, where possible, causing unnecessary difficulties for car-owning residents and visitors. However it should not be assumed that residential areas will be designed to accommodate unreasonable car ownership aspirations, especially when amenity and safety might be prejudiced.

### ***Travel Wise***

**7.52** Travel Wise, a travel awareness campaign, will continue to improve public awareness of travel options.

- A Travel Wise initiative was launched in August 2001 with the production and distribution of around 60,000 leaflets to local people. The campaign is designed to raise awareness of travel options and ways in which the public can help to reduce traffic congestion by reducing the number of journeys, using other modes of travel for some journeys and sharing cars or journeys to reduce travel demand overall. Further initiatives are planned, in particular in line with improvements to non car modes of travel.
- Local Schools and Colleges are being encouraged to adopt Travel Plans, particularly through the planning process when schools are being extended or new education establishments are planned. The City Council is drafting a Travel Plan for its staff in readiness to encourage other major employers and institutions in the District. Travel Plans will set out measures to encourage journeys to be made to school, college, university or work, where possible by means other than private car.
- Options to encourage car sharing are being implemented. A new Kent Car Sharing database has been launched for participating companies to sign up to and link with other car sharing organisations. Other options being examined include reduced charges at park and ride and/or designated city car parks.
- A Canterbury Transport Advisory Group drawn from local organisations, pressure groups, traders, bus and train operators, and officers and Members of the City and County Councils is monitoring the implementation of the Canterbury District Transport Action Plan, through its quarterly meetings.

### **Access For All**

**7.53** The transport strategy will have proper regard for people with disabilities, and those who for whatever reason are limited in their travel options. Parking facilities, access controls, public transport provision, highway design and the design, layout and physical environment are among the aspects which will be subject to an 'access for all audit'. The City Council will also continue to improve the pedestrian environment by promoting access to all public areas. This will ensure equal access for all including people with disabilities.

## **COMMUNITY DEVELOPMENT AND INFRASTRUCTURE**

**7.54** The Local Plan is important in promoting community development and social infrastructure and the contribution these can make in improving the quality of life for all people in all areas of the District. One of the City Council's Strategic Development Objectives, as set out in Chapter 1, is to facilitate where possible the provision of buildings

and uses arising from local community planning aspirations through the mechanism of local strategic partnerships.

**7.55** Local authorities have the power to promote social, economic and environmental well-being, and have a duty to prepare a community strategy for the District, having regard to this when using the 'power of well-being'. The community strategy is prepared in partnership with other public sector organisations, business, voluntary and community sectors and local communities. Whilst the City Council has the duty to prepare the strategy, it is the partnership that must develop and implement it. The process for establishing a local strategic partnership to oversee the evolution of the District's community strategy is therefore essential to the City Council as part of its Corporate objectives. The Local Plan and the City Council's Community Plan are therefore designed to dovetail as part of the overall objective of the City Council to improve the quality of life for all its residents.

### **Community Development**

**7.56** The City Council's community development objectives include: promoting rural community development and supporting Parish Councils; developing and supporting community safety initiatives; opportunities for children and families and young people; opportunities for black and ethnic minorities; opportunities for senior citizens and people with disabilities; building and supporting partnerships to tackle regeneration and social inclusion; and developing and supporting neighbourhood, community and voluntary and religious groups.

### **Social Infrastructure**

**7.57** Social infrastructure is a term that describes the wide range of community, leisure, health and educational facilities which contribute to the quality of life of the District and local communities. This includes 'formal' facilities such as surgeries or schools, and 'informal' facilities including village halls, play areas, places of worship, cemeteries and community centres. Informal facilities need to be local, accessible and appropriate to the identified needs of the particular community and, in particular, sustainable. Their provision in the right location and appropriately designed is therefore essential in the implementation of a successful community strategy.

**7.58** Where a rural location is proposed for such informal facilities and the Council is satisfied that it has been demonstrated that there is no suitable land or buildings available within the community it intends to serve, the Council will support community initiatives which are appropriate in scale to their surroundings and which seek to reuse existing buildings. Where community uses are proposed in new buildings, the City Council will ensure that the new development is closely related to an existing settlement and not isolated in the open countryside so as to have an adverse impact on its character and appearance. The need for the development should be demonstrated in either case. The Council will have regard to the guidance of PPS7.

**7.59** Through consultation with the local community, a site to serve community purposes has been identified south of Greenhill, Herne Bay. Other sites are likely to come forward as part of a full consultation with local neighbourhoods during the Plan period.

**7.60** In appropriate circumstances, proposals that will lead to more people using and putting further pressure on the use and capacity of existing local community buildings, will be expected to make a financial contribution towards maintaining or upgrading them. Policy IMP2 of this Local Plan will be applied in appropriate cases, and a contribution will be sought to offset the impact upon those existing facilities.

**Policy C11**

**Proposals for new buildings or uses for local communities to provide social infrastructure will be encouraged and granted planning permission on the basis that any new building is appropriately designed and located, and highway safety would not be prejudiced.**

**Policy C12**

**Land is allocated on the Proposals Map for community purposes on:**

- **Land south of Greenhill, Herne Bay**
- **Land at end of Vauxhall Avenue, Canterbury.**

**In this Policy, community purposes includes social and physical infrastructure provided to meet identifiable local need; and can be buildings for local groups and the community, playing fields, car parking, areas of open space and affordable housing.**

**Policy C13**

**Planning permission will not be granted for development involving the loss to other uses of public or privately operated buildings, or uses for community purposes, unless there is no demonstrable need for the use of the facilities within the locality, and it is demonstrated that other uses to serve the local community could not operate from the buildings or land.**

**HEALTH FACILITIES**

**7.61** High quality health facilities are a key element in supporting the well-being of the community. These form part of the District's social infrastructure and their provision and availability to the District's communities are an important element in the City Council's objectives for social well-being within them. The Local Plan seeks to contribute to enabling health provision alongside the City Council's Community Plan. The Local Plan, therefore, looks to provide a link between the development process and the provision of health infrastructure.

**7.62** Canterbury has a good network of primary health care facilities which, in the City Council's view, must be safeguarded and enhanced. New development will bring new pressures on these facilities, and the City Council will ensure that provision for new and enhanced health facilities form part of these new development proposals. Health facilities also play a key part in acting as a focus for the community in wider initiatives for community development; for example providing for 'health living/learning' initiatives, support for community projects and dual use of facilities.

**7.63** The City Council will continue to urge the providers of the District's health facilities to ensure continual investment and upgrading of these facilities to meet growing demand.

**Policy C14**

**The City Council will ensure that provision is made for health facilities arising from the impact of new development, and that appropriate mechanisms are secured through legal agreements to deliver these facilities.**

**7.64** Good quality health facilities (Primary and Acute) are also important to the wider economic well-being of the community, and are seen as a key factor in attracting investment and in catering for the needs of the large number of visitors to the District. Policy C22 seeks to safeguard such facilities. Policy C15 promotes and safeguards the Kent & Canterbury Hospital's strategic role for the District and wider area.

**Policy C15**

**Land is allocated at Kent & Canterbury Hospital as shown on the Proposals Map (Inset 1) for health-related development.**

**EDUCATION**

**7.65** The provision of good quality education is a key element of our social infrastructure and the City Council's commitment to supporting the well-being of the community. The Local Plan contributes to supporting education and providing a link between the development process and the provision of educational infrastructure. The County Council, however, as Education Authority has statutory responsibility for the provision of state education.

**7.66** Educational institutions play a key part in the community. Educational facilities provide for learning, and play a wider role as catalysts for economic projects, supporting community projects, providing and enabling dual use of facilities (including sports provision and meeting rooms), providing access to information communications technology and acting as a key focus for community activity.

**Primary and Secondary Education Sector**

**7.67** The primary and secondary education sectors play a foundational role within the community for educational attainment, and require support and facilities if they are to play their part in the wider educational and skills achievement for the community.

**7.68** Good access to a network of these schools is important, as is the quality of its provision. The development control process has in recent years connected directly with the primary and secondary sector via the negotiation of financial contributions towards its provision, through legal agreements where these have been justified, and where the educational needs result directly from the development proposal.

**7.69** A good network of schooling is provided within the District. However, as development proposals come forward, the capacity for schools and their local catchments will be the subject of further consideration. Although the capacity and distribution of schools is not determined by the City Council. This applies across the District and especially within the City and coastal towns. A good network of schooling is provided within the District and acts as a focus for a wider area.

**7.70** Most secondary schools are located in Canterbury City. Secondary schools at Canterbury include: Simon Langton Girls' Grammar School, Simon Langton School for Boys, Archbishop's School, Barton Court Grammar School, Chaucer Technology School, The Canterbury Campus and St Anselm's Catholic School; and within the independent sector King's School, St Edmund's and Kent College. In addition in the state sector are Whitstable Community College, Herne Bay High School and Montgomery School located between Sturry and Hersden.

**7.71** All these education providers are encouraged to prepare a development plan for their sites for at least the period of the Local Plan, in consultation with the Local Education Authority and church education authorities as appropriate and the City Council. This will enable proper consideration to be given to the most appropriate locations for any expansion or development within the site, and the issues raised.

**7.72** This provision of schooling has created a tradition of journeys between the coast and Canterbury, that whilst being necessary, has resulted in additional traffic. As a result of the first deposit consultation stage of the Local Plan review, the County Education Authority has confirmed that within this Plan period (until 2011) there will not be a need for a secondary school at the coast. However, there is likely to be a need for a further primary school. Proposals for a new primary school will be supported on the basis of need; and land has been allocated in the Plan at Studd Hill, Herne Bay as a potential school site, if other more appropriate sites cannot be found within the urban area, or existing schools cannot be expanded to meet demand.

**7.73** In addition, there are some schools within Herne Bay that are filled to capacity without prospects for expansion or significant upgrading. The City Council would like to support expansion or upgrading requirements of schools and will work with the Education Authority and Governors of these schools to come to an acceptable solution. Any proposals for expansion which have an impact on playing fields will need to meet the criteria of policy C27.

#### **Policy C16**

**The City Council will work with the Education Authority and school Governors to ensure that provision is made for educational needs arising from housing developments and that appropriate mechanisms are secured through legal agreements to deliver this provision (see Policy H5).**

#### **Policy C17**

~~**The City Council will work with the Education Authority and school Governors to ensure that the needs of primary and secondary schools are taken into account in the assessment of their development needs and proposals. Planning permission will be granted for proposals that are needed by the schools subject to design and highway safety considerations.**~~

### **Higher And Further Education**

**7.74** Higher and further education are considered two of the main drivers of today's knowledge economy and indeed, of national prosperity. Chapter 3 of this Plan outlines the economic strategy for the District, and close links are made between the performance of the

higher and further education sectors and this wider economic objective. During the Local Plan period, this relationship will become even more important; and the development process and Local Plan itself will play their role in this relationship.

**7.75** Higher and further education generate research, knowledge and skills that underpin innovation and change in the economy and wider society. Higher and further education are very much seen as being a part of the productive capacity of the new economy and prosperity of the wider areas. The increase in quality and standards of education at secondary schools and in the post-16 sector means the demand for higher education from these groups is likely to increase. There is also a changing culture and a greater emphasis on life-long learning and recognition of the importance of continually updating skills. This in turn will lead to many more mature students wanting either to return to higher education or to enter it for the first time. There is also a strong demand from those seeking part-time study as well as full-time undergraduates. The development process and the Local Plan will therefore be linked and relevant to these wider patterns of learning.

**7.76** Government policy stresses the importance of: widening participation in higher education and working towards social inclusion in the local community; partnerships between institutions and other community groups to achieve this wider participation; initiatives such as the 'Higher Education Reach Out to Business and the Community' programme which investigates a consolidation of schemes and programmes aimed at enhancing higher education/business links; and encouragement to involve other partners and, in particular, the Learning and Skills Councils who now have statutory responsibility for post-16 provision. These in turn are seen as a means of developing links between entrepreneurship and innovation and the development of skills to apply them.

**7.77** Canterbury is an important focus for the higher and further education sectors. These sectors have an important role within the community and the local economy and bring significant benefits to the City. The concentration of these institutions within a modest sized city such as Canterbury also brings challenges, in particular, the residential accommodation of students during term time and the impact on traffic congestion within the local transport network.

**7.78** There are five institutions of higher and further education within Canterbury:

- Canterbury College - a further education local college providing a link between secondary schools and higher education.
- University College for the Creative Arts - an institution based in three key locations in Kent (Maidstone, Rochester and Canterbury), and established as a key provider of creative education both within the UK and abroad.
- Canterbury Christ Church University College - a higher education institution with over 10,000 full and part-time students studying a wide range of undergraduate and postgraduate programmes. Christ Church also has a campus at Salomons Centre near Tunbridge Wells and a Thanet campus established in October 2000 at the Thanet Reach Business Park.
- The University of Kent at Canterbury - the University of Kent was granted its royal charter in 1965. Today there are almost 10,000 full and part-time students. The University has a high reputation in a number of areas including biosciences, computing and mathematics. The University has also begun a new initiative at Medway.
- Hadlow College – a further education institution specialising in agriculture and horticulture.

## **Canterbury College**

**7.79** The College sees the provision of a strong link between secondary schools and higher education as important, and looks to provide an important alternative to students staying on in their school's Sixth Form. It has a high success rate in achieving grades to progress to University, further college courses or into employment. The College has also established an outreach college on Sheppey and is actively promoting linked facilities in other towns, including Whitstable. The College has recently announced they no longer intend to pursue a new site adjacent to Nackington Road, to the south of Canterbury, where new opportunities had been identified for the College to meet its future needs and to act as a focus for local provision. The existing site on New Dover Road, adjacent to the University College for the Creative Arts, provides an important City institution for the provision of education. The safeguarding of this site for education is part of a wider strategy to prevent development on alternative (greenfield) sites outside the urban boundary. The College will look to consolidate on this site and explore other sites within the City.

### **Policy C18**

**The City Council will safeguard the Canterbury College site at New Dover Road together with the adjacent site of the University College for the Creative Arts, and land at Hadlow College, for education purposes, as shown on the Proposals Map (insets 1 & 2 ). Any significant redevelopment proposal on these sites shall be subject of an approved Development Brief and shall have regard to neighbouring residential areas and open space.**

### **Policy C19**

**Land is allocated on the proposals map at Nackington Road, Canterbury for a new college campus.**

**This policy should be applied in conjunction with Policy C21 and any proposals should satisfy the criteria of that policy.**

## **University College for the Creative Arts**

**7.80** This is an important specialist facility and is part of a wider network of Kent facilities. In terms of its own accommodation, a new residential block has been constructed, which will constitute an important provision for the Institute and help in lessening the impact of student accommodation in the wider residential capacity of the City.

## **Canterbury Christ Church University College**

**7.81** The focus of activity for the College is at Canterbury but, as mentioned above, provision is also being developed within Thanet and at the Salomons Centre near Tunbridge Wells. The need for a second campus was agreed by the Local Plan Inspector in her report on the Canterbury District Local Plan Public Inquiry 1996. The overall strategy of that Local Plan and this Review is to avoid the development of sites outside the urban boundary. Therefore, in seeking to achieve a second campus, the City Council will ensure that priority is given to sites within the urban area. The City Council is committed to working with the College to identify land or premises for further expansion of their education accommodation,

and to establish what opportunities for further expansion there are of the existing campus. In particular, the need for further student residential accommodation is recognised and provision is made in chapters 2 and 4 of this Plan by the encouragement of mixed tenure and mixed use development in and around the City Centre.

### **University of Kent at Canterbury**

**7.82** The University occupies a prominent position on land to the north of the City, and has developed, over a number of years, a master plan agreed with the City Council and forming part of the 1998 adopted Canterbury District Local Plan. This master plan sets out the development needs of the University and has been revised in the University's Estate Strategy 2001-2006 and will be subject to further review. Additional proposals are made within this Local Plan Review and are shown on Inset 1. These proposals include the Business Innovation Park development at Beverley Farm to the west of Keynes College.

#### **Policy C20**

**Within the campus of the University of Kent shown on the Proposals Map (inset 1), the City Council will grant planning permission:**

- a) For educational and ancillary uses on those sites identified ; subject to design, siting and access considerations;**
- b) On sites that are within the campus but not shown on the Proposals Map, for extensions to existing buildings and other minor development ; subject to design, siting and access considerations.**

**The a) and b) criteria above shall be subject to a Transport Assessment in the context of updating the University's Transport Impact Assessment and preparation of a Travel Plan.**

**Major development proposals at the University shall be subject to a transport assessment, within the context of the existing transport impact of the of the University, and preparation of a Travel Plan.**



### **Policy C21**

**Planning permission will only be granted for the establishment of a new further or higher education campus or expansion of an existing campus onto a new site provided that:**

- a) If the proposal is for the release of land outside the urban boundary or for land otherwise allocated in the Plan, it can be demonstrated that there is a need for the additional facilities and that no more suitable land is available;**
- b) The development incorporates a high standard of design and layout, with a landscaping strategy which respects any historic or landscape character or features on site;**
- c) The site can be provided with a safe means of access;**
- d) The site will be well served by public transport and, if applicable, will have adequate transport links to the establishment's existing educational facilities;**
- e) Parking requirements on site are kept to the operational minimum; and**
- f) There is close correlation, in terms of both location and numbers, between the provision of academic accommodation and the provision of student housing on site.**

**Detailed planning principles for the development on site shall be the subject of an agreed Development Brief. A Transport Assessment shall also be prepared which shall include within it a detailed Travel Plan.**

## **CANTERBURY'S INSTITUTIONS**

**7.83** The institutions that are located in and around Canterbury City play a significant part in the City's livelihood, economy, social infrastructure and heritage. The Institutions across the City include the Church, the Army, the colleges and universities, the schools, the institutional offices, the Courts, the prison and the hospital and health care providers. All these institutional uses play a role within Canterbury that enables it to function as a City and to act mainly as a focus for the District's residents, workers, students and visitors. In almost all circumstances, these institutions own or use a significant amount of land and/or buildings.

**7.84** The City Council encourages the retention of these institutions across the District and as such the role that they play within the District. Therefore, it is essential to retain land in institutional use for the benefit of the District should any site come forward for development. Any new proposals for further or higher educational development will also need to be assessed against the provision of policies C21 and C23.

### **Policy C22**

**Planning permission will be refused for proposals involving the loss of institutional land or buildings to other uses unless:**

- a) It is demonstrated that the existing use can no longer be justified; and**
- b) There is no demand from other institutions for such land or buildings; or**
- c) The release of the site would enable the institution to relocate to another part of the City and to provide better facilities and/or services from that location.**

**Policy C23**

~~Any relocation or expansion of an existing institution, or establishment of a new institution onto previously undeveloped land shall be determined according to the following criteria having regard to the institution's existing facilities and transport links:~~

- ~~a) It can be demonstrated that there is a need for the additional facilities and that no more suitable land is available.~~
- ~~b) The development incorporates a high standard of design and layout, with a landscaping strategy which respects any historic or landscape character or features on site;~~
- ~~c) The site can be provided with a safe means of access.~~
- ~~d) The site will be well served by public transport and, if applicable, will have adequate transport links to the establishment's existing educational facilities.~~
- ~~e) Parking requirements on site are kept to the operational minimum.~~

~~Development proposals shall be accompanied by a development brief and sustainability statement. In considering proposals for further and higher education institutions the City Council will also refer to relevant policies including C21.~~

**OPEN SPACE**

**7.85** 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.”

**7.86** The Government has recently revised Planning Policy Guidance Note 17 (PPG17) on “*Planning for Open Space, Sport and Recreation*”. The revised PPG, published in July 2002, and its daughter document, entitled “*Assessing Needs and Opportunities: A Companion Guide to PPG17*” expands on the statutory definition of open space.

**7.87** Open space is defined in PPG17 as “parts of the urban area which contribute to its amenity either visually or by contributing positively to the urban landscape, or by virtue of public access.” Within this definition, there are 2 key types of open space:

- Urban green space – “land that consists predominantly of permeable, soft surfaces such as soil, grass, shrubs or trees.”
- Public open space – “both green spaces and hard ‘civic’ spaces, to which there is public access, even though the land may not necessarily be in public ownership.”

**7.88** The provision of formal and informal open space is part of the social infrastructure and integral to the community facilities available to local people. Furthermore, open space plays a significant role in enabling urban renaissance, through its visual, recreational and wildlife habitat functions.

**7.89** The City Council's objective is to improve the provision of open space within the District and to contribute towards and enable a renaissance within our urban areas, through improving access to good quality open areas and recreational space, thus protecting breaks in the built form, which contribute to the visual amenity of an area.

**7.90** PPG17 sets out a new typology of open spaces, broken down into greenspaces and civic spaces, each of which contributes towards ensuring a diversity of open spaces is provided within the District. The types of greenspace identified are:

- *Parks and gardens* - The District has a wide range of parks and gardens, in both public and private ownership. Policies BE10 and paragraphs 6.148 to 6.149 set out further detail on the District's historic parks and gardens and this paragraph should be read in conjunction with that section of the Local Plan.
- *Natural and semi-natural greenspaces, including urban woodland* - The District has a wide diversity of natural and semi-natural green spaces which provide valuable opportunities for recreation. These areas include the coast, AONBs, SSSIs, AHLVs and this section should be read in conjunction with Policies NE2, NE3, NE4, NE5 and R7 of the Local Plan and Policies EN1, EN2, EN3 and EN4 of the Structure Plan which set out policies in relation to the protection of these areas. In addition, the City Council considers that the beach should be included as a category of open space in its own right for its contribution to leisure, recreation and the environment.
- *Green corridors* - These include riverside areas, footpaths, cycleways, bridleways and other rights of way. They often link two areas together and provide a valuable area of amenity space for walking, cycling and horse riding, meaning that they contribute towards opportunities for sustainable forms of transport as well as performing a recreation function.
- *Outdoor sports facilities* – These include public or private playing fields and other areas designed for participation in outdoor sports.
- *Amenity greenspace* - Amenity greenspace includes informal recreation spaces and greenspaces, often found in a residential area. It therefore performs a valuable function as an area of open space for people living within close proximity to it.
- *Provision for children and young people* - In providing open space, the Council considers that this definition should be widened to ensure that provision recognises the diverse needs of the residents in the District, such as older people and the disabled, in addition to children and young people. In terms of appropriate forms of provision, this could include, for example, equipped play areas and skateboard areas for children and young people.
- *Allotments* - It is important that allotments are retained where they can perform an important open space function and contribute to the City Council's wider sustainable development objectives, including the production of local fresh produce and enhanced quality of life in terms of health, social activity, urban 'green space' and wildlife habitats.
- *Cemeteries, disused churchyards and other burial grounds* - These are valuable areas for quiet contemplation and informal recreation, and are often valued areas for wildlife conservation and biodiversity.

The types of civic spaces identified are:

- Civic and market squares and other hard surfaced areas designed for pedestrians perform a range of recreation functions and are a key element of the civic environment.

## **The Need for Open Space**

**7.91** The City Council will seek to ensure the creation of a comprehensive and attractive network of formal and informal recreational facilities and open space, which is informed by a District wide audit, to identify areas of need for all forms of open and recreational space. This will play an important role in the wider objectives of urban renaissance, the promotion of social inclusion and well-being and achievement of sustainable patterns of development.

**7.92** PPG17 requires local authorities to carry out an audit of open space provision in their area and relate this to a local needs assessment of open space provision. From this process, local standards for provision of open space should be derived and these standards applied in the determination of planning applications. The aim is to ensure that an adequate supply of open space and sports and recreation facilities is maintained.

**7.93** The City Council has already identified a deficiency of outdoor playing space within the District, when assessed against the National Playing Fields Association 'Six Acre Standard' (2001). This deficiency is being reviewed through the City Council's Sport's and Open Space Strategies, and is greatest in the coastal towns. In accordance with PPG17, the Council will incorporate the findings of this review into a wider audit of all types of open space identified in paragraph 7.90. The Council has produced an open space strategy for open space provision within the District and is producing a Development Contributions Supplementary Planning Document, which will set out the open space standards to be used to calculate open space requirements/developer contributions in relation to new developments.

**7.94** The City Council will protect existing open space in the District, and improve the quality of this open space for residents, workers and visitors, as well as taking every opportunity to provide additional open space where there is a recognised need.

### **Urban Areas**

**7.95** Within the urban areas across the District there is a wide range of different types of open space, all of which make an important contribution to the built and natural environment. These open spaces include open areas for informal recreation, public parks and gardens, allotments, cemeteries, playing fields, children's playing space, wildlife areas, scrub, small woods, the beaches, river and stream corridors. They fulfil a number of visual and recreational and amenity functions that help to improve quality of life, the urban fabric and provide accessible recreation facilities. In addition, they can help meet wider sustainability objectives, such as enhancing biodiversity, protecting natural resources, improving the permeability of land for storm drainage and promoting the growth of a diverse economy. Other spaces such as those surrounding ancient monuments, castles, churches and parks are of historic and/or archaeological interest and importance. Open spaces make a valuable contribution to the townscape in the urban areas and development of them would lead to the loss of residential and leisure amenity, and be detrimental to the quality of the built environment.

### **Rural Areas**

**7.96** In the rural areas there is access via open land and public rights of way to a sufficient existing asset of visual and informal open space. In villages, the City Council's emphasis is on retaining the established pattern and character of the settlements and not on allocating open space. Different types and patterns of open space and buildings are found in each settlement, and the provision of village greens and existing informal and formal space contributes to the character and appearance of these areas, whilst providing necessary amenity value.

### **Protection of Existing Open Space**

**7.97** The overall deficiency in open space in the District, as previously mentioned, means that the City Council is especially determined to prevent the loss of existing open space within the urban boundaries, whether publicly or privately owned, by reason of its contribution towards recreational or visual amenity. Open space can be lost by gradual

erosion through development and this is an action addressed by the Councils open space strategy. The loss of open spaces could lead to town cramming and be detrimental to the character of the built environment, undermining quality of life and the progress towards urban renaissance.

**7.98** Certain land uses may be compatible with the open space protection designation in appropriate locations. For example, some leisure uses requiring a minimal amount of built form may enhance an area or provide a valuable amenity resource. Another example could be beach associated activities which do not have an impact on the open character of the beach or statutory works that are necessary for coastal protection.

**7.99** Where development is proposed on protected existing open space, consideration will be given to proposals for the provision of open space of similar quality, size and character in the vicinity.

**7.100** In some cases, the open space protection areas overlap with other designations e.g. nature conservation; an example of this is Tankerton Slopes, which is also a SSSI. Such sites are also protected as open space because if circumstances change and the reason for designating the SSSI no longer existed, the City Council would still wish to retain the area as open space and resist development.

**7.101** Where open space on housing estates provides important visual or recreational amenity, policy BE1 and the following policy will apply.

#### **Policy C24**

**Proposals which would result in the loss of protected existing open space as shown on the Proposals Map (all insets), will only be permitted if:**

- a) There would be no material harm to the contribution the protected open space makes to the visual or recreational amenity of the area;**
- b) Where there would be material harm, this would be balanced against demonstrable need for the development**
- c) There is no alternative site available to accommodate the proposed development, and any harm that might result from the development could be offset by the provision of other open space of comparable quality, size, character and usability in the locality**
- d) The open space has been assessed by the Council as making no positive contribution to its overall strategy on open space.**

#### **Proposed Open Space**

**7.102** The City Council encourages the provision of sports and leisure facilities. More land is needed in Canterbury for playing fields, and additional public playing fields are proposed at Greenhill, Ridlands Farm and Folly Farm as shown on the Proposals Map (Insets 1 & 3). This should be read in conjunction with Policy TC26.

#### **Policy C25**

**Land identified on the Proposals Map (Insets 1 & 3) at Greenhill, Ridlands Farm, Canterbury and at Folly Farm, Canterbury will be protected from development to enable its future use as public playing fields.**

**7.103** The Riverside Strategy Supplementary Planning Guidance (September 2003) has been agreed and adopted for development control purposes. Policy C26 safeguards a route adjacent to the river, and is shown on the Proposals Map (Inset 2). There are also a number of open space allocations associated with this strategy and these are at the following locations and are shown on the Proposals Map (Inset 2):

- Franciscan Gardens/Binnewith Island
- Nursery Garden, Stour Street (south east of St Peter's Grove)
- St Peter's Lane
- North Lane car park
- Land at St Radigund's Street

#### **Policy C26**

**Land identified on the Proposals Map (Inset 2) along the River Stour corridors in Canterbury City will be protected from development to enable its future use and contribution towards the riverside corridor, as set out in the Riverside Strategy adopted by the City Council. There are also open space and footpath allocations on land adjacent to the river associated with this Strategy and these are listed above.**

#### **Public or Private Playing Fields**

**7.104** In exceptional circumstances, development on playing fields may be permitted where the sports and recreation facilities can be best retained and enhanced through the redevelopment of a small part of the site and where the developer has demonstrated that the site is the best location for the development and there is no alternative site. In cases such as these, the City Council will expect the developer to make alternative provision of at least equivalent community benefit, quality and size in the locality. In addition, when the City Council considers proposals for development on playing fields, it will take into account the sufficiency or otherwise of all other forms of open space provision in the area.

**7.105** The creation of new school playing fields should provide a valuable community recreational amenity if arrangements for dual use of the facilities can be secured.

#### **Policy C27**

**Proposals for development, which would result in the loss, in whole or in part, of playing fields will only be permitted if:**

- a) **The site has first been considered for other recreational/ amenity uses in the wider community, particularly where the site provides a strong visual amenity;**
- b) **There is an overriding need for the proposed development which outweighs the loss of the playing fields; or,**
- c) **Sports and recreation facilities can best be retained and enhanced through the redevelopment of a small part of the site; and,**
- d) **An alternative open space is provided of an equivalent amenity and leisure standard in the locality which does not generate significant additional trips by private car; or,**
- e) **The developer enters into an agreement to provide an appropriate amount of land as public open space as part of a new development.**

## **Provision of Outdoor Playing Space Through New Development**

**7.106** The City Council considers that it is appropriate that new development supports the provision of on or off-site open space and outdoor playing space in appropriate circumstances in order to achieve the objectives of the Local Plan.

**7.107** The City Council's approach to the provision of formal open space/amenity areas differs from the previous Local Plan. The City Council considers that good urban design is required that relates space to buildings. The overall objective is for residential development to be well designed, with open space integrated and seen to be essential to the layout and design of the development. Open space should be functional, and accessible for all residents. The use of open space in housing design is considered in policy BE1 of Chapter 6 of this Local Plan.

**7.108** There is not only a need to incorporate open areas of informal land within larger residential developments, but also a need to make provision for outdoor playing space, ranging from small play areas for pre-school children to playing fields for adults. As part of all new housing development the City Council will require the provision of, or financial contribution towards five categories of outdoor space: semi-natural areas, strategic urban parks and green corridors, amenity greenspace, children's play areas and open space for sport.

**7.109** The size and context of a proposed development will determine the type and nature of the open space required. In certain locations it may be inappropriate to provide on site open space. For example, in some urban contexts the provision of open space may conflict with an established high density character. Where it is inappropriate to provide open space within a development, the developer will be required to make a financial contribution for "off-site" provision in accordance with specified rates related to the Council's open space provision standards. These were established in the City Council's Open Space Strategy following public consultation.

**7.110** The Council has published a draft Supplementary Planning Document relating to Development Contributions. This contains a section regarding the provision of open space for new developments, and financial contributions to new open space and its maintenance.

### **Policy C28**

**New housing development shall make provision for outdoor playing space proportionate to the likely number of people who will live there. Where the development does not allow for the provision of such open space on site, developers will be expected to make financial contribution towards the provision, or improvement of open space or recreational facilities elsewhere in the locality, through entering into a legal agreement.**

### **Allotments**

**7.111** It is important that allotments are retained where they can perform an important open space function and contribute to the City Council's wider sustainable development objectives, including the production of local fresh produce and enhanced quality of life in terms of health, social activity, urban 'green space' and wildlife habitats.

**7.112** The City Council is under a duty to provide a sufficient number of allotments and to publicise and let them to residents of the area who want them.

**Policy C29**

**Land is allocated at Lime Kiln Road for a future allotments site, see Proposals Map (Inset 1).**

**Policy C30**

**Permission will only be granted for development proposals that involve the loss of existing allotment land if both the following criteria are met:**

- a) Demand for allotment land within the locality no longer exists, or suitable alternative provision of allotment land, of comparable quality, can be made available locally; and**
- b) The allotment land is not suitable for, or not required to rectify any local shortages of, public outdoor playing space.**

**FLOODING AND COASTAL DEFENCE**

**7.113** The City Council's approach to flood and coastal defence acknowledges and supports the Government's aim and objectives for flood and coastal defence. The City Council's policy aim is to reduce the risk to people and the developed and natural environment from flooding and coastal erosion by encouraging the provision of technically, environmentally and economically sound and sustainable defence measures.

**7.114** One of the three primary objectives of the City Council is to discourage inappropriate development in areas at known risk from flooding and coastal erosion and, as the Local Planning Authority, to take account of flooding and coastal erosion risks in all matters relating to development control, including development plans and individual planning applications, in accordance with PPG20 and PPG25.

**Flood Scrutiny Panel**

**7.115** Following the significant flooding of buildings and land across the District and in many parts of Kent between Winter 2000 and Spring 2001, the City Council established a flood scrutiny panel to consider those events and how in the future the City Council could improve the way flood emergencies are dealt with, reduce the extent of flooding, lessen the impact and frequency of flooding and make sure the public is more aware of what is being done and who to contact.

**7.116** As part of the findings of the Panel, it is now the City Council's objective to remain proactive not only with its own work, but also in pressing other agencies such as Southern Water, the Environment Agency and Kent County Council to action items that are clearly their responsibility. As such, the City Council's approach to new development is to ensure that in no way does new development make the flooding situation worse, and in some cases the aim would be to improve it. A new Drainage Impact Guidance note has been adopted by the City Council, which follows the advice of national planning policy guidance, as mentioned above.

**7.117** It is evident from the findings of the Panel that high water tables can give rise to more frequent flooding within some parts of the District, and consideration should be given to the



repercussions of climate change and global warming which could result in increased storminess and much wetter winters.

**7.118** Flooding during the winter of 2000 and spring of 2001 occurred across the District from rivers and non-main rivers overtopping their banks, such as the Plenty Brook in Herne Bay. Much flooding occurred as a result of surface water sewers and road drains not being able to cope with the amount of water, particularly in the rural areas, unmaintained minor watercourses and significant run-off from open fields, and in some instances from foul sewers and old springs.

**7.119** As a result of the recent flooding, there are many areas at known risk of flooding in which the City Council will take a cautious approach to new development. The City Council will now require for all planning applications in areas at known risk of flooding to have carried out a Drainage Impact Assessment and employed other drainage measures where necessary, as part of the proposed development. Should inadequate or no information be submitted, the planning application will be unacceptable and will be likely to be refused.

**7.120** Known areas at risk of flooding include Blean, Chestfield, the Gorrel Stream, Swalecliffe Brook, Westbrook, Plenty Brook, Stour, Little Stour and Lower Nailbourne main river and the Upper Nailbourne river.

#### **Policy C31**

**All development proposals within the areas at risk of flooding or increased surface water run-off shall be subject to a Drainage Impact Assessment, including a flood risk assessment where relevant. This assessment shall be in accordance with the principles of PPG25, Sustainable Drainage Systems (SUDS) and the Council's Guidance Note including the requirement for a contribution towards new flood defence or mitigation measures. Measures identified to mitigate effects shall be installed and maintained at the developers' own expense.**

#### **Coastal Flooding**

**7.121** A significant part of the current developed area on the coast is at risk from sea flooding and erosion. Although the City Council's coastal defences are considered to be adequate at the present time, with predictions of rising sea levels and increased storminess as well as ageing, there is an acknowledged need to maintain and improve the defences with time and this is a current City Council objective. This objective is dependent on central Government continuing to support the City Council by funding the vast majority of the cost.

**7.122** The Environment Agency identifies areas that are technically at risk of flooding and these are shown as Zones 2 & 3 on the proposals map. PPG25 defines the flood zones as:

- Zone 1- little or no risk with an annual probability of flooding from rivers and the sea of less than 0.1 %.
- Zone 2 : low to medium risk with an annual probability of 0.1-1.0% from rivers and 0.1- 0.5 % from the sea.
- Zone 3 : high risk with an annual probability of flooding of 1.0 % or greater from rivers, and 0.5 % or greater from the sea.

**7.123** These areas are indicative and should not be used as the sole basis of decisions. The Council also holds, or has access to, other detailed information relating to flood risk. Any detailed flood information held by the Council should also be taken into account in

relation to development proposals, where flooding may be an issue. The Council takes a view that the flood risk areas could also include land seaward of the coastal defences. Furthermore, these areas may change during the Plan period and the City Council recommends that the Environment Agency be contacted direct to ascertain whether a particular parcel of land or a building falls within an area at risk of flooding. The Environment Agency floodplain includes large parts of the urban areas of Whitstable, Herne Bay, Swalecliffe and Hampton plus swathes of rural land at Seasalter, Graveney and east of Reculver. The City Council remains firmly committed to minimising the risk of flooding to these urban areas through continual maintenance of sea defences and through seeking financial assistance from central Government. The Environment Agency is making continual improvements to flood plain mapping and consult with the City Council engineers to ensure accuracy.

**7.124** There are two areas at Seasalter that are liable to overtopping from the sea. These areas are hazardous as buildings and property can be damaged by breaches in sea defence, but are not necessarily at risk of flooding in the same way as areas within the floodplain.

**7.125** The North Kent Coast Shoreline Management Plan (SMP) (1996) is currently being reviewed. This will develop a broad, more effective approach to the sustainable management of the coastline. A public consultation draft is due out in early 2007 and further information is available on [www.se-coastalgroup.org.uk](http://www.se-coastalgroup.org.uk).

### **Fluvial Flooding**

**7.126** Recent events clearly demonstrate that the infrastructure along the coastal lowlands with respect to foul and surface water drainage has reached saturation. This particularly applies in the vicinity of the four main watercourses along the Gorrel Stream, Swalecliffe Brook, Westbrook and Plenty Brook. Before any significant further development takes place in these locations, major improvements such as new culverted outfalls, major pumping at outlets or large attenuation lakes may be necessary. Development within a floodplain, is not only in itself at risk of flooding but, by reducing the amount of land available for flood water storage, or by impeding flows, can increase the risk of flooding elsewhere.

**7.127** As a result of the significant flooding across the District from various fluvial sources during 2000 and 2001 the City Council has reassessed its approach to the risk of inland flooding. Where funds permit or external funding is available or other agencies (both private and public) are prepared to fund the work, appropriate flood alleviation measures will be carried out to reduce the frequency and extent of flooding. However, allied to this objective is the need to ensure that new development is not at risk itself from flooding and does not exacerbate flooding elsewhere.

**7.128** To assist potential developers the City Council has produced a Corporate Policy Statement on 'Flood and Coastal Defence' and guidance notes with respect to 'Drainage of New Developments'. Other documents for information and assistance include the North Kent Coast - Isle of Grain to Dover Harbour - Shoreline Management Plan (August 1996, currently under review) and Sustainable Urban Drainage Systems - Design Manual & Best Practice Manual (a CIRIA publication).

**7.129** The City Council holds additional detailed information, such as shoreline management plans and coastal strategy plans which are available to the public. For information on individual properties, the public can contact Council engineers who will advise them of any available detailed information on flood risk.

**7.130** To assist in the achievement of this flooding and coastal defence strategy through the planning process all future developments will be required to be in accordance with the following policies.

**7.131** As part of its commitment to reducing the risk of flooding, the City Council will encourage the County Council, Environment Agency and other statutory undertakers to investigate the feasibility of, and carry out, flood alleviation measures in areas at known risk of flooding. One such area is the Plenty Brook, Herne Bay.

**Policy C32**

**On sites that have not been previously developed, as defined by the Environment Agency in Zones 2 & 3 or within the overtopping hazard zones as shown on the Proposals Map (see also all Insets), no development will be permitted unless an exceptional justification can be demonstrated.**

~~**Policy C33**~~

~~**Minor infill development and development on previously developed land within Zones 2 & 3 as defined by Environment Agency as shown on the Proposals Map (see also all insets), will be permitted subject to the provisions of other local plan policies. Each case shall be treated on its own merits on the particular circumstances that apply having regard to the risks attached.**~~

~~**Policy C34**~~

~~**Flood alleviation measures as shown on the Proposals Map (Inset 3) are proposed along the Plenty Brook on land at Eddington, Herne Bay.**~~

**COASTAL PROTECTION ZONE**

**7.132** In certain areas the cliffs and coastal slopes are not entirely stable due to natural erosion. Additional new building in certain areas would exacerbate the present situation and prejudice future remedial works. For public safety reasons, development will not generally be permitted in coastal protection zones.

**Policy C35**

**A coastal protection zone is defined on the Proposals Map (Insets 3 & 5), and in this area planning permission for new development will be refused.**

**UNDEVELOPED COAST**

**7.133** Canterbury District contains attractive areas of undeveloped coast at Seasalter, Swalecliffe, Bishopstone and Reculver. The scenic importance of much of this coastline and the adjoining countryside is of County-wide significance and parts have great scientific interest and recreational value. Reference to the County-wide undeveloped coastline and

estuaries is found in policy EN2 of the Structure Plan. As the coastal hinterland merges into broad areas of countryside, no attempt has been made to define an inland boundary. Development proposals at and adjoining the undeveloped coast will be assessed for their impact on the coast and its unspoilt scenic quality; and refused if considered to be detrimental to the character of the area.

**Policy C36**

**Development will not be permitted if it detracts from the unspoilt scenic quality or scientific value of the undeveloped coast as shown on the Proposals Map (see also Insets 3, 4 & 5).**

**NATURAL RESOURCES**

**7.134** Water supply, wastewater disposal and surface water disposal are essential services required by domestic, commercial and industrial users. All are closely inter-linked and have a direct impact on the quality of water resources and risk of flooding.

**7.135** Climate change may have an increasing effect, with predicted increases in winter rainfall, flooding, drier summers and rising sea levels. Together with increasing usage per head and the scale of new development proposed in RPG9, water management issues are likely to become increasingly important.

**7.136** Overall, there are currently no major constraints on development imposed by water supply or water quality considerations. However, there are some potential local capacity thresholds and water quality concerns which, although they may be overcome by investment, require careful and early integration into the development planning process. A precautionary approach must be adopted, in conjunction with the Environment Agency and water utilities.

**7.137** The Water Resources Strategy for the South East has been drawn up jointly by Southern Water, Mid-Kent Water, Folkestone and Dover Water Services and the Environment Agency. This Strategy has shown that the transfer of surplus water between supply areas will be able to meet current deficits. However, as demand increases new sources of supply will be needed in the medium term. The extent and timing of these developments will depend upon the rate of growth within the region. The Structure Plan policies NR1, NR8 and NR9 relating to natural resources will be applied by the District when necessary.

**7.138** Options for securing adequate water supply and environmental protection within the District include: increasing the yield of existing resources by removing distribution, treatment and other constraints; further progress with leakage control; demand management; water and effluent reuse; innovative solutions; water transfer; desalination; and reservoirs.

**7.139** Major development options, such as a reservoir at Broad Oak, that may be proposed for water supply purposes may have significant implications for the environment and potentially, for nearby communities. It is expected that in advance of submitting a planning application for such developments, the scope and timescale of environmental assessment and/or assessment of impact on communities should be agreed with the City Council and other relevant bodies. Other information that may be required includes justification of need, location and choice of water supply options. This process will inform the content of any informal environmental impact assessment and ensure that the Council has the information it requires to assess the proposal at the planning application stage.

## **Provision of Infrastructure**

**7.140** In order to enable any new development, particularly major development, to take place the appropriate infrastructure will be necessary. In most cases this will include roads, utilities such as water and power supplies, sewerage and land drainage and community services to meet the social, educational and medical needs of the potential users of the development. New development places direct and cumulative demands on the drainage capacity of the sewer network. Overloading the foul and surface water sewers can cause localised flooding during extreme weather events. To ensure that new development can be adequately drained and the risk of flooding is minimised, the available capacity of the existing sewerage infrastructure will be considered in planning decisions.

**7.141** Problems arise if development takes place before the adequate infrastructure is available to serve it. To avoid this situation, the City Council will consider either requiring the infrastructure to be in place before development is allowed to start, or phasing the provision of infrastructure with the development. The developer will be required to provide the necessary infrastructure themselves, or to make a contribution towards any capital works.

### **Policy C37**

**Planning permission for new development will be permitted where the City Council in consultation with the Environment Agency and the statutory water and sewerage undertakers is satisfied that timely provision has been made for new or improved infrastructure necessary to serve the development. The commencement of the development will be required to be coordinated with the provision of the necessary infrastructure.**

## **RENEWABLE ENERGY SOURCES**

**7.142** The City Council is committed to promoting sustainable development. The reduction of emissions of greenhouse gases, which contribute to climate change, is one of the areas where the City Council's policies can have some positive impact. In terms of energy demand the Local Plan, in Chapter 6, sets out the City Council's objective to achieve good design principles in sustainable development to improve energy efficiency and conservation. In terms of energy supply, the City Council will encourage the appropriate development of renewable energy sources as set out below.

**7.143** The Structure Plan identifies that Kent has the potential to make use of renewable energy sources with opportunities in the District including solar energy, wind energy and biomass fuel for power generation. In line with its commitment to sustainable development, the City Council would, where appropriate, encourage developments which promote the use of renewable energy, in accordance with Structure Plan policy NR3.

### **Policy C38**

**Planning permission will be granted for developments which utilise renewable energy resources including combined heat and power generation, subject to their not being in conflict with other policies in the Plan, particularly those concerned with countryside, landscape and habitat protection; urban conservation and archaeology; residential amenity and highway safety, unless the need for the development outweighs the other planning considerations.**

## **AIR QUALITY**

**7.144** The City Council is strongly committed to ensuring the air quality within the District remains at an acceptable limit, and will continue to monitor and assess air quality as part of this commitment.

**7.145** Under the Environment Act 1995, the Government published the Air Quality Strategy in 2000. All local authorities have had to carry out a review and assessment of the air quality in their Districts to see if Government limits for air quality for seven key pollutants would be met. In areas where these limits cannot be met, Air Quality Management Areas (AQMAs) would have to be established and ways of reducing air pollution considered and set in place. The City Council finished its first review and assessment at the end of December 2000, and the findings were agreed by the Department of Environment, Food and Rural Affairs (DEFRA).

**7.146** The result of the City Council's initial review and assessment showed that all targets for air quality would be met. In view of this, there was no need to declare AQMAs in the District at that time. However, the review and assessment procedure is an on-going process and legislation requires that a further review and assessments be undertaken. The main source of air pollution in the Canterbury District comes from vehicle pollution, which can lead to high levels of particles (PM10) and nitrogen dioxide (NO<sub>2</sub>).

**7.147** Since 2000, two further rounds of review and assessment have been carried out. The first Update and Screening Assessment (USA) in 2003 showed that all air quality objectives (AQO's) would be met. However, an Annual Progress Report submitted for 2004 showed increases in NO<sub>2</sub> and the conclusion was that the annual objective for NO<sub>2</sub> might not be achieved. A Detailed Assessment was undertaken in 2005, which confirmed these findings. The Council's first AQMA was declared in May 2006 in Broad Street/Military Road. The most recent USA was submitted to DEFRA in April 2006. This showed that all AQO's are being complied with apart from within the AQMA.

**7.148** It is essential therefore to consider air quality when making decisions with regard to future developments, transport and pollution control issues. It will be particularly important to ensure that traffic conditions are not allowed to deteriorate as this could result in worsening air quality, possible future breaches of limits and the declaration of more AQMAs or the extension of the existing one. The Council are working with Kent Highways in the scope of the Local Transport Plan to look at ways to reduce NO<sub>2</sub> levels within the AQMA. In addition, developments involving, for example, houses and schools close to heavily trafficked roads must be looked at carefully to ensure that the occupants are not exposed to levels of pollutants above the air quality limits.

**7.149** DEFRA has published consultation documents which look at more stringent air quality objectives for a number of pollutants including particulates. If the new level comes into force, this will have a further bearing on air quality issues in the District.

### **Policy C39**

**Development that could directly or indirectly result in additional air pollutants and worsening levels of air quality within the area surrounding the development site will not be permitted unless mitigation measures are agreed and fully implemented as part of the proposal.**

## POTENTIALLY POLLUTING DEVELOPMENT

**7.150** Some activities have the potential to result in the contamination or despoiling of the land on which they take place. In order that this does not cause problems in future years, planning permission for such potentially polluting uses will be conditional on suitable arrangements to ensure that appropriate remedial measures will be taken where necessary. The City Council will have regard to Structure Plan policies NR5 and NR6 which will ensure necessary mitigation measures are put in place.

**7.151** On some occasions new development may cause noise pollution or be proposed near to an existing noise pollution source, for example, the use of aircraft/helicopters near to residential properties. The City Council will seek to ensure that adjoining uses are compatible as far as the potential for noise pollution is concerned, and this will be considered under Policy BE1 of this plan and in accordance with guidance set out in PPG24: Planning and Noise and policies NR5 and NR6 of the Structure Plan. Applicants may be required to submit a Noise Assessment and/or a Health Impact Assessment of the proposal to the Local Planning Authority.

### **Policy C40**

**When granting planning permission for development which could potentially result in pollution, the City Council will impose conditions or seek agreements to ensure subsequent mitigation measures are undertaken.**

## WASTE MANAGEMENT AND RECYCLING

**7.152** Kent County Council is the Waste Planning and Waste Disposal Authority and therefore determines proposals relating to waste. However, the City Council is a consultee on any such proposal within the District. In order to minimise the impact on the environment, the City Council will use the criteria set out in the following policy to assess any waste-related proposals and this will inform the response. In most cases the proposals will need to be accompanied by an environmental impact assessment in line with current legislation.

### **Policy C41**

**Any major proposal for waste disposal, waste incineration, energy generation from waste or other waste-related proposals, will need to address the following issues:**

- a) **The need for the proposal;**
- b) **Consideration of alternative sites;**
- c) **Air quality and the impact on public health;**
- d) **Impact on the landscape and visual amenity;**
- e) **Geology, hydrology and ground conditions;**
- f) **Ecology and nature conservation interests;**
- g) **Noise impact;**
- h) **Archaeology;**
- i) **Traffic generation and alternative methods of transportation of waste by means other than by road;**
- j) **Impact on residential amenity;**
- k) **Lifetime of the scheme and any subsequent restoration of the site.**

## **TELECOMMUNICATIONS DEVELOPMENT**

**7.153** Telecommunications development includes radio masts and towers, antennas of all kinds, radio equipment housing, public call boxes, cabinets, poles and overhead wires. The provision of telecommunications services and their functions are governed by the Telecommunications Act 1994. The main thrust of Government policy is to facilitate the growth of new and existing telecommunications systems whilst keeping the environmental impact to a minimum, with the aim to ensure that people have a choice as to who provides their telecommunication services, a wider range of services from which to choose and equitable access to the latest technologies as they become available.

**7.154** Central Government guidance (PPG8) on 'Telecommunications' recognises that telecommunications are an important element of modern life, both in the economy and local community.

**7.155** The City Council encourages the overall objectives of Government policy on telecommunications, and will balance the need for growth and the evolution of the industry against the need to protect urban and rural areas from their impact when the City Council determines proposals.

**7.156** Within the protected urban and rural areas, such as the conservation areas, the AONB or the setting of Listed Buildings, for example, the City Council will require the prior approval of the siting and appearance of all telecommunication development proposals. Any proposal within these areas will need to demonstrate that there are no suitable alternative locations, or opportunities for mast and site sharing.

**7.157** In the City Council's determination of all telecommunications proposals throughout the District, the visual impact of the development will be a key consideration. Telecommunications development should be sensitively designed to minimise its impact on the surrounding environment, and should ideally be located against the backdrop of existing trees or amongst or on buildings to lessen their prominence, unless the buildings are of particular architectural or historic merit.

**7.158** Whilst it is the Government's current view that the planning system is not the place for determining the health risks or safeguards for new development, to which the City Council adheres, the City Council will closely monitor further recommendations and Government health reports in respect of telecommunications development and will review its policy approach accordingly.

**7.159** The City Council also encourages the telecommunications operators to provide a comprehensive plan for the growth of the network within the District, to enable full consultation and negotiation to take place, having regard to need and the availability of appropriate sites.

### **Policy C42**

**In considering proposals for telecommunications development, the City Council will have regard to the following criteria:**

- a) The visual impact of the proposal;**
- b) The need for the equipment in the context of the operators network; and**
- c) Whether there are other more appropriate alternative locations available, including mast and site sharing.**



## **CHAPTER 8: ENSURING IMPLEMENTATION, MONITORING AND REVIEW**

**8.1** This Local Plan has been prepared to incorporate the City Council's key objectives for the District for the period until 2011. Although the Local Plan will systematically be replaced by Local Development Documents as part of the new planning system, the vision of the City Council remains long-term, and the Plan will have a long-term impact. There is a strong commitment to achieving these objectives and to continue with them for as long as necessary. For example, the City Council is committed to focussing housing development within the built up areas to assist urban renaissance and to protect the countryside for its own sake; the City Council is committed to economic regeneration, social well-being and environmental improvements; and the City Council is committed to effectively managing traffic in and around the built up areas and villages of the District.

**8.2** A key factor in seeking to implement the City Council's objectives is the presence of other Corporate Strategies and partnerships. The Local Plan is located among other key strategies of the City Council, and it is expected that the Local Plan will deliver alongside these other strategies.

**8.3** To ensure that the Local Plan plays its part in delivering the City Council's objectives, it is essential that there is a built in system to indicate how the Local Plan objectives and policies are being implemented, monitored and reviewed.

**8.4** The City Council has learned that its Local Plan should not only seek to influence development choices, but it should also facilitate continuous monitoring and review to enable the Local Plan and subsequent Local Development Documents to be up-to-date, relevant to changing circumstances and in accordance with regional and national planning guidance. The Local Plan should also be flexible enough to take account of the evolution of Council strategies, studies and changes in corporate policy. Some objectives and policies set out in the Local Plan will therefore need to be reviewed earlier than others, to reflect the evolution of other and emerging corporate changes.

**8.5** As such, the City Council considers the evaluation of how its objectives and policies are implemented, monitored and reviewed as integral to a successful Local Plan.

### **IMPLEMENTATION**

**8.6** The implementation of the City Council's Local Plan objectives and policies are not reliant on one party or function of the City Council. This Plan has been prepared knowing that there are many partners and contributors essential to achieving targets and arriving at objectives. A number of City Council Strategies are key to this process. These include the Corporate Plan, the Community strategy, the Tourism Strategy, the Local Cultural Strategy, the District Transport Action Plan, the Walking and Cycling Strategy, the Coastal Management Strategy, the Open Space Strategy and the Housing Strategy.

**8.7** The following partners and contributors are recognised as some of those who will enable these strategies and objectives to take place and be achieved: Kent County Council, Kent County Constabulary, City Centre Partnership, Natural England, Kent Wildlife Trust, Highways Agency, central Government, Environment Agency, Southern Water, Mid-Kent Water, East Kent National Health Trust, Primary Care Groups, the Voluntary Sector, Community Groups, other East Kent Councils, South East England Development Agency, Chamber of Commerce and

English Heritage. This enabling comes, for example, through direct funding, grants, loans, advice, partnerships, guidance, direct provision, joint programmes and services.

**8.8** In land use planning terms the City Council will use the measures set out as follows to enable implementation of some of its policies and objectives.

### **Compulsory Purchase Powers**

**8.9** Canterbury City Council considers that to promote urban and suburban renaissance and to maximise the development of previously developed land and other land within the urban areas, it should adopt a proactive approach to assisting site assembly and land acquisition through negotiation, and when necessary, through its use of Compulsory Purchase Orders. The City Council will seek to work in partnership with landowners and developers to bring land forward to assist development and different uses, and to achieve residential, commercial or environmental objectives for the proper planning of an area.

**8.10** The City Council will seek to acquire land by negotiation before embarking on compulsory purchase. When making an Order the City Council will demonstrate that the land is required to implement the proposed development, or to fulfil the stated purpose or purposes, which are necessary to achieve the comprehensive planning of the area.

**8.11** With regard to realising residential development on urban land, the City Council considers that within its urban areas and predominantly on previously developed land, there is the potential and capacity to meet the great majority of the District's strategic housing targets, set by the Kent and Medway Structure Plan. These sites and their capacity are identified in the City Council's Urban Housing Capacity Study. Should these identified sites come forward it should ensure that no major residential development in the countryside, needs to be developed.

**8.12** During the Plan period the City Council will monitor annually how its strategic housing targets are being met. If it appears that there is a shortfall in the number of new housing completions or a shortfall in sites identified in the Urban Housing Capacity Study coming forward, the City Council will be proactive in using its powers to help bring sites forward for residential development in partnership with landowners and developers. The City Council will also use its powers to bring other sites forward that would achieve other corporate objectives such as regeneration within a specified area.

**8.13** The City Council intends therefore to be at the forefront of setting the development agenda for the District to aid regeneration of our City and towns, whilst improving the quality of life for all.

#### **Policy IMP1**

**The City Council will intervene as and when it is necessary to assist in bringing land forward for development in partnership with landowners or developers through the use of Compulsory Purchase Orders.**

### **Legal Agreements**

**8.14** Section 106 of the Town and Country Planning Act 1990 defines the role of planning agreements, which are a means of securing planning benefits for the community such as affordable housing and community facilities.

**8.15** It is the City Council's view that planning obligations or agreements have a positive role to play in the planning system. Where development will create a need for additional or improved

facilities it will be expected that developers will meet, or where it can be proved such contributions cannot be legitimately afforded, contribute towards, the cost of this provision. This should ensure that new development does not detract from the existing facilities, infrastructure or initiatives in an area.

**8.16** Planning applications will be determined on their merits, in accordance with the provisions of the Local Plan and the Kent and Medway Structure Plan and subject to other material considerations. Planning obligations will only be sought where they are relevant to and commensurate with the scale and type of development and essential to the granting of planning permission. Unacceptable developments will not be made acceptable by the applicant offering benefits. The Kent Planning Officers Group has prepared guidance relating to the provision of certain community facilities, such as those listed for the development types above, through development contributions.

**8.17** The City Council has produced a draft Supplementary Planning Document on its approach to planning agreements. This will make clear the mechanism for prioritising developer contributions and will set out what will be necessary to be provided as a result of certain development.

**8.17** In the Plan, the City Council has set out that the expectation that new development should contribute towards associated new physical or social infrastructure, or direct economic or environmental benefits. The following list gives examples of the type of infrastructure to be provided, which will arise from certain development.

- a) Provision of affordable housing, education and community facilities (as defined in the Glossary) to meet local needs;
- b) Improvement of the District's transport and physical infrastructure system to include traffic and flood alleviation measures;
- c) Provision of commercial or community buildings, open space, play areas, pedestrian access and other facilities for the use of the public which are related to the development itself, which achieve an appropriate mix of development, complement the fulfilment of policies elsewhere in the Local Plan, or to the pedestrian movements which are generated and attracted;
- d) Conservation of buildings or places of historic, architectural or archaeological interest and areas of nature conservation significance;
- e) Provision of leisure facilities for use by the public, especially less profitable uses in the fields of the arts and recreation;
- f) The provision of childcare, medical and other indoor community facilities relating to the development or where the development is likely to increase demand for such provision;
- g) The provision of rear servicing when considered advantageous to the proposals. Arrangements should be complementary to, but not necessarily dependent upon, construction of any proposed rear service roads;
- h) The cessation of non-conforming uses which detract from local amenity;
- i) The provision for promotion of art and tourism within the District for the benefit of the public.
- j) Employment skills training and initiatives towards life-long learning.

**8.19** Moreover, in broad terms the following types of development should provide for the following types of infrastructure, in addition to what might arise as a result of site specific requirements:

- New housing development: Affordable housing, education contributions, open space/play space provision, transport infrastructure/traffic management, and other relevant community facilities that arise as a direct result of the development.

- New retail development outside the town centres: Town centre improvements, signage, employment training, transport infrastructure/traffic management/Park and Ride, and other community facilities that will be directly affected by the development.
- New development in the Regeneration Zones:

*Wincheap* - Traffic management/road infrastructure, environmental improvements;  
*Canterbury East/St Georges* - Pedestrian links into the town centre, signage, environmental improvements;

*Canterbury West* – Pedestrian links to the town centre, signage, environmental improvements;

*Kingsmead and Riverside* - Riverside improvements, signage, pedestrian links, transport infrastructure/traffic management.

- New development in Whitstable Harbour: Traffic management/access improvements, improvements to public areas.
- New development in Herne Bay town centre: Environmental improvements to the seafront, improvements to public areas.

**8.20** This following policy has been developed in the light of the KPOG guidance on planning obligations and development contributions.

#### **Policy IMP2**

**The City Council will seek through sums paid or other means set out in S106 of the Town and Country Planning Act 1990 contributions from developers that are necessary and directly relate in scale and kind to the development granted planning permission. Such contributions might relate to the provision of social, recreational or community facilities (including affordable housing, education, transport or utilities infrastructure), which may arise either at the development site, or at another suitable location elsewhere. A planning obligation will be sought or conditions imposed by the City Council to secure these contributions.**

### **SUSTAINABILITY APPRAISAL AND STRATEGIC ENVIRONMENTAL ASSESSMENT**

**8.21** Canterbury City Council is committed to the objectives of sustainable development. Although this term is used all too frequently, and many definitions exist, the importance lies in what improvements are made to people's quality of life both now and in future generations.

**8.22** In view of this commitment each stage of the Local Plan Review has been undertaken with sustainability in mind.

**8.23** The great majority of the District's strategic housing requirements can be met within the urban areas, and predominantly on previously developed land. As such, proposed development of any sort is expected to make the most efficient use of land and be accessible by a variety of modes of transport throughout the District. In short, the Local Plan has been prepared with equal regard to best practice and guidance on social, economic and environmental issues.

**8.24** This process was formalised by undertaking a systematic appraisal of policies and proposals included in the Local Plan, in terms of their potential impact on the sustainability of

people's quality of life. This appraisal tests policies and proposals against a number of criteria, which reflect national, regional and local objectives towards the District's economic, social and environmental well-being. The appraisal process is described below.

## **Sustainability Appraisal**

**8.25** During preparation of this Local Plan, Government guidance advised that Local Planning Authority appraisal of development plans should encompass the notion of sustainable development. One such guidance document, titled *Proposals for a Good Practice Guide on Sustainability Appraisal of Regional Planning Guidance* (DETR 1999), made the following statement: *"This reflects the Government's objective of ensuring that the goal of sustainable development shapes decisions at every level of plans and policies, programmes and projects. A sustainability appraisal is a means of ensuring that thinking about sustainable development is ingrained in the strategy making process, and thereby influences subsequent decisions."*

**8.26** The methodologies used for sustainability appraisal encompassed the four objectives of sustainable development as set out by the Government in 1999, in its *UK Strategy for Sustainable Development, A Better Quality of Life*. These are shown below:

- Social progress which recognises the needs of everyone;
- Effective protection of the environment;
- Prudent use of natural resources;
- Maintenance of high and stable economic growth and employment.

**8.27** At that time, PPG12 stressed the importance of the appraisal, which should run in parallel with every stage of the development plan process. The process should be iterative, and result in a clear set of sustainability objectives, which then inform each part of the development plan. There should be transparency in how and why policy and proposal options have been chosen, and the appraisal of the Local Plan should be subject to public consultation at the deposit and revised deposit stages. The responses to this consultation should then be used to inform the next stage of Plan preparation.

## **Strategic Environmental Assessment**

**8.28** In addition to national policy guidance, the European Union (EU) has produced Directive 2001/42/EC, which requires development plans to be subject to Strategic Environmental Assessment, "where it is likely that those plans will have significant effects on the environment". This Directive was incorporated into national policy by the Environmental Assessment of Plans and Programmes Regulations 2004. Although the preparation of the Local Plan preceded these regulations, the Sustainability Appraisal of the Local Plan nevertheless represented an effective and worthwhile process, which contributed to achieving a good balance between environmental, social and economic issues in the District.

**8.29** The full Sustainability Appraisal of this Local Plan was published as a background document at the first and revised deposit stages of the Plan. The Sustainability Appraisal made useful contributions to Local Plan policies and proposals.

## **Methodology**

**8.30** The Sustainability Appraisal for this Plan followed a methodology broadly in line with Government guidance and examples of best practice from other Local Planning Authorities.

**Stage 1** Establishing a set of sustainability criteria/objectives by which to systematically appraise the policies and proposals in the Local Plan Review.

**Stage 2** Scoping the review of all national and regional Planning Policy Guidance and the Kent Structure Plan, and whether the Local Plan Review, and sustainability criteria, are in accordance with the guidance.

**Stage 3** Appraisal of all First Review Deposit Draft Local Plan policies and proposals against sustainability criteria.

**Stage 4** Amendment of policies/proposals where appropriate. Application of mitigating measures to policies and proposals where appropriate.

**Stage 5** Sustainability Appraisal to be available for public consultation as part of the deposit process.

**Stage 6** Reassessment of policies following public consultation at deposit stage. Publication of revised Sustainability Appraisal in conjunction with revised deposit version of Local Plan Review.

**Stage 7** Develop a range of indicators for the measurement of key sustainability criteria within the monitoring/review process. Monitor and review the Local Plan throughout its life with reference to Sustainability Appraisal.

### **Sustainability Appraisal in the New Planning System**

**8.31** A key element of the Planning and Compulsory Purchase Act (2004) is a requirement for local planning authorities to undertake their functions with a view to contributing to the achievement of sustainable development. As part of this new system, all Local Development Documents are required to be subject to Sustainability Appraisal, which will incorporate the requirements of the Strategic Environmental Assessment Directive. The Council has already prepared the Scoping Report for appraisal of the Local Development Framework using a new collection of guidance, which includes the following:

- The Strategic Environmental Directive (2001/42/EC): A Practical Guide to the Strategic Environmental assessment Directive Guidance;
- Strategic Environmental Assessment Directive: Guidance for Planning Authorities;
- Sustainability Appraisal of Regional Spatial Strategies and Local Development Documents (Consultation Paper 2004);

**8.32** Consideration of Sustainable Development must also refer to the UK Strategy for Sustainable Development. The Government built on the 1999 UK Sustainable Development Strategy and published a new strategy titled '*Securing the Future*' in 2005.

### **THE MANAGED RELEASE OF HOUSING SITES**

**8.33** The City Council is committed through this Plan to meeting the Structure Plan housing requirements up until 2011. A total of 5,000 new dwellings are required to be provided within the District between 2001 and 2011. In accordance with central Government Planning Policy Guidance, the City Council has carried out an Urban Housing Capacity Study to establish how much housing can be accommodated within the urban areas for the period up to 2011, and whether any undeveloped or greenfield land outside the urban areas needs to be identified and allocated in the Local Plan.

**8.34** The Urban Housing Capacity Study gives a strong indication that the housing requirements set by the Structure Plan can largely be accommodated within the existing urban areas of Canterbury, Whitstable and Herne Bay and predominantly on previously developed land.

**8.35** The Urban Housing Capacity Study therefore forms the basis of the City Council's policy in determining the location of new housing schemes. This Study, in guiding the City Council's

decisions on new housing development, will be implemented consistently and transparently, and will be the subject of regular evaluation, monitoring and review, as described in the Study.

**8.36** Through the Housing Land Study (HLS) and the Urban Housing Capacity Study, the Council has identified sufficient housing development opportunities to meet the strategic housing requirement and as a result, the great majority of housing targets can be met within the urban areas and predominantly on previously developed land. However, it is necessary to monitor the rate at which land comes forward for development to ensure that the housing need is being met. This monitoring will be carried out through the annual HLS. Should the HLS identify any significant underperformance in the rate of housing land coming forward it will be necessary to take remedial action.

### **Reusing Urban Land and Buildings**

**8.37** To help achieve development in sustainable locations, and in accordance with national guidance and good planning practice, the City Council is committed to the principle of maximising the reuse of previously developed land and empty properties and the conversion of non-residential buildings for housing in order to promote regeneration and minimise the amount of greenfield land being taken for development.

**8.38** The City Council therefore supports the national target that by 2008, 60% of additional housing should be provided on previously developed land and for example, through conversions of existing buildings.

## **MONITORING**

**8.39** Monitoring is an essential component to help measure the success and effectiveness of this Local Plan, and to keep it up-to-date by indicating where changes are required. The Planning and Compulsory Purchase Act 2004 requires the Council to produce an Annual Monitoring Report, which will monitor the performance of the City Council in implementing its land use policies and objectives set out in the Local Plan and the emerging Local Development Framework. Government guidance has been produced which aims to explain how the local development framework monitoring requirements of the Act, the Local Planning Regulations, the SEA Regulations and PPS12 can be achieved by local planning authorities. The Council will seek to ensure that its monitoring proposals are in accordance with Government requirements and set out below are a set of key indicators which should be monitored as part of assessing the performance of the Local Plan / Local Development Framework.

### **Business Development**

- Amount of floorspace developed for employment by type;
- Amount of floorspace developed for employment, by type, in employment or regeneration areas;
- Amount of floorspace, by type, which is on previously developed land;
- Employment land available by type.
- Losses of employment land in (i) development/regeneration areas and (ii) local authority area.
- Amount of employment land lost to residential development.

### **Housing**

- Housing trajectory showing:
  - (i) net additional dwellings over the previous five year period or since the start of the relevant development plan document period, whichever is the longer;
  - (ii) net additional dwellings for the current year;
  - (iii) projected net additional dwellings up to the end of the relevant development plan document period or over a ten year period from its adoption, whichever is the longer;
  - (iv) the annual net additional dwelling requirement; and
  - (v) annual average number of net additional dwellings needed to meet overall housing requirements, having regard to previous years' performances.
- Percentage of new and converted dwellings on previously developed land.
- Percentage of new dwellings completed at:
  - (i) less than 30 dwellings per hectare;
  - (ii) between 30 and 50 dwellings per hectare; and
  - (iii) Above 50 dwellings per hectare.
- Affordable housing completions.

### **Transport**

- Amount of completed non-residential development within UCOs A, B and D complying with car-parking standards set out in the local development framework.
- Percentage of new residential development within 30 minutes public transport time of a GP, hospital, primary and secondary school, employment and a major retail centre(s).

### **Local Services**

- Amount of completed retail, office and leisure development.
- Percentage of completed retail, office and leisure development in town centres.
- Percentage of eligible open spaces managed to Green Flag Award standard.

### **Flood Protection And Water Quality**

- Number of planning permissions granted contrary to the advice of the Environment Agency on either flood defence grounds or water quality.

### **Biodiversity**

- Change in areas and populations of biodiversity importance, including:
  - (i) change in priority habitats and species (by type); and
  - (ii) change in areas designated for their intrinsic environmental value including sites of international, national, regional, sub-regional or local significance.

### **Renewable Energy**

- Renewable energy capacity installed by type.

**8.40** The Council will also develop other indicators to both measure changes in the wider social, economic, and environmental background against which policies operate and additionally to measure the direct effect of some policies. The development of indicators as part of the Sustainability Appraisal process will also make a contribution.

### **Sustainability Objectives**

**8.41** The sustainability objectives form part of and are integral to the evolution of the policies in the Plan. Some of the above indicators arise from the performance targets of sustainable development objectives. How the Plan performs against the principles of sustainability and



environmental objectives will be monitored continuously. A range of baseline data and evidence will be prepared as part of the Sustainability Appraisal process for the Local development Framework, together with indicators to be used for measuring sustainability impacts.

## **REVIEW**

**8.42** The review of the Local Plan will arise through its replacement with Local Development Documents as part of the new planning system. The implementation of policies and objectives; monitoring their success; and reviewing the plan accordingly, following evaluation of the implementation and monitoring processes, will remain important in determining the order in which the local plan is replaced by Local Development Documents.

**8.43** The continuous monitoring and rolling programme of review, will mean that the different parts of the Local Plan will be systematically replaced by Local Development Documents. The order in which the sections of the Local Plan will be reviewed is set out in the Local Development Scheme for the District.

**8.44** The means and processes identified in this Chapter should also ensure that the City Council continually seeks to improve the function and performance of the Local Plan and the subsequent Local Development Framework, through the principles of best practice and best value.

## APPENDIX 1

### KENT AND MEDWAY STRUCTURE PLAN POLICIES

Below is a list of the Kent and Medway Structure Plan policies Adopted July 2006 that relate to the Canterbury District. Those policies that are specifically referred to in the Canterbury District Local Plan have been reproduced in their entirety for ease of reference. For other policies listed and supporting text, the original source of these policies, namely, the published Kent and Medway Structure Plan 2006 should be referred to.

[www.kmsp.org.uk/contents.html](http://www.kmsp.org.uk/contents.html)

#### CHAPTER 1 – OUR VISION AND GUIDING PRINCIPLES

**SP1 Conserving and Enhancing Kent's Environment and Ensuring a Sustainable Pattern of Development**

#### CHAPTER 2 – THE SPATIAL STRATEGY FOR KENT

**SS1 Spatial Priorities for Development and Investment in Kent and the role of the settlement hierarchy**

**SS4 Priority for Previously Developed Land & A Sequential Approach to the Location of Development**

**SS5 Mixed Use in Town Centres & Inner Urban Areas**

**SS6 Enhancing Existing Communities**

**SS7 Development at rural service centres and other rural settlements**

**SS8 Development in the Countryside**

**Table SS1 Major and Principal Urban Areas in Kent**

**Table SS2 Rural Service Centres**

#### CHAPTER 3 – AREA POLICIES

##### **CA1 Canterbury**

At Canterbury the location of new development will be governed by the need to conserve the built environment and setting of the historic city.

Expansion of the Further and Higher Education sectors in Canterbury will be supported. Knowledge and technology uses linked to this sector will be encouraged, initially through the identification of a site not exceeding 10 hectares.

Proposals for major cultural facilities and high quality tourism accommodation in, or with good access to, the city centre will be encouraged.

New office accommodation contributing to local business need, diversification of the economy and urban regeneration will be promoted in the city and through provision for up to 20 hectares (or its floorspace equivalent of 70,000 square metres) for business development (Use Classes B1 (a) and B1 (b)) at Canterbury at a location easily accessible to the city by way of public transport and cycling as well as by car.

The supply of housing land will primarily rely on enhanced urban capacity, unless alternative land identified in Local Development Documents is justified to provide for the housing requirement within this Plan.

The transport strategy for the City of Canterbury will be reviewed to:

- a) bring forward further initiatives to provide for enhanced public transport and facilities for cycling and walking as alternatives to the use of the car;
- b) promote junction improvements on the A2 to the west and south of Canterbury.

At Herne Bay/Whitstable it is strategic policy to enhance and diversify the local economy. A site, or sites at Herne Bay/Whitstable, providing up to 10 hectares (or its floorspace equivalent of 35,000 square metres) for the relocation and expansion of local firms and inward investment, should be identified.

At Hersden proposals to assist regeneration will be supported consistent with its location within a Priority Area for Economic Regeneration, as designated by RPG9, and commensurate with its size, location and status as a rural settlement.

## **CHAPTER 4 – PROTECTING AND ENHANCING OUR NATURAL ENVIRONMENT**

### **EN1 Protecting Kent's Countryside**

Kent's countryside will be protected, conserved and enhanced for its own sake. This is important for the social, economic and environmental well being of Kent. Development in the countryside should seek to maintain or enhance it. Development which will adversely affect the countryside will not be permitted unless there is an overriding need for it which outweighs the requirement to protect the countryside. Development so permitted should include appropriate mitigation and/or compensation.

### **EN2 Protecting Kent's Coast and Estuaries**

Kent's undeveloped coast and estuaries will be protected, conserved and enhanced. Development in such areas and in adjoining countryside will not be permitted if it materially detracts from the scenic, heritage, wildlife or scientific value of these areas. Development so permitted should include appropriate mitigation and/or compensation.

### **EN3 Protection and Enhancement of Countryside Character**

Kent's landscape and wildlife habitats will be protected, conserved and enhanced. Development will not be permitted if it would lead to the loss of features or habitats which are of landscape, historic, wildlife or geological importance, or are of an unspoilt quality free from urban intrusion unless there is a need for development which outweighs these considerations.

Where a need for development in the countryside is justified, important features and characteristics will be retained. Proposals should reflect the need for conservation, reinforcement, restoration or creation of countryside character and provide for the appropriate management of important features and the wider landscape.

Where formal assessments of landscape character and quality identify landscapes of local significance, they should be designated in Local Development Documents.

### **EN4 Areas of Outstanding Natural Beauty and the Heritage Coast**

Protection will be given to the nationally important landscapes of:

- the Kent Downs and High Weald Areas of Outstanding Natural Beauty; and
- Kent's Heritage Coast between Kingsdown and Dover and between Dover and Folkestone.

The primary objective in these areas will be to protect, conserve and enhance landscape character and natural beauty.

Major commercial, mineral or transport infrastructure developments will not be permitted unless it can be demonstrated that:

- (a) there is a proven national interest;
- (b) there are no alternative sites available or the need cannot be met in any other way; and
- (c) appropriate provision can be made to minimise harm to the environment.

Other development which would be detrimental to the natural beauty, quality and character of the landscape and quiet enjoyment of the area will not be permitted. Development that is

essential to meet local social or economic needs should be permitted provided that it is consistent with the purpose of Areas of Outstanding Natural Beauty and Heritage Coast.

#### **EN5 Special Landscape Areas**

Special Landscape Areas are defined as follows and indicated on the Key Diagram. Detailed boundaries of the SLAs will be reviewed and defined in Local Plans/Local Development Documents.

North Downs  
Greensand Belt  
High Weald  
Eastern Low Weald  
Western Low Weald  
Old Romney Shoreline  
North Kent Marshes  
Sandwich Bay/Pegwell Bay  
Dungeness  
Blean Woods

The primary objective of designating Special Landscape Areas is the protection, conservation and enhancement of the quality of their landscapes, whilst having regard to the need to facilitate the social and economic well-being of the communities situated within them.

#### **EN6 International and National Wildlife Designations**

Development will not be permitted where it would directly, indirectly or cumulatively, materially harm the scientific or nature conservation interests of any of the following categories of sites:

- a European site;
- a proposed European site;
- a Ramsar site;
- a Site of Special Scientific Interest;
- a National Nature Reserve.

#### **EN7 County and Local Wildlife Designations**

Development which would materially harm the scientific or nature conservation interests, either directly, indirectly or cumulatively, of:

- Local Nature Reserves
- County Wildlife Sites identified in Local Development Documents
- Regionally Important Geological/Geomorphological Sites

will not be permitted unless there is a need which outweighs the local nature conservation or geological/ geomorphological interest and adverse impacts can be adequately compensated.

#### **EN8: Protection, Conservation and Enhancement of Biodiversity**

Wildlife habitats and species will be protected, conserved and enhanced, especially through long term management and habitat creation schemes, particularly where they have been identified as national and county priorities in the UK and Kent Biodiversity Action Plan(s), or where they are protected under wildlife legislation. This will be secured by:

- a) ensuring that site evaluation is undertaken to establish the nature conservation value of proposed development sites;
- b) identifying, safeguarding and managing existing and potential land for nature conservation as part of development proposals, particularly where a connected series of sites can be achieved;
- c) local planning authorities identifying locations and proposals for habitat and species management, restoration and creation.

Development likely to have an adverse effect, directly, indirectly or cumulatively, on important habitats or species will not be permitted unless:

- there is an overriding need for the development that outweighs adverse impact on nature conservation; and

- adverse impact on an important nature conservation resource can be adequately mitigated and/or compensated.

#### **EN9 Trees, Woodland and Hedgerows**

Provision should be made for the creation of new woodland, especially indigenous broad-leaved species at appropriate locations in Kent, including provision of new habitats as part of development proposals.

Tree cover and the hedgerow network should be maintained. Additionally, they should be enhanced where this would improve the landscape, biodiversity, or link existing woodland habitats. Ancient and semi-natural woodland will be protected and, where possible, enhanced.

#### **EN10 Potential for Community Forests and Woodlands**

#### **EN11 Planning and Management of the Urban Fringe**

#### **EN12 River Corridors**

The environment within river corridors and river catchments, including the landscape, water environment and wildlife habitats, will be conserved and enhanced. Where consistent with this, provision will be made for:

- increased opportunities for access and water recreation;
- increased public access for walking, cycling and horse riding and links to existing rights of way and cycleway networks.

Supply of water, treatment and disposal of waste water and flood risk management should be sustainable and deliver environmental benefits.

#### **EN13 Environmental Enhancement of Primary Routes**

#### **EN14 Rural Lanes**

Rural lanes which are of landscape, amenity, nature conservation, historic or archaeological importance will be protected from changes and management practices which would damage their character, and where possible will be enhanced.

### **CHAPTER 5 – PROMOTING QUALITY OF LIFE IN TOWN AND COUNTRY**

#### **QL1 Quality of Development and Design**

#### **QL2 Priorities for the Public Realm**

#### **QL3 Movement and Accessibility in the Public Realm**

#### **QL4 Maintaining the Separation and Identity of Settlements**

#### **QL5 Mix of Uses on Sites**

#### **QL6 Conservation Areas**

The primary planning policy towards conservation areas is to preserve or enhance their special character or appearance.

Development within conservation areas should preserve or enhance their character or appearance. Development which would harm the character or appearance of a conservation area will not be permitted.

District Planning Authorities should:

- (i) include policies within local development documents that protect, within conservation areas, the plan form, buildings, architectural features, archaeological sites, trees,

- streets and spaces, and the relationships between these features, which contribute to their special character and setting;
- (ii) review the boundaries of existing conservation areas and, where appropriate, amend them and/or identify new conservation areas;
  - (iii) carry out conservation area appraisals to identify important features or characteristics which need to be protected and develop strategies for the enhancement of conservation areas.

#### **QL7 Archaeological Sites**

The archaeological and historic integrity of scheduled ancient monuments and other important archaeological sites, together with their settings, will be protected and, where possible, enhanced. Development which would adversely affect them will not be permitted.

Where important or potentially important archaeological remains may exist, developers will be required to arrange for archaeological assessment and/or field evaluation to be carried out in advance of the determination of planning applications.

Where the case for development affecting an archaeological site is accepted, the archaeological remains should be preserved in situ. Where preservation in situ is not possible or justified, appropriate provision for preservation by record will be required.

#### **QL8 Buildings of Architectural or Historic Importance**

Listed Buildings will be preserved and their architectural and historic integrity and the character of their settings will be protected and enhanced. Development which will adversely affect them will not be permitted. Changes of use will be permitted where these will provide the best reasonable means of conserving the character, appearance, fabric, integrity and setting of listed buildings.

#### **QL9 Historic Landscape Features**

#### **QL10 Heritage Assets – Enabling Development**

#### **QL11 The Protection and Enhancement of Existing Community Services**

#### **QL12 Provision for New Community Services and Infrastructure**

#### **QL13 Cultural development and the arts**

#### **QL14 Provision for major sporting venues**

#### **QL15 Formal and informal recreation/sport facilities**

#### **QL16 Water recreation**

#### **QL17 Green space networks and rights of way**

#### **QL18 Strategic Green Space Initiatives**

### **CHAPTER 6 – EMPLOYMENT AND PROSPERITY**

#### **EP1 Land, Workforce, Education and Skills**

#### **EP2 Employment land provision**

- (a) Priority will be given to developing sites in Kent with planning consent or identified in local plans for financial and professional services, business, industrial and warehousing uses (Use Classes A2/B1-8) as at 2001.
- (b) In addition new land (or its floorspace equivalent) should be identified as follows:

- In Medway at least 20 hectares (70,000 square metres) for a wide range of employment uses, including the knowledge and technology sectors, as part of mixed use development at Chattenden/Lodge Hill;
  - At Canterbury City up to 10 hectares to provide specifically for knowledge and technology uses linked to the higher education sector in Canterbury and up to 20 hectares (70,000 square metres) for office accommodation and business development within Use Classes B1(a) and B1(b) at the city;
  - At Herne Bay-Whitstable up to 10 hectares (35,000 square metres) to ensure a continuing supply of land for the relocation and expansion of local firms and to attract inward investment to the coastal towns;
  - In Shepway provision of up to 20 hectares (70,000 square metres) to improve choice and support inward investment;
  - At Ashford further employment land will be provided where required to give support, for the longer term, to its role as a regional growth point based on balanced employment and housing growth;
- (c) Accordingly the total provision for net additional floorspace provision for financial and professional services, business, industrial and warehousing uses will be:

| Local Authority Area | Net Commitment at 2001 (000's sq.m) | New Provision (000's sq.m) | Total 2001-21 (000's sq. m) |
|----------------------|-------------------------------------|----------------------------|-----------------------------|
| Canterbury           | 161                                 | 140                        | 301                         |
| Kent                 | 5,147                               | 280                        | 5,314                       |

- (d) Existing employment sites that are well located and otherwise well suited to employment use should be retained for this purpose. Existing commitments may be reviewed through Local Development Documents. Sites which have not succeeded because of constraints or poor quality may be replaced by alternative, more marketable and better located allocations provided that this:
- does not prejudice the scale and implementation of strategic locations for business development supported and safeguarded by this Plan (Policy EP4);
  - does not conflict with other Structure Plan policies.

Measures, including investment by the public and private sectors to provide serviced sites and/or land reclamation, should be taken to bring forward sites that the market alone would not develop. Schemes will be encouraged to improve unattractive sites where this is a main reason for their lack of investment.

- (e) Local Development Documents should identify land for the appropriate location of businesses likely to cause environmental disturbance, particularly in residential or mixed use areas.
- (f) Employment uses other than those covered by Policy EP2 (but excluding retail and leisure) may be included on the major sites provided that this does not conflict with the policies of this Plan, notably in respect of the location of major generators of travel demand.
- (g) Business and commercial development should secure the efficient use of land including the redevelopment of low density uses especially where located within the major/principal urban areas.

*Notes To Policy EP2:*

*\*\* Includes land at Richborough-Sandwich previously occupied by a variety of uses and now available for redevelopment.*

*# Figures for Tonbridge and Malling allow for revised mix of land uses at Kings Hill and reduced B1 content pursuant to Policies HP1 and TM1.*

*& Figures for Swale allow for some rationalisation of business floorspace at Faversham pursuant to Policy SW1*

*Net Commitments include net completions 2001-2002, local plan allocations at 2002, net planning permissions at 2002\_and vacant plots within existing employment sites.*

*New provision based on 3,500 sq. m per hectare.*

**EP3 Location of New or Replacement Employment Land**

**EP4 Locations of Strategic Importance for Business, Industrial or Distribution Uses**

**EP5 Land for Technology and Knowledge Clusters**

High quality proposals for intensification or expansion in the technology and knowledge sectors will be supported at the following locations unless there are overriding environmental impacts which cannot be adequately mitigated:

- (a) a new site at Canterbury linked to the University (pursuant to Policy EP2);
- (b) expansion of technology and knowledge activities at:
  - Fort Halstead (Sevenoaks District);
  - East Malling Research;
  - Kings Hill;
  - Pfizer and land in the Sandwich Corridor at Richborough;
  - Kent Science Park;
  - Chatham Maritime; and
  - Adjacent to Rochester Airfield.
- (c) the expansion, at existing locations, of other key employers in the technology and knowledge sectors.

**EP6 Premises for small firms**

**EP7 Development of employment uses in rural areas**

**EP8 Farm diversification**

**EP9 Protection of agricultural land**

- a) In order to protect the long term productive potential of agriculture, development of agricultural land will only take place when there is an overriding need identified in the Development Plan which cannot be accommodated within the major/principal urban areas, rural service centres or on other previously developed land;
- b) Best and most versatile agricultural land (DEFRA Grades 1, 2 and 3a) will be protected from development unless:
  - there is no alternative site on land of poorer agricultural quality; or
  - alternative sites have greater value for their landscape, biodiversity, amenity, heritage or natural resources; or
  - the land proposed for development is more accessible to infrastructure, the workforce or markets than the alternatives.

**EP10 Sustainable Tourism Development**

**EP11 Tourism development and regeneration**

**EP12 Tourist accommodation**

**EP13 Major tourism/visitor attractions**

**EP14 Development at the hierarchy of strategic centres**

**EP15 Sequential consideration of sites for retail and leisure development**



**EP16 Development for core comparison goods shopping**

**EP17 Development of large food stores**

**EP18 Urban and Rural Service Centres**

**Table EP4 The Strategic Hierarchy of Retail and Service Centres in Kent**

**CHAPTER 7 – HOUSING PROVISION AND DISTRIBUTION**

**HP1 Housing Provision and Distribution 2001- 2016**

Provision for housing for 2001- 2016 will be made in accordance with the following quantities:

|            | Dwellings (net) |            |           |           |
|------------|-----------------|------------|-----------|-----------|
|            | 2001- 2006      | 2006- 2011 | 2011-2016 | 2001-2016 |
| Canterbury | 2,100           | 2,300      | 2,200     | 6,600     |
| Kent       | 29,000          | 31,700     | 33,100    | 93,800    |

*\* including provision for 13,100 dwellings 2001-2016 at the Ashford growth point  
+ includes provision for up to 1,000 dwellings at Aylesham*

*@ The HP1 quantity for Maidstone Borough is a minimum. Any increase in housing provision will be governed by study of urban capacity and identification of sustainably located sites through the preparation of Local Development Documents.*

*# The housing quantity for Medway reflects the scale of development expected to occur by 2016 given the complexity of the key urban regeneration sites and the development programme for the proposed new settlement at Chattenden/Lodge Hill. Should a higher rate of development prove to be feasible on these sites this will be considered, subject to the provision of necessary infrastructure and services in accordance with an agreed development strategy for each site.*

**Notes to Policy HP1**

*The quantities in Policy HP1 include all forms of housing development providing self contained dwelling units for permanent accommodation and relate to net increases to the housing stock after 31st March 2001 i.e. net of demolitions or other losses from the housing stock. In order to secure the overall average annual rate of provision for the 2001/2016 period the quantities for the three phasing periods to 2016 are cumulative i.e. any surplus or shortfall from the early periods of the Plan are carried forward to subsequent periods.*

*For the purposes of implementing Policy HP1 housing provision will mean the expected net dwelling capacity of planning permissions and allocations in previously adopted or deposited development plans which were outstanding at 31st March 2001 (including dwellings then under construction) plus the planned net dwelling capacity on sites subsequently released or to be released for development through allocations in development plans and planning permissions. The assessment of the level of provision in relation to Policy HP1 will also allow for:*

- (i) the expected contribution from sites below the site size threshold adopted for the identification of development plan allocations; and*
- (ii) the expected contribution from other windfall sites involving previously developed land.*

Table HP1: Annual Average Rates of Housing Provision By Phases: 2001- 2016

|            | Dwellings (net) ++ |           |            |             |
|------------|--------------------|-----------|------------|-------------|
|            | 2001-2006          | 2006-2011 | 2011- 2016 | 2001 - 2016 |
| Canterbury | 420                | 460       | 440        | <b>440</b>  |
| Kent       | 5,800              | 6,340     | 6,620      | <b>6250</b> |

++ Rounded to the nearest five

**HP2 Housing Provision: Phasing, Assessment and Sequential Approach to Location**

**HP3 Contribution of Previously Developed Land and Previously Used Buildings to Housing Provision 2001-2016**

**HP4 Housing : Quality and density of development**

**HP5 Housing Development in the Countryside**

Housing development outside the confines of the major/principal urban areas will not be permitted unless it is:

- a) a site allocated for housing development in a Local Development Document; or otherwise consistent with Policy SS8; or
- b) minor development within the confines of a Rural Service Centre or smaller rural settlement; or
- c) a single dwelling for farm, forestry or other workers where a rural location at, or in the immediate vicinity of, a place of work is essential; or
- d) the rebuilding, conversion or modest extension of a dwelling currently in residential use; or
- e) the conversion of a commercial, institutional, industrial or other rural building to meet an identified local need for housing which does not conflict with a need to retain local employment opportunities and is in a location that has good accessibility to a range of services in a nearby settlement.

Housing development must not be detrimental to the character of the countryside and, as appropriate, the character of rural settlement.

**HP6 Range and Mix of Housing Provision**

**HP7 Affordable Housing Provision**

**HP8 Affordable Housing on Rural Exception Sites**

Local Development Documents should indicate those rural settlements at which the provision of affordable housing would be acceptable on sites that have not been allocated for housing but where such development would be justified to meet a proven local need.

**HP9 Provision of Permanent and Transit Gypsy and Traveller Accommodation**

**CHAPTER 8 – PROMOTING QUALITY, CHOICE AND ACCESSIBILITY IN THE TRANSPORT NETWORK**

**TP1 Integrated Transport Strategy**

**TP2 Assessment Criteria for Transport Proposals**

**TP3 Transport and the Location of Development**

**TP4 Safeguarding of Programmed Strategic Transport Schemes**

**TP5 Support for Strategic Rail Schemes**

**TP6 Major Transport Corridors**

**TP8 Future Strategic Transport Schemes**

**TP9 Supporting Public Transport**

**TP10 Supporting Park and Ride**

**TP11 Facilities for Pedestrians and Cyclists**

**TP12 Development and Access to the Primary/Secondary Road Network**

**TP13 Rail Freight and Handling Facilities**

**TP14 Safeguarding of Railway Land for Transport Purposes**

**TP15 Development Traffic and Heavy Goods Vehicles**

Development which generates significant increases in traffic, especially heavy goods vehicles, will not be permitted if it is not well related to the primary and secondary road network, or if it would result in a significant increased risk of crashes or traffic delays unless appropriate measures to mitigate the effect of the development have been secured.

Kent County Council and Medway Council will:

- identify and signpost lorry routes so as to direct heavy goods vehicles away from rural and residential areas;
- work with others to achieve distribution of goods by sustainable means in the urban areas in Kent.

**TP16 Local Transport Strategies**

**TP17 Traffic and Management of Minor Roads**

Through traffic, particularly goods vehicles, will be discouraged from travelling on minor roads by the use of traffic management measures, regulatory measures, the control of development and freight quality partnerships.

Minor roads will not be widened or realigned unless overriding safety considerations require it and no alternative method to resolve the safety problems is deemed practicable.

**TP18 Roadside Services**

**TP19 Vehicle Parking Standards**

**TP26 Other Airports and Airfields**

**CHAPTER 9 MANAGING OUR NATURAL RESOURCES : CLIMATE CHANGE- ENERGY PRODUCTION- WATER RESOURCES AND FLOOD RISK**

**NR1 Development and the Prudent Use of Resources**

Proposals for development should incorporate sustainable construction techniques and demonstrate that their design and layout contributes to:

- (a) the conservation and prudent use of energy, water and other natural resources, including provision for recycling facilities, water conservation and energy efficiency; and
- b) a reduction in greenhouse gas emissions through re-use, or the more efficient use, of resources.

**NR2 Energy Generation**

### **NR3 Renewable and Sustainable Energy Production**

Development necessary for the production of energy from renewable sources will be supported where there would be no overriding conflict with environmental interests and Local Development Documents will include criteria for their location.

Provision of renewable and sustainable energy production as an integral component of new development and in small-scale and community projects will be supported. Local Development Documents will include renewable energy production targets in support of sub regional targets for individual energy sources, and will identify sites for renewable and sustainable energy facilities where viable proposals have been put forward.

### **NR4 Combined Heat and Power Generation**

#### **NR5 Pollution Impacts**

The quality of Kent's environment will be conserved and enhanced. This will include the visual, ecological, geological, historic and water environments, air quality, noise and levels of tranquillity and light intrusion.

Development should be planned and designed to avoid, or adequately mitigate, pollution impacts. Proposals likely to have adverse implications for pollution should be the subject of a pollution impact assessment.

In assessing proposals local authorities will take into account:

- a) impact on prevailing background pollution levels; and
- b) the cumulative impacts of proposals on pollution levels; and
- c) the ability to mitigate adverse pollution impacts; and
- d) the extent and potential extremes of any impacts on air quality, water resources, biodiversity and human health.

Development which would result in, or significantly contribute to, unacceptable levels of pollution, will not be permitted.

### **NR6 Development Sensitive to Pollution**

Development which would be sensitive to adverse levels of noise, air, light and other pollution, will not be supported where such conditions exist, or are in prospect, and where mitigation measures would not afford satisfactory protection.

### **NR7 Air Quality Management Areas**

#### **NR8 Water Quality**

Development will not be permitted where it would give rise to an unacceptable impact on the quality or yield of Kent's watercourses, coastal waters and/or ground water resources.

#### **NR9 Water Supply and Wastewater treatment**

The development of new or expansion of water supply or wastewater facilities will be required and supported where:

- there is a demonstrable need to serve existing development and/or development proposed in accordance with the development plan; and
- this represents the best environmental option; and
- land use and environmental impacts are minimised through appropriate mitigation.

Land required for expanded or new facilities for water resource management or wastewater treatment will be identified and safeguarded in Local Development Documents. This will include provision for the enlargement of Bewl reservoir and additional wastewater treatment facilities in the Ashford area.

### **NR10 Development and Flood Risk**

### **NR11 Flood Protection**

**CHAPTER 10 MANAGING OUR WASTE AND MINERAL RESOURCES**

**WM1 Integrated Waste Management**

**WM2 Assessment Criteria for Waste Proposals**

**WM3 Securing Waste Reduction**

**WM4 Planning for Waste Management Capacity**

**WM5 Waste Disposal to Land**

**WM6 Assessment of Strategic Waste Management Facilities**

**WM7 Construction Related Spoil**

**MN1 Sources of Mineral Supply**

**MN2 Use of Secondary/Recycled Materials**

**MN3 Assessment Criteria for Minerals Proposals**

**MN4 Provision and safeguarding of Marine Wharves and Rail Depots**

**MN5 Provision for Construction Aggregates**

**MN6 Limestone Extraction in East Kent**

**MN7 Silica Sand**

**MN8 Building Stone**

**MN9 Brickearth**

**MN10 Chalk and Clay**

**MN11 Oil, Gas and Coalbed Methane**

**MN12 Safeguarding of Strategically Important Minerals**

**CHAPTER 11 IMPLEMENTING THE STRUCTURE PLAN AND MONITORING ITS EFFECTIVENESS**

**IM1 Meeting the costs of community and other infrastructure needs generated by new development**

**APPENDIX 2**

**KENT VEHICLE AND CYCLE PARKING STANDARDS**

This is a summary of the standards contained in Kent County Council's vehicle and parking standards (adopted July 2006). Further supporting information is set out in the Kent and Medway Structure Plan Supplementary Planning Guidance SPG/4 Kent Vehicle Parking Standards (July 2006) available from Kent County Council.

[www.kmsp.org.uk/pdfs/draft/SPG4VPSSep03.pdf](http://www.kmsp.org.uk/pdfs/draft/SPG4VPSSep03.pdf)

**TRANSPORT ASSESSMENTS AND TRAVEL PLANS**

| <b>LAND USE CLASS</b>   | <b>THRESHOLD FOR TA'S &amp; TP'S</b> |
|---|--------------------------------------|
| A1 Retail Establishments  | 1,000m <sup>2</sup>                  |
| A2 Financial & Professional Services  | 2,500m <sup>2</sup>                  |
| A3 Food & Drink   | 400m <sup>2</sup>                    |
| <br>  |                                      |
| B1 Office   | 2,500m <sup>2</sup>                  |
| B1 High Tech / Light Industrial   | 3,000m <sup>2</sup>                  |
| B2 General Industrial   | 5,000m <sup>2</sup>                  |
| B8 Storage & Distribution   | 10,000m <sup>2</sup>                 |
| B8 Wholesale Trade Distribution   | 3,000m <sup>2</sup>                  |
| <br>  |                                      |
| C1 Hotels   | 100 parking spaces                   |
| C2 Residential Institutions   | 100 parking spaces                   |
| C3 Dwellings  | 50 dwellings                         |
| <br>  |                                      |
| D1 Primary & Secondary Schools, Further & Higher Education Establishments. All new and expanded school facilities |                                      |
| <br>  |                                      |
| D1 All Other Non Residential Institutions   | 2,500m <sup>2</sup>                  |
| D2 Assembly & Leisure   | 1,000m <sup>2</sup>                  |
| D2 Stadia   | 1500 seats                           |
| Unclassified  | Individually Assessed                |

The minimum standards for the provision of parking for people with impaired mobility are as follows:

**For Employees and Visitors to Business Premises (Land Use Classes A2, B1, B2 & B8)**

|                                   |   |
|-----------------------------------|---|
| Car Parks up to 40 spaces         | 2 designated spaces + 1 space of sufficient size but not specifically designated. |
| Car Parks 40 to 200 spaces        | 4 designated spaces or 5% of the total capacity, whichever is greater             |
| Car parks greater than 200 spaces | 6 designated spaces + 2% of the total capacity                                    |

**For shopping, recreation and leisure (Land use classes A1,A3,C1,D1 & D2 & unclassified)**

|                                   |   |
|-----------------------------------|---|
| Car Parks up to 50 spaces         | 1 designated space + 2 spaces of sufficient size but not specifically designated. |
| Car Parks 50 to 200 spaces        | 3 designated spaces or 6% of the total capacity, whichever is greater             |
| Car parks greater than 200 spaces | 4 designated spaces + 4% of the total capacity                                    |

Notes :

1. The provision of parking spaces for the mobility impaired will be part of the overall level of parking provision for the development as opposed to an additional requirement.
2. The use of spaces allocated for the mobility impaired should be regularly monitored to ensure that the allocation is correct and that the system is working well.

**Motorcycle parking standards** are a separate and additional requirement to the vehicle and cycle parking standards. As a minimum the following standard of provision should be provided for motorcyclists: -

All developments - 1 space + 1 space for every 20 car parking spaces provided

**LAND USE CLASS A1 – RETAIL ESTABLISHMENTS**

**Maximum Goods Vehicle & Car Parking Standards**

|                                       | <b>Goods Vehicles</b>         | <b>Parking</b>               |
|---------------------------------------|-------------------------------|------------------------------|
| Food Retail up to 1,000m <sup>2</sup> | 1 space per 500m <sup>2</sup> | 1 space per 18m <sup>2</sup> |
| Food Retail over 1,000m <sup>2</sup>  | 1 space per 500m <sup>2</sup> | 1 space per 14m <sup>2</sup> |
| Non Food Retail                       | 1 space per 500m <sup>2</sup> | 1 space per 25m <sup>2</sup> |

Notes:

1. Car parking provision includes spaces for staff.
2. For Garden Centres greenhouses that are used predominantly for growing and are not open to members of the public should not be included as part of the gross floor space for determining the level of car parking provision. Up to 50% of the car parking spaces required can be provided as overflow car parks, which would not have to be constructed to as high a standard as the main car park.
3. For all large retail establishments the provision for goods vehicles only applies up to a maximum of 6 spaces. For sites where more provision is required, a minimum of 6 spaces should be provided with the actual number being determined by consideration of the operational requirements and demonstrated through a Transport Assessment, which includes examination of the scope for a Freight Quality Partnership.

**Minimum Cycle Parking Standards**

**Short to Medium Term**

(collection/delivery/shopping)

|                           |   |
|---------------------------|---|
| Up to 1,000m <sup>2</sup> | 1 space per 200m <sup>2</sup>                   |
| Up to 5,000m <sup>2</sup> | 1 space per 400m <sup>2</sup>                   |
| Over 5,000m <sup>2</sup>  | 12 spaces Minimum, Additional Spaces Negotiable |

**Medium to Long Term**

(meetings/workplace)

|                               |
|-------------------------------|
| 1 space per 200m <sup>2</sup> |
| 1 space per 400m <sup>2</sup> |

**LAND USE CLASS A2 – FINANCIAL & PROFESSIONAL SERVICES**

**Maximum Car Parking Standard**

All developments Car Parking - 1 space per 20m<sup>2</sup>

Notes:

1. Car parking provision covers both spaces for staff and spaces for visitors/customers.

**Minimum Cycle Parking Standards**

**Short to Medium Term**

All developments 1 space per 1,000m<sup>2</sup>  
Minimum of 2 spaces to be provided

**Medium to Long Term**

1 space per 200m<sup>2</sup>  
Minimum of 2 spaces to be provided

**LAND USE CLASS A3 – FOOD & DRINK**

**Maximum Goods Vehicle & Car Parking Standards**

|   | <b>Goods Vehicles</b>             | <b>Car Parking</b>  |                              |
|---|-----------------------------------|---------------------|------------------------------|
|   |                                   | <b>employees</b>    | <b>customers</b>             |
| Public Houses, Licensed Bars, Banqueting Halls, Restaurants & Cafe <sup>(3)</sup> | see Note 1                        | 1 space per 2 staff | 1 space per 4m <sup>2</sup>  |
| Take-Aways <sup>(4)</sup>   | see Note 1                        | 1 space per 2 staff | 1 space per 6m <sup>2</sup>  |
| Transport Cafes <sup>(5)</sup>  | 1 lorry space per 5m <sup>2</sup> | 1 space per 2 staff | 1 space per 8m <sup>2</sup>  |
|   |                                   |                     | 1 space per 15m <sup>2</sup> |

Notes:

1. Adequate facilities should be provided to enable delivery vehicles to park and manoeuvre clear of the public highway.
2. Includes bars open to non-residents in hotels and non-diners in restaurants.
3. Includes roadside restaurants.
4. Includes 'drive-in' or 'drive-through' restaurants. Drive-in or drive-through developments must also provide sufficient on-site waiting space for vehicles to stand clear of the public highway.
5. Car parking provision for customers should be contained within the allocated space for lorry parking.

**Minimum Cycle Parking Standards**

|                  | <b>Short to Medium Term</b><br>(collection/delivery/shopping) | <b>Medium to Long Term</b><br>(meetings/workplace) |
|------------------|---|--|
| All developments | 1 space per 10 seats<br>Minimum of 2 spaces                   | 1 space per 20 seats<br>Minimum of 2 spaces        |

**LAND USE CLASS B1 – BUSINESS**

**Maximum Goods Vehicle & Car Parking Standards**

|   | <b>Goods Vehicles</b>          | <b>Car Parking</b>           |
|---|--------------------------------|------------------------------|
| Offices up to 500m <sup>2</sup>         | see Note 1                     | 1 space per 20m <sup>2</sup> |
| Offices 500 to 2,500m <sup>2</sup>      | see Note 1                     | 1 space per 25m <sup>2</sup> |
| Offices over 2,500m <sup>2</sup>        | see Note 1                     | 1 space per 30m <sup>2</sup> |
| High Tech/Research/<br>Light Industrial | 1 space per 200 m <sup>2</sup> | 1 space per 35m <sup>2</sup> |

Notes:

1. Adequate facilities should be provided to enable delivery vehicles to park and manoeuvre clear of the public highway.
2. For large developments the provision for goods vehicles only applies up to a maximum of 6 spaces. For sites where more provision is required, a minimum of 6 spaces should be provided with the actual number being determined by consideration of the operational requirements and demonstrated through a Transport Assessment.

**Minimum Cycle Parking Standards**

|                  | <b>Short to Medium Term</b><br>(collection/delivery/shopping) | <b>Medium to Long Term</b><br>(meetings/workplace)   |
|------------------|---|--|
| All developments | 1 space per 1,000m <sup>2</sup><br>Minimum of 2 spaces        | 1 space per 200m <sup>2</sup><br>Minimum of 2 spaces |

**LAND USE CLASS B2 – GENERAL INDUSTRIAL**

**Maximum Goods Vehicle & Car Parking Standards**

|                         | <b>Goods Vehicles</b>         | <b>Car Parking</b>           |
|-------------------------|-------------------------------|------------------------------|
| Up to 200m <sup>2</sup> | see Note 1                    | 3 spaces                     |
| Over 200m <sup>2</sup>  | 1 space per 200m <sup>2</sup> | 1 space per 50m <sup>2</sup> |

Notes:

1. Adequate facilities should be provided to enable delivery vehicles to park and manoeuvre clear of the public highway.
2. For large developments the provision for goods vehicles only applies up to a maximum of 6 spaces. For sites where more provision is required, a minimum of 6 spaces should be provided with the actual number being determined by consideration of the operational requirements and demonstrated through a Transport Assessment.

**Minimum Cycle Parking Standards**

|                  | <b>Short to Medium Term</b><br>(collection/delivery/shopping) | <b>Medium to Long Term</b><br>(meetings/workplace)   |
|------------------|---|--|
| All developments | 1 space per 1,000m <sup>2</sup><br>Minimum of 2 spaces        | 1 space per 200m <sup>2</sup><br>Minimum of 2 spaces |



**LAND USE CLASS B8 – STORAGE & DISTRIBUTION**

**Maximum Goods Vehicle & Car Parking Standards**

|                              | <b>Goods Vehicles</b>         | <b>Car Parking</b>            |
|------------------------------|-------------------------------|-------------------------------|
| Storage & Distribution       | 1 space per 300m <sup>2</sup> | 1 space per 110m <sup>2</sup> |
| Wholesale Trade Distribution | 1 space per 300m <sup>2</sup> | 1 space per 35m <sup>2</sup>  |

*Notes:*

1. *Parking provision for associated office space to be determined using the standards set out under Land Use Class B1.*

**Minimum Cycle Parking Standards**

|                  | <b>Short to Medium Term</b><br>(collection/delivery/shopping) | <b>Medium to Long Term</b><br>(meetings/workplace)   |
|------------------|---|--|
| All developments | 1 space per 1,000m <sup>2</sup><br>Minimum of 2 spaces        | 1 space per 200m <sup>2</sup><br>Minimum of 2 spaces |

**LAND USE CLASS C1 – HOTELS**

**Maximum Vehicle Parking Standards**

|  | <b>Goods Vehicles &amp; Coach Parking</b> | <b>Car Parking</b>  |  |
|--|---|---------------------|--|
|  |   | <b>employees</b>    | <b>guests/visitors</b>   |
| Hotels, Motels, & Guest & Guest Houses | see Notes 1 & 2                           | 1 space per 2 staff | 1 space per bedroom (see Note 3)   |
| All Other Forms of Development         | see Note 1                                | 1 space per 2 staff | 1 space per unit/pitch + 1 space per 3 units of 5 person capacity or greater |

*Notes:*

1. *Adequate facilities should be provided to enable delivery vehicles to park and manoeuvre clear of the public highway.*
2. *For developments exceeding 20 bedrooms, suitable provision should be made for coaches. This should take the form of either: -*
  - (a) *facilities to drop-off and pick-up guests which may consist of a lay-by adjacent to the public highway or utilisation of the car parking area (exact details to be agreed with the Local Planning Authority), or*
  - (b) *coach parking provision of 1 space per 20 bedrooms contained within the allocated space for car parking.*
3. *An additional provision should be made where bars and restaurant facilities are open to the general public of one third of the appropriate standard contained under Class A3. For bars this equates to 1 space per 12m<sup>2</sup>. for restaurants this would be 1 space per 15m<sup>2</sup>.*

**Minimum Cycle Parking Standards**

|                  |                                       |
|------------------|---------------------------------------|
| All developments | 1 space per 10 beds, units or pitches |
|------------------|---------------------------------------|

**LAND USE CLASS C2 – RESIDENTIAL INSTITUTIONS**

**Maximum Vehicle Parking Standards**

|   | Goods Vehicles                                   | Car Parking  |                                 |
|---|--|--|---------------------------------|
|   |  | Employees  | Residents/visitors              |
| Nursing/Residential Care Homes            | Minimum of 1 space for an ambulance (see Note 1) | 1 space per resident staff +1 staff per 3 other staff  | 1 space per 6 beds or residents |
| Hospitals & Hospices                      | see Notes 1 & 2                                  | 1 space per 3 staff                                    | 2 spaces per 3 beds             |
| Residential Schools, Colleges or Training | see Note 1                                       | 1 space per resident staff + 1 space per 3 other staff | 1 space per 15 students         |
| Residential Hostels                       | see Note 1                                       | 1 space per resident staff + 1 space per 3 other staff | 1 space per 6 residents         |

*Notes:*

- 1. Adequate facilities should be provided to enable delivery vehicles to park and manoeuvre clear of the public highway.*
- 2. Sufficient ambulance bays and/or parking should be provided to meet the operational needs of the development. Exact details should be agreed with the Local Planning Authority.*

**Minimum Cycle Parking Standards**

|   |                        |
|---|------------------------|
| Hospitals & other residential institutions offering a level of care | 1 space per 10 beds    |
| Residential schools, colleges & training centres                    | 1 space per 5 students |

**LAND USE CLASS C3 – DWELLINGS**

**Maximum Vehicle Parking Standards**

|                                      | Car Parking                                       |
|--------------------------------------|---|
| 1 bedroom                            | 1 space per dwelling                              |
| 2 and 3 bedrooms                     | 2 spaces per dwelling                             |
| Mixed Development of 1,2 & 3 bedroom | Average of 1.5 spaces across development          |
| 4 or more bedrooms                   | 3 spaces per dwelling                             |
| Sheltered Accommodation              | 1 space per resident warden + 1 space per 2 units |

*Notes:*

- 1. Flats and Apartment Blocks consisting of 2 and 3 bedroom units will be regarded as Mixed Developments.*
- 2. For 1-bedroom dwellings the parking will usually be provided as a communal space. For other size dwellings part or all of the parking can be provided on a communal basis.*
- 3. The level of car parking provision includes any garages, provided as an integral part of the dwelling or within its curtilage, and/or driveways, provided within the curtilage, subject to the preferred sizes set out in Appendix B.*
- 4. In Controlled Parking Zones the parking provision should result in no net loss of on-street parking.*

**Minimum Cycle Parking Standards**

|   |                     |
|---|---------------------|
| Individual residential dwellings <sup>(1)</sup> | 1 space per bedroom |
| Flats & maisonettes <sup>(2)</sup>              | 1 space per unit    |
| Sheltered accommodation <sup>(2)</sup>          | 1 space per 5 units |

*Notes:*

1. *Parking provision shall normally be provided within the curtilage of the residential dwelling. Where a garage is provided it should be of a suitable size to accommodate the required cycle parking provision.*
2. *Parking provision should be provided as a secure communal facility where a suitable alternative is not available.*

**LAND USE CLASS D1 – NON RESIDENTIAL INSTITUTIONS**  
**Maximum Vehicle Parking Standards**

|  | <b>Goods Vehicles</b> | <b>Car Parking</b>           |   |
|--|-----------------------|------------------------------|---|
|  |                       | <b>employees</b>             | <b>pupils/visitors /clients</b>         |
| Primary & Secondary Schools  | see Notes 1, 2 & 3    | 1 space per staff + 10%      |   |
| Further & Higher Education   | see Notes 1, 2 & 3    | 1 space per 2 staff          | 1 space per 15 students                 |
| Libraries/Art Galleries/Museums                                    | see Note 1            | 1 space per 60m <sup>2</sup> |   |
| Places of Worship  | see Note 1            | 1 space per 5 seats          |   |
| Medical Centres/Clinics/Surgeries (including veterinary surgeries) | see Notes 1 & 4       | 1 space per 2 staff          | 4 spaces per consulting/ treatment room |
| Nurseries/Crèches/ Playschools                                     | see Note 1            | 1 space per 2 staff          | 1 space per 4 children                  |
| Day Care Centres   | see Notes 1 & 5       | 1 space per 2 staff          | 1 space per 4 attendees                 |

*Notes:*

1. *Adequate facilities should be provided to enable delivery vehicles to park and manoeuvre clear of the public highway.*
2. *Provision should be made to accommodate school/public transport vehicles delivering and picking-up children.*
3. *Appropriate provision should be made for the setting down and picking up of children in a safe environment and in a manner that does not unduly interfere with the operation and use of the public highway. Exact details should be agreed with the Local Planning Authority.*
4. *Provision should be made to accommodate ambulances where appropriate.*
5. *Provision within the overall allocation for car parking should be made for mini-buses where these are used to transport people to and from the day care centres.*

**Minimum Cycle Parking Standards**

|   |   |
|---|---|
| Primary Schools   | 1 space per 50 pupils                     |
| Secondary Schools,                                      | 1 space per 5 pupils/students             |
| Further & Higher Education<br>Medical Centres/Surgeries | 1 space per 2 consulting/treatment rooms  |
| Other Non-Residential Institutions                      | 1 space per 50 seats or 100m <sup>2</sup> |

**LAND USE CLASS D2 – ASSEMBLY & LEISURE**  
**Maximum Vehicular Parking Standards**

|  | <b>Car Parking</b>  |
|--|---|
| Cinemas, Theatres, Concert Halls,<br>Conference Centres, Bingo Halls, Casinos                                | 1 space per 5 seats   |
| Night Clubs, Social Clubs, Discotheques,<br>Dance Halls, Ballrooms, Exhibition Halls                         | 1 space per 22m <sup>2</sup>  |
| Multi-Activity Sports & Leisure Centres,<br>Swimming Pools, Ice Rinks, Health & Fitness<br>Centres, Gymnasia | 1 space per 22m <sup>2</sup> +<br>1 space per 15 seats<br>where appropriate |
| Marinas & Other Boating Facilities<br>Stadia   | 1 space per mooring or berth<br>1 space per 15 seats<br>(see Note 2)        |
| Bowling Green/Centres/Alleys,<br>Snooker Halls, Tennis/Squash/<br>Badminton Clubs                            | 3 spaces per lane/<br>court/table (see Note 3)                              |
| Outdoor Sports Facilities, Playing Fields  | 1 space per 2 participants +<br>1 space per 15 spectators                   |
| Golf Courses & Driving Ranges  | 3 spaces per hole/bay   |
| Equestrian Centres, Riding Stables   | 1 space per stable  |
| Historic House & Gardens, Country Parks  | 1 space per 400 visitors pa<br>(see Note 4)                                 |
| Theme Parks, Leisure Parks   | 1 space per 200 visitors pa<br>(see note 4)                                 |
| Other Uses   | 1 space per 22m <sup>2</sup>  |

*Notes:*

1. Adequate facilities should be provided to enable delivery vehicles to park and manoeuvre clear of the public highway.
2. Provision should also be made for coach parking with a maximum standard of 1 coach space per 300 seats. Such provision is to be provided as an alternative to car parking provision.
3. Where provisions are made within the development to accommodate spectators then an additional parking provision of 1 space per 15 seats should be provided.
4. Provision should also be made for coach parking with a maximum standard of 1 coach space per 5,000 visitors per annum.

**Minimum Cycle Parking Standards**

|                                   | <b>Short Term</b><br>(collection/delivery shopping) | <b>Long Term</b><br>(meetings/workplace) |
|-----------------------------------|---|--|
| Leisure & Entertainment<br>Venues | 1 space per 300 seats                               | 1 space per 300 seats                    |
| Sports Facilities & venues        | 1 space per 10 participants<br>+ 10%                | 1 space per 10 staff                     |

**UNCLASSIFIED LAND USES**

**Maximum Vehicular Parking Standards**

|  | Car Parking         |                                   |
|--|---------------------|-----------------------------------|
|  | employees           | customers/visitors                |
| Car Sales (including auctions) <sup>(1)</sup>                            | 1 space per 2 staff | 1 space per 50m <sup>2</sup>      |
| Petrol Filling Stations <sup>(2)</sup>                                   |                     | 1 space per 20m <sup>2</sup>      |
| Vehicle Servicing & Repair   | 1 space per 2 staff | 4 spaces per service bay          |
| Taxi & Vehicle Hire, Coach & Bus Depots                                  | 1 space per 2 staff | 1 space per 4 registered vehicles |
| Open Commercial Use (e.g. Scrap Yards, Recycling Centres) <sup>(3)</sup> | 1 space per 2 staff | To be assessed individually       |
| Law Courts   | 1 space per 2 staff | 6 spaces per courtroom            |

*Notes:*

1. Adequate facilities should be provided to enable delivery vehicles to park and manoeuvre clear of the public highway.
2. Applies to retail areas only and not to filling station forecourts.
3. Provision for Goods Vehicle Parking to be agreed with the Local Planning Authority.

**Minimum Cycle Parking Standards**

Cycle parking provision will be determined on an individual basis.

**RAILWAY STATIONS**

The draft South East Plan (Policy T8) states that Local Development Documents and Local Transport Plans should in combination support an increase in the provision of parking at rail stations where appropriate. Proposals should be considered favourably, particularly at regional hubs which in Kent are Ashford, Ebbsfleet (Thameside), Canterbury, Maidstone, and Tonbridge-Tunbridge Wells. Any increase in parking should be part of a package that also seeks to enhance access by bus, cycling and walking.

This approach is supported in Kent. Provision for parking close to railway stations and integrated with public transport access is appropriate throughout the County, including at rural stations. Provision need not be confined to land under the control of the rail network operator but will be subject to normal land use highway planning considerations and should be necessary to meet the demand for rail travel from the station.

**GARAGES**

|                                      |                              |
|--------------------------------------|------------------------------|
| Preferred Garage Size for Single Car | 5.5m (length) x 3.6m (width) |
| Preferred Garage Size for Two Cars   | 5.5m (length) x 6.0m (width) |

The preferred sizes for parking bays in Kent provided as part of development proposals are: -

|  | length | width |
|--|--------|-------|
| Parking Bay Size for Powered Two-Wheelers <sup>(1)</sup> | 2.5m   | 1.5m  |
| Parking Bay Size for Cars <sup>(2)</sup>                 | 5.5m   | 2.4m  |
| Parking Bay Size for People with a Mobility Handicap     | 5.5m   | 3.6m  |
| Parking Bay Size for Light Goods Vehicles                | 7.5m   | 3.5m  |
| Parking Bay Size for Minibuses <sup>(3)</sup>            | 8.0m   | 4.0m  |
| Parking Bay Size for Coaches <sup>(3)</sup>              | 14.0m  | 4.0m  |
| Parking Bay Size for Rigid Heavy Goods Vehicles          | 12.0m  | 3.5m  |
| Parking Bay Size for Articulated Heavy Goods Vehicles    | 16.0m  | 3.5m  |

*Notes:*

- 1. A minimum space of 1.0m should be allowed between each motorcycle.*
- 2. Where car parking spaces are provided parallel to, and abutting, a carriageway, aisle or drive the preferred bay size should be 6.0m x 2.4m to allow vehicles to manoeuvre into the bay when adjoining bays are occupied.*
- 3. A width of 4.0m is the minimum necessary to allow passengers to embark and disembark safely.*

## APPENDIX 3

## SCHEDULE OF HOUSING ALLOCATIONS AND PERMISSIONS

| <b>ALLOCATIONS</b>   |   |            |     |
|--|---|------------|-----|
| The list shows local plan allocations without planning permission at 31 March 2005 |   |            |     |
|  | <b>Canterbury</b>   |            |     |
| CA279  | The Tannery, St Mildred's Lane <sup>1</sup> (Mixed Use)       | Canterbury | 400 |
| CA485  | Wincheap Regeneration Zone (Mixed Use) <sup>2</sup>           | Canterbury | 130 |
| CA476  | BT Depot, Littlebourne Road                                   | Canterbury | 100 |
| CA508  | Parham Road   | Canterbury | 97  |
| CA506  | Land at Roper Road <sup>3</sup>                               | Canterbury | 13  |
| CA507  | Castle Street Car Park  | Canterbury | 54  |
| CA552  | Lenleys, Roper Road <sup>4</sup>                              | Canterbury | 24  |
| CA492  | Invicta Motors, Sturry Road                                   | Canterbury | 45  |
| CA480  | Nursery Garden/Garage/Filling Station                         | Canterbury | 40  |
| CA481  | Adjoining Canterbury West Station                             | Canterbury | 40  |
| CA538  | Land between St Georges Place & Dover Road (Mixed Use)        | Canterbury | 34  |
| CA282  | St John's Lane Employment Exchange.                           | Canterbury | 26  |
| CA475  | Northgate Garage  | Canterbury | 25  |
| CA483  | Land at Canterbury East Station (South side)                  | Canterbury | 25  |
| CA563  | Tyre Garage, Roper Road/St Dunstan's (Mixed Use) <sup>5</sup> | Canterbury | 13  |
| CA482  | Canterbury East Station (North side) Car Park                 | Canterbury | 24  |
| CA278  | Northgate Car Park  | Canterbury | 21  |
| CA043B   | Rosemary Lane Car Park  | Canterbury | 20  |
| CA477  | Holmans Meadow Car Park Dover Street                          | Canterbury | 20  |
| CA503  | BT Car Park, Upper Chantry Lane                               | Canterbury | 20  |
| CA050  | St Peter's Lane, Former Adult Studies Centre                  | Canterbury | 13  |
| CA535  | Newingate House (Mixed Use)                                   | Canterbury | 13  |
| CA536  | Upper Floors, Blockbuster Video, New Dover Road (Mixed Use)   | Canterbury | 11  |
| CA347  | Ivy Lane North  | Canterbury | 10  |
| CA488  | Land East of White Horse Lane (Mixed Use)                     | Canterbury | 10  |
| CA281  | Hawks Lane  | Canterbury | 9   |
| CA500  | Sea Cadets Centre, Puckle Lane                                | Canterbury | 9   |
| CA501  | Puckle Supplies, Old Dover Road                               | Canterbury | 7   |
| CA047  | St Radigund's Place   | Canterbury | 7   |
| CA499  | Folly Farm, Headcorn Drive                                    | Canterbury | 6   |
| CA555  | Former Roger Britton Carpets, Wincheap (Mixed Use)            | Canterbury | 6   |
| CA286  | St John's Lane Car Park                                       | Canterbury | 5   |
| CA479  | Car Park adjoining Registry Office                            | Canterbury | 5   |
| CA498  | Land at Westgate Grove / St Peter's Place                     | Canterbury | 5   |
| CA534  | St Pauls House, Broad Street                                  | Canterbury | 12  |
|  |   |            |     |
|  | <b>Herne Bay</b>  |            |     |
| CA517  | Serco nursery & Filling Station (Mixed Use)                   | Herne Bay  | 54  |
| CA340  | Garage Site, Kings Road                                       | Herne Bay  | 43  |
| CA560  | Former Metric Site Hillborough (Mixed Use)                    | Herne Bay  | 40  |

|       |  |              |       |
|-------|--|--------------|-------|
| CA491 | Land at Herne Bay Station                      | Herne Bay    | 35    |
| CA561 | Talmead, Margate Road (Mixed Use) <sup>6</sup> | Herne Bay    | 0     |
| CA375 | Herne Bay Bus Depot (Mixed Use)                | Herne Bay    | 16    |
| CA516 | Westbrook Industrial Park, Sea Street          | Herne Bay    | 15    |
| CA514 | Adjoining 181 Sea Street                       | Herne Bay    | 14    |
| CA295 | York Road/Sea Street                           | Herne Bay    | 11    |
| CA031 | Between 254 & 260 Reculver Road                | Herne Bay    | 7     |
| CA426 | Corner of Canterbury Road/Victoria Road        | Herne Bay    | 5     |
| CA513 | Builders Yard, 22 Richmond Street              | Herne Bay    | 5     |
| CA539 | Garage, Pier Avenue & Avenue Road              | Herne Bay    | 5     |
|       | <b>Whitstable</b>                              |              |       |
| CA525 | Blue Anchor Caravan Park                       | Whitstable   | 50    |
| CA530 | Land at Ladysmith Grove                        | Whitstable   | 27    |
| CA520 | Land at Whitstable Station                     | Whitstable   | 24    |
| CA527 | Builders Yard rear of 3 Belmont Road           | Whitstable   | 23    |
| CA519 | Land at Shaftsbury Road                        | Whitstable   | 22    |
| CA529 | Car Park, Middle Wall                          | Whitstable   | 21    |
| CA310 | Beresford Road North and South                 | Whitstable   | 20    |
| CA524 | Tankerton Road car park                        | Whitstable   | 17    |
| CA323 | Regent Street                                  | Whitstable   | 12    |
| CA297 | Adjoining 100 Albert St/Warwick Road           | Whitstable   | 11    |
| CA305 | Adjoining 15 Hamilton Road                     | Whitstable   | 10    |
| CA531 | Land between 9c & 11 Borstal Hill              | Whitstable   | 10    |
| CA303 | Diamond Road                                   | Whitstable   | 10    |
| CA317 | Diamond Road/Station Road                      | Whitstable   | 10    |
| CA526 | 4 Hillview Road                                | Whitstable   | 9     |
| CA299 | Adjoining 37 Essex St                          | Whitstable   | 7     |
| CA308 | 124 & adjoining Middle Wall                    | Whitstable   | 7     |
| CA018 | North of MacDonald Parade                      | Whitstable   | 5     |
| CA309 | Sea Street (Green's Warehouse) (Mixed Use)     | Whitstable   | 5     |
|       |  |              |       |
|       | <b>Rural</b>                                   |              |       |
| CA559 | Rough Common Road                              | Rough Common | 16    |
|       |  |              |       |
|       | Total number of dwellings on allocations:      |              | 1,865 |

### Reserve Housing Allocation

|        |                |           |    |
|--------|----------------|-----------|----|
| CA313A | Richmond Drive | Herne Bay | 40 |
|--------|----------------|-----------|----|

#### Notes:

1. Planning permission subsequently granted for 444.
2. Planning permission subsequently granted for 260.
3. Original allocation for 60 reduced in line with LPI Inspector's recommendation.
4. Original allocation for 50 reduced in line with LPI Inspector's recommendation.
5. Original allocation for 25 reduced in line with LPI Inspector's recommendation.
6. A mixed use allocation the residential element for 20 is included in the Mill Lane permission.



| <b>PLANNING PERMISSIONS</b>   |          |  |            |     |
|---|----------|--|------------|-----|
| The list shows all large (five dwellings or more) housing sites with planning permission at 31 March 2005 |          |  |            |     |
|   |          | <b>Canterbury</b>                                      |            |     |
| CA031763  | CA372    | Former Nunnery Fields Hospital, South Canterbury Road  | Canterbury | 143 |
| CA990910  | CA472    | Barton Mill, and Barton Mill Road                      | Canterbury | 141 |
| CA990458  | CA424    | Land west of Hollow Lane                               | Canterbury | 120 |
| CA030539  | CA533    | Corner of New Dover Road & Upper Chantry Lane          | Canterbury | 62  |
| CA041146  | CA372    | Former Nunnery Fields Hospital, South Canterbury Road  | Canterbury | 45  |
| CA030767  | CA582    | Land Adjoining Substation, Market Way, Broad Oak Road  | Canterbury | 39  |
| CA021269  | CA564    | 21-24, St Dunstan's Street, Halletts Garage            | Canterbury | 32  |
| CA041745  | CA596    | Parham House, Parham Road                              | Canterbury | 24  |
| CA031318  | CA424    | Part Land, Hollow Lane                                 | Canterbury | 24  |
| CA031127  | CA572    | Former Cattle Market Site, Market Way                  | Canterbury | 24  |
| CA021400  | CA508    | Former Riverside Interiors Site, Parham Road (NE side) | Canterbury | 22  |
| CA031164  | CA508    | Former Euro Canterbury Site, Parham Road (SW side)     | Canterbury | 21  |
| CA030736  | CA554    | 8, 10 & 12, Pilgrims Way                               | Canterbury | 20  |
| CA041016  | CA508    | Meers Warehouse Site, Parham Road                      | Canterbury | 19  |
| CA031757  | CA587    | 69&71, New Dover Road, land at                         | Canterbury | 19  |
| CA001170  | CA041    | N of Adelaide Place                                    | Canterbury | 18  |
| CA031370  | CA576    | 2, Abbots Barton Walk, The White Lodge                 | Canterbury | 17  |
| CA031271  | CA574    | 38, New Dover Road                                     | Canterbury | 16  |
| CA020335  | CA504    | KCC Offices The Pines, Puckle House                    | Canterbury | 15  |
| CA041168  | CA593    | Brewers Delight P.H - 33, Broad Street                 | Canterbury | 14  |
| CA031111  | CA439    | 46, New Dover Road                                     | Canterbury | 14  |
| CA001314  | CA459    | 26 - 28, Station Road West                             | Canterbury | 12  |
| CA041145  | CA591    | 12, Station Road West                                  | Canterbury | 11  |
| CA041064  | CA041064 | 75, New Dover Road                                     | Canterbury | 11  |
| CA011358  | CA508    | Land at Parham Close, Parham Road (SW side)            | Canterbury | 11  |
| CA990676  | CA157    | Land adjacent Dragoon House, High Street St Gregory's  | Canterbury | 10  |
| CA040015  | CA567    | Land Adjacent To Rosemary Lane Car Park, Stour Street  | Canterbury | 10  |
| CA040318  | CA589    | 19, Wincheap   | Canterbury | 9   |
| CA040315  | CA586    | 66, New Dover Road                                     | Canterbury | 9   |
| CA031527  | CA031527 | Chaucer Court, New Dover Road                          | Canterbury | 8   |
| CA041877  | CA463    | 61, London Road, Spence Court                          | Canterbury | 7   |
| CA041547  | CA601    | Land adjoining Riverdale House, Sturry Road            | Canterbury | 6   |
| CA020050  | CA020050 | 1-31, Merchants Way, land rear of                      | Canterbury | 6   |
| CA010198  | CA384    | Land between 274 and 288, Wincheap                     | Canterbury | 6   |
| CA040985  | CA040985 | Chaucer House, 50, Roper Road                          | Canterbury | 5   |
| CA031671  | CA031671 | Corner of Tower Way &, St. Peter's Grove               | Canterbury | 5   |

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|          |          |  |            |     |
|----------|----------|--|------------|-----|
| CA021408 | CA474    | Wincheap Farm, Hollow Lane                           | Canterbury | 5   |
| CA020650 | CA548    | 3-7, Dane John                                       | Canterbury | 5   |
| CA010344 | CA010344 | 4, Castle Street                                     | Canterbury | 5   |
| CA001037 | CA273    | 51, Kings Street                                     | Canterbury | 5   |
|          |          |  |            |     |
|          |          | <b>Herne Bay</b>                                     |            |     |
| CA021241 | CA422    | Mill Lane Herne Bay                                  | Herne Bay  | 259 |
| CA040909 | CA510    | Hillborough Farm, Reculver Road                      | Herne Bay  | 98  |
| CA040147 | CA518    | 136-144, Kings Road                                  | Herne Bay  | 48  |
| CA040689 | CA040689 | Miramar Nursing Home, 165, Reculver Road             | Herne Bay  | 46  |
| CA010645 | CA290    | Land between Richmond Street & Dolphin Street        | Herne Bay  | 26  |
| CA021573 | CA569    | 117, High Street, & land r/o 17-29 Bank Street       | Herne Bay  | 17  |
| CA031393 | CA228    | 68-70, Central Parade                                | Herne Bay  | 13  |
| CA041658 | CA595    | 18-20, Downs Park                                    | Herne Bay  | 12  |
| CA020048 | CA020048 | Rear of 82/86, Mortimer Street                       | Herne Bay  | 12  |
| CA011004 | CA565    | 36, Victoria Park                                    | Herne Bay  | 12  |
| CA031773 | CA585    | Dolphin Hotel, Central Parade, Dolphin Court         | Herne Bay  | 11  |
| CA031148 | CA427    | Land South of Thanet Way & East of Bullockstone Road | Herne Bay  | 11  |
| CA990185 | CA990185 | Rear of The Old House, Underdown Lane                | Herne Bay  | 10  |
| CA020223 | CA600    | Seaside Caravan Park, Standard Avenue, Studd Hill    | Herne Bay  | 10  |
| CA031508 | CA031508 | 9-14, Central Parade                                 | Herne Bay  | 9   |
| CA041123 | CA590    | 42, Greenhill Road, The Grange                       | Herne Bay  | 8   |
| CA040646 | CA594    | 172/174, Mortimer Street                             | Herne Bay  | 5   |
| CA031379 | CA031379 | 25-27, Park Road                                     | Herne Bay  | 5   |
| CA031020 | CA570    | Land at 84, Sandown Drive                            | Herne Bay  | 5   |
|          |          |  |            |     |
|          |          | <b>Whitstable</b>                                    |            |     |
| CA010384 | CA301    | Deadman's site north of Thanet Way & Church Lane     | Whitstable | 63  |
| CA021222 | CA316    | Golden Hill  | Whitstable | 58  |
| CA030036 | CA562    | Former Gas Works Site, Belmont Road                  | Whitstable | 42  |
| CA021538 | CA301    | Deadman's Yard, McDonald Parade                      | Whitstable | 38  |
| CA010645 | CA290    | land adjoining railway, Belmont Road                 | Whitstable | 26  |
| CA041868 | CA599    | 47-47A, Golden Hill                                  | Whitstable | 24  |
| CA030364 | CA524    | 169, Tankerton Road                                  | Whitstable | 24  |
| CA040880 | CA597    | 6/8 and 10/12, Graystone Road                        | Whitstable | 20  |
| CA031284 | CA579    | Quinneys Auto Site, 105-107 Herne Bay Road           | Whitstable | 20  |
| CA010962 | CA303    | Diamond House, Diamond Road                          | Whitstable | 16  |
| CA041262 | CA041262 | The Bear and Key P.H., High Street                   | Whitstable | 15  |
| CA040766 | CA442    | 96, St. John's Road                                  | Whitstable | 15  |
| CA040530 | CA526    | Hillview works, Harwich Street                       | Whitstable | 14  |
| CA020270 | CA462    | 47, Marine Parade                                    | Whitstable | 13  |
| CA021435 | CA017    | Land at, Foxdene Road                                | Whitstable | 10  |
| CA031173 | CA031173 | Unit Packaging, Suffolk Street                       | Whitstable | 9   |
| CA020161 | CA544    | 21 and 23, High Street                               | Whitstable | 9   |
| CA040310 | CA583    | 2 & 4, Wynn Road                                     | Whitstable | 8   |
| CA011255 | CA450    | Telephone Exchange, Tankerton Road                   | Whitstable | 8   |

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|          |          |   |              |       |
|----------|----------|---|--------------|-------|
| CA041909 | CA041909 | Selkirk, Invicta Road                               | Whitstable   | 5     |
| CA040438 | CA040438 | 16, Tankerton Road                                  | Whitstable   | 5     |
| CA030342 | CA021    | Land Adjoining Relton House, Grosvenor Road         | Whitstable   | 5     |
| CA020441 | CA546    | 20 - 24, Joy Lane, land off Tollgate Close          | Whitstable   | 5     |
|          |          |   |              |       |
|          |          | <b>Rural</b>  |              |       |
| CA010190 | CA577    | Higham Park, .                                      | Bekesbourne  | 6     |
| CA040183 | CA558    | 85, Blean Common                                    | Blean        | 5     |
| CA010557 | CA000615 | Renville Farm, Renville                             | Bridge       | 6     |
| CA001173 | CA453    | Mayton Farm, Mayton Lane                            | Broad Oak    | 8     |
| CA041054 | CA588    | Hillside Farm, Cockering Road                       | Chartham     | 9     |
| CA030285 | CA549    | Island Road Hersden                                 | Hersden      | 111   |
| CA040259 | CA040259 | Rushbourne Manor, Hoath Road                        | Hoath        | 7     |
| CA031626 | CA598    | Land Off Court Meadows, Court Meadows               | Littlebourne | 13    |
| CA040966 | CA549    | Wildwood, Island Road                               | Sturry       | 22    |
| CA010573 | CA541    | No. 34, Island Road                                 | Sturry       | 9     |
| CA020950 | CA571    | Calcott Hall, Calcott Hill                          | Sturry       | 5     |
|          |          |   |              |       |
|          |          | Total number of dwellings with planning permission: |              | 2,265 |

**APPENDIX 4****SCHEDULE OF EMPLOYMENT ALLOCATIONS, EMPLOYMENT CLUSTERS  
AND SITES SUITABLE FOR OFFICE ACCOMMODATION**

This schedule consists of unimplemented employment sites which have been carried forward from the Canterbury District Local Plan 1998 and new employment allocations. It also includes a list of employment clusters which are prime employment sites, the primary purpose of which is to safeguard them for employment use. In addition, this schedule lists office nodes which have been identified on the basis of the sites are already in or adjacent to an existing office use. Other sites that are suitable for office accommodation are also listed.

**EMPLOYMENT ALLOCATIONS****Canterbury**

- |   |                             |
|---|-----------------------------|
| • Junction of Broad Oak Road / Vauxhall Road                                  | 1.4ha                       |
| • Lakesview Business Park, Hersden  | 22ha                        |
| • Business Innovation Centre development, University of Kent (new allocation) | 7ha (20,000m <sup>2</sup> ) |
| • Highland Court (new allocation)   | 3ha                         |
| • Canterbury East   | 0.46ha                      |
| • Land at St. Augustine's Hospital, Chartham                                  | 2ha                         |
| • (as part of a mixed development)  |                             |

**Herne Bay**

- |   |                     |
|---|---------------------|
| • Eddington Lane (3 sites)                                  | 7ha (3ha, 2ha, 2ha) |
| • Former Coal Yard Eddington Lane (new allocation)          | 1ha                 |
| • Hawthorn Corner, Hillborough, Herne Bay (Office Use only) | 3ha                 |

**EMPLOYMENT CLUSTERS****Canterbury City**

- Marshwood Close, Canterbury

**Canterbury District**

- Highland Court, Bekesbourne-with-Patrixbourne
- Canterbury Industrial Park/Lakesview Business Park, Hersden
- Breach Farm, Barham (estimate 3500sqm)

**Herne Bay**

- Hillborough Business Park
- Eddington Lane

**Whitstable**

- St Augustine's Business Park, Swalecliffe
- John Wilson Business Park
- Joseph Wilson Business Park

## OFFICE NODES

The estimated gross areas are set out below, the net developable area is to be determined by a development brief.

- Wraik Hill, Whitstable 3ha
- Little Barton Farm, Canterbury 20ha

### SITES SUITABLE FOR OFFICE ACCOMMODATION:

These are shown as either a mixed-use allocation or an employment allocation or cluster on the proposals map:

#### Canterbury

- Station Road West Car Park, Station Road West, Canterbury (within the Canterbury West Regeneration Zone).
- Kentish Gazette site, St Georges Place, Canterbury (within the Canterbury East Regeneration Zone).
- The Police Station, Old Dover Road, Canterbury (as part of a mixed use development within the Canterbury East Regeneration Zone).
- Land south east of Canterbury East Station, (within the Canterbury East Regeneration Zone).
- BT House/Bingley Centre, Canterbury (as part of a mixed use development within the Wincheap Regeneration Zone).

There may be other suitable sites for office accommodation within the Canterbury Regeneration Zones.

#### Herne Bay

- Eddington, Old Thanet Way, Herne Bay (as part of an Employment Allocation / Cluster).
- Eddington Petrol Filling Station, Herne Bay (as part of a mixed use development).
- Land at Hawthorn Corner Hillborough

#### Whitstable

- Whitstable Harbour (as part of a mixed use allocation).
- John Wilson Business Park, Chestfield (as part of an Employment Cluster).

## APPENDIX 5

### ADDITIONAL PLANNING GUIDANCE

A number of supplementary planning guidance and documents have been produced or are currently being produced by the City Council, to support and supplement the policies in the local plan. The following lists set out the status of the documents and the date they were adopted.

#### ADOPTED SUPPLEMENTARY PLANNING GUIDANCE (SPG) OR SUPPLEMENTARY PLANNING DOCUMENTS (SPD)

- |                                       |                        |
|---------------------------------------|------------------------|
| • Affordable Housing SPG              | Adopted April 2002     |
| • Trees and Development SPG           | Adopted September 2003 |
| • Crime Prevention Through Design SPG | Adopted September 2003 |
| • Riverside Strategy SPG              | Adopted September 2003 |
| • Shopfronts Design SPG               | Adopted September 2003 |
| • Outdoor Lighting SPD                | Adopted July 2006      |

#### Landscape Appraisals

- Canterbury Landscape Appraisal (November 1998) as amended by the Canterbury Area of High Landscape Value – Review of Local Plan Inspector’s Comments (December 2005)
- Herne Bay and Whitstable Landscape Appraisal (June 2000)
- Blean Woods and Great and Little Stour Landscape Appraisal (July 2001)

#### DRAFT SUPPLEMENTARY PLANNING DOCUMENTS

- |  |                                  |
|--|----------------------------------|
| • Development Contributions SPD          | public consultation January 2006 |
| • Heritage, Archaeology and Conservation | public consultation April 2002   |

#### DEVELOPMENT BRIEFS AND DESIGN GUIDES

The City Council also produces more detailed design guidance for specific development sites. To date the following development briefs and principles have been produced and approved.

- St Augustine’s, Chartham Development Brief (November 1990)
- Blacksole Farm, Herne Bay Development Brief (September 1998)
- The Future of Kingsmead, Canterbury Development Brief (November 2004)
- Hillborough Farm/ Metric Site, Hillborough, Herne Bay Development Brief (September 2004)
- University of Kent, Canterbury Businesses Innovation Park (September 2004)
- Talmead Development Brief, Margate Road, Herne Bay (October 2004)
- Shalmsford Farm, Shalmsford Street, Chartham, Canterbury, Development Brief (October 2005)
- National Tyre Depot site, St Dunstan's Street, Canterbury (April 2005)
- South Quay Development Brief (May 2005)
- Marine Parade Design Guide Marine Parade, Tankerton, Whitstable (November 2005)
- The Mount Development Principles Stodmarsh Road, Canterbury (November 2005)

- 41 St Georges Place, Canterbury, Development Principles (November 2005)
- Land West of Mill Lane Herne Bay (February 2006)
- New Dover Road Design Guide, New Dover Road, Canterbury (20th April 2006)
- Joy Lane design guide Joy Lane, Whitstable, approved by Development Control, (2nd May 2006)

#### **DRAFT Development Briefs and Principles**

- Parham Road Development Principle, land at the end of Parham Road, Riverdale Road and Glenside Avenue, Canterbury (February 2006)
- Rosemary Lane Draft Brief, Rosemary Lane, Canterbury (June 2006)
- Augustine House, Rhodaus Town, Canterbury (June 2006)

#### **OTHER GUIDANCE**

- Whitstable Town Conservation Area Appraisal (1999)
- Canterbury and Whitstable Railway Conservation Area Appraisal (2000)
- Seaview Chalet Park Conservation Area Appraisal (July 2003)
- Canterbury Conservation Area Appraisal (August 2003)
- Chartham Conservation Area Appraisal (March 2005)
- Littlebourne Conservation Area Appraisal (March 2005)
- Highland Court Conservation Area Appraisal (March 2005)

In addition a number of parish councils have produced village/parish plans or village/parish design statements, please contact the Conservation Section of Regeneration and Economic Development Division, for further information.

Copies of supplementary guidance are available on the planning policy website at [www.canterbury.gov.uk/planningpolicy/supplementaryplanningdocuments](http://www.canterbury.gov.uk/planningpolicy/supplementaryplanningdocuments)

## OUTDOOR PLAYING SPACE

The City Council considers that new residential development should either provide additional outdoor playing space, or secure improvements to existing facilities to enable them to sustain a greater intensity of use arising from the new development. Policy C28 of this Plan sets out this objective to ensure that the District's residents have the opportunity to improve their well-being through accessible and usable outdoor community facilities.

Central government has given strong encouragement to local authorities to produce open space strategies. Planning Policy Guidance (PPG)17: Planning for Open Space, Sport and Recreation and its Companion Guide, 'Assessing Needs and Opportunities' set out objectives and outcomes for open spaces and sport and recreation provision and it confirms that the Government considers that achieving these outcomes depends on local authorities first undertaking local assessments of need and audits of provision.

The City Council has undertaken an audit and needs assessment of open space provision in the District. This is known as the Open Space Strategy (2005) and is available on the Council web site at [www.canterbury.gov.uk](http://www.canterbury.gov.uk).

The approach adopted in this strategy follows the guidance set out in PPG 17 and the companion guide 'Assessing Needs and Opportunities: A Companion Guide to PPG17' by Kit Campbell Associates 2002, and in guidance from 'CABE Space'. The Council's approach to open space is also informed by other recent Council strategies, prepared for sports pitches and outdoor play areas. These are known as the Playing Pitch Strategy and the Play Strategy.

The key benefits of having an open space strategy are:

- an understanding of what open space exists where and of what local people want;
- knowledge of where new spaces can provide greatest benefit, and which spaces need to be protected and which need to be improved;
- clear objectives and direction;
- a raised public, political and marketing profile for open spaces;
- an ability to attract external funding to create new and improve existing open spaces;
- communication of a clear local authority expectation to developers and landowners in respect of open space requirements;
- an action plan of targeted improvements to be implemented in order of priority.

The Council has prepared a draft Developer Contributions Supplementary Planning Document. The provision and maintenance of Open Space will form an important element of this guidance and the open space standards will be used to calculate open space requirements/ developer contributions in relation to new developments.



**CONSERVATION AREAS AND SCHEDULED ANCIENT MONUMENTS  
(as at 01/06/06)**

| <b>Conservation Area</b>                                 | <b>Designation Date</b> |
|--|-------------------------|
| Adisham  | 28.03.95                |
| Allcroft Grange (Hac)                                    | 28.02.95                |
| Amery Court (Ble)  | 28.02.95                |
| Anvil Green (Wal)  | 18.07.95                |
| Barham   | 23.06.92                |
| Broome Park (Barham)                                     | 19.08.87                |
| Bekesbourne  | 08.11.94                |
| Bekesbourne Hill and Woolton Farm                        | 21.06.94                |
| Bifrons Park, Bek with Pat/Bri                           | 30.01.95                |
| Bishopsbourne  | 08.11.94                |
| Blean  | 13.09.94                |
| Blooden (Adi)  | 28.03.95                |
| Bossingham (Uha)   | 05.12.95                |
| Bossington (Adi)   | 28.03.95                |
| Bourne Park , Bis/Bri                                    | 08.11.94                |
| Boyden Gate (Chi)  | 16.12.81                |
| Bramling (Ick)   | 30.01.96                |
| Bridge   | 30.01.95                |
| Broomfield (Hba)   | 09.12.97                |
| Canterbury and Whitstable Railway (Hackington and Blean) | 27.04.99                |
| Canterbury and Whitstable Railway (Hackington)           | 03.12.96                |
| Canterbury and Whitstable Railway (St Stephen's)         | 15.09.98                |
| Canterbury (Alma, Clyde and Notley Street)               | 03.12.96                |
| Canterbury City  | 10.11.98                |
| Canterbury (Ethelbert Road)                              | 10.11.98                |
| Canterbury (1937 Kent & Canterbury Hospital)             | 10.11.98                |
| Canterbury London Road                                   | 03.12.96                |
| Canterbury (Martyrs Field)                               | 10.11.98                |
| Canterbury (New Dover Road & St Augustine's Road)        | 10.11.98                |
| Canterbury (Nunnery Fields)                              | 10.11.98                |
| Canterbury (Old Dover Road, OatenHill & St Lawrence)     | 10.11.98                |
| Canterbury, Mount Hospital (Stodmarsh Road)              | 06.02.90                |
| Canterbury, St Martins                                   | 03.12.96                |
| Canterbury, St Martins Hospital                          | 11.12.90                |
| Canterbury, St Stephens                                  | 18.11.74                |
| Canterbury, West Station                                 | 03.12.96                |
| Canterbury (Whitstable Road)                             | 03.12.96                |
| Charlton Park, (Bis)                                     | 08.11.94                |
| Chartham   | 10.12.91                |
| Chestfield   | 10.10.89                |
| Chislet and Chitty                                       | 20.07.93                |
| Cooting (Adi)  | 28.03.95                |
| Dane Chantry (Pet)                                       | 09.12.97                |
| Denne Hill (Wom)   | 03.01.96                |
| Derringstone (Bar)                                       | 10.12.91                |
| Eddington (Hba)  | 16.08.89                |
| Elbridge House (Lit)                                     | 28.04.92                |
| Elham Valley Railway (Bar)                               | 28.04.92                |
| Ford, Maypole and Old Tree (Hoa)                         | 30.01.95                |
| Fordwich   | 20.07.93                |
| Garlinge Green, Kenfield & Swarling (Pet)                | 16.08.94                |
| Harbledown   | 16.08.94                |
| Hault Farm (Wal)   | 18.07.95                |
| Hawe Farm (Hba)  | 09.01.90                |
| Herne Bay  | 05.02.91                |
| Herne (as amended) (Hba)                                 | 01.05.90                |
| Herne Windmill (Hba)                                     | 09.01.90                |
| Highland Court, (Bek with Pat)                           | 30.01.95                |
| Highstead (Chi)  | 20.07.93                |
| Hoath, Rushbourne and Tile Lodge                         | 30.01.95                |

| <b>Conservation Area</b>   | <b>Designation Date</b> |
|--|-------------------------|
| Hollow Street and Chislet Forstal                                    | 20.07.93                |
| Hothe Court, Blean   | 13.09.94                |
| Ickham, Wickhambreaux, Seaton  | 07.07.89                |
| Ileden Park (Kin)  | 30.01.96                |
| Kenfield (see Garlinge) (Pet)  | 16.08.94                |
| Kingston   | 28.03.95                |
| Lampen Stream (Wic)  | 21.07.92                |
| Lee Priory and Garrington (Wic)                                      | 21.06.94                |
| Little Barton Farm (Can)   | 11.12.90                |
| Littlebourne   | 21.06.94                |
| Lower Hardres and Street End   | 05.12.95                |
| Marshside (Chi)  | 09.12.97                |
| Mystole Park (Cha)   | 27.02.96                |
| Nackington (Lha)   | 07.11.95                |
| Out Elmstead (Bar)   | 10.12.91                |
| Patixbourne (Bek)  | 08.11.94                |
| Petham   | 16.08.94                |
| Renville Farm & Bridge Railway Station Bridge                        | 08.11.94                |
| Reculver (Hba)   | 09.12.97                |
| Seaview chalet park, Swalecliffe, Whitstable                         | 03.07.03                |
| Stodmarsh (Wic)  | 21.07.92                |
| Sturry   | 09.12.97                |
| Tankerton (Whi)  | 19.07.94                |
| Tyler Hill (Hac)   | 28.02.95                |
| Under the Wood (Chi)   | 20.07.93                |
| Upper Harbledown   | 16.08.94                |
| Upper Hardres Court  | 05.12.95                |
| Upstreet (Chi)   | 15.04.87                |
| Waltham  | 18.07.95                |
| Westbere No 1  | 31.08.73                |
| Westbere No 2  | 11.04.84                |
| Whitstable South   | 05.03.91                |
| Whitstable Town  | 05.03.91                |
| Whitstable Church Street   | 05.03.91                |
| Whitstable, Canterbury and Whitstable Railway and Whitstable Station | 05.03.91                |
| Whitstable Court Lees Manor  | 30.01.96                |
| Womenswold   | 23.05.95                |
| Woodlands Park (Adi)   | 28.03.95                |
| Woolage Green  | 23.05.95                |

**LIST OF SCHEDULED ANCIENT MONUMENTS**

| Parish                           | Monument No | Title   | Grid Ref     |
|----------------------------------|-------------|---|--------------|
| Adisham                          | 317         | Enclosure W of Woodlands  | TR 213 534   |
| Adisham                          | 12810       | Bowl barrow 350m SW of Upper Digges Farm  | TR 2129 5079 |
| Barham                           | 25470       | Bowl barrow SE of Rectory Lane  | TR 2121 5065 |
| Barham                           | 25499       | Barrow field on Breach Down, Derringstone   | TR 2067 4898 |
| Bekesbourne<br>with Patrixbourne | 144         | Well Chapel (remains of), Bekesbourne   | TR 200 565   |
| Bekesbourne<br>with Patrixbourne | 366         | Archbishop's Palace, Bekesbourne  | TR 194 556   |
| Bishopsbourne/Bridge             | 71          | Burial mounds in Bishopsbourne, Bourne Park   | TR 186 537   |
| Bishopsbourne                    | 12811       | Roman cist burials in Gorsley Wood  | TR 1709 5201 |
| Blean                            | 31400       | Dispersed medieval settlement remains and a Roman building immediately SW of St Cosmus and St Damian's Church | TR 128 6061  |
| Canterbury                       | 1           | Canterbury Castle   | TR 146 573   |
| Canterbury                       | 2           | Greyfriars, site of church and cloister   | TR 145 574   |
| Canterbury                       | 23          | Canterbury City Walls   | TR 146 578   |
|                                  |             |   | TR 144 573   |
|                                  |             |   | TR 150 584   |
|                                  |             |   | TR 147 582   |
|                                  |             |   | TR 151 581   |
|                                  |             |   | TR 157 581   |
|                                  |             |   | TR 152 578   |
|                                  |             |   | TR 150 574   |
|                                  |             |   | TR 142 572   |
|                                  |             |   | TR 152 576   |
|                                  |             |   | TR 151 575   |
|                                  |             |   | TR 145 573   |
|                                  |             |   | TR 150 577   |
| Canterbury                       | 34          | Tower of St Magdalene's Church  |              |
| Canterbury                       | 44          | Dane John Mound and Roman and medieval remains in Dane John Garden  | TR 148 573   |
| Canterbury                       | 49          | St Augustine's Abbey and St Pancras Church  | TR 154 577   |
| Canterbury                       | 89          | Roman site, Butchery Lane   | TR 150 577   |
| Canterbury                       | 96          | St George's Church tower  | TR 151 576   |
| Canterbury                       | 99          | The Guildhall   | TR 146 579   |
| Canterbury                       | 265         | Conduit House, NE of Victoria married quarters, Military Road   | TR 159 585   |
| Canterbury                       | 281         | Monastic remains N of Canterbury Cathedral  | TR 1557 NW   |
| Canterbury                       | 325         | Roman remains on Marlowe car park   | TR 149 576   |
|                                  |             |   | TR 148 576   |
| Canterbury                       | 327         | Blackfriars   | TR 148 581   |
|                                  |             |   | TR 148 580   |
| Canterbury                       | 335         | Christchurch Priory and Archbishop's Palace   | TR 152 578   |
| Canterbury                       | 337         | Medieval wall of Black Prince's Chantry   | TR 148 581   |
| Canterbury                       | 340         | Abbot's Mill and sluice at Blackfriars Street   | TR 148 582   |
| Canterbury                       | 345         | Site of church and graveyard of St Mary de Castro   | TR 147 575   |
| Canterbury                       | 348         | City wall and bastion in Westgate Gardens (includes Tower House - Tower portion)                              | TR 145 579   |
| Canterbury                       | 349         | City wall (site) and ditch on Rheims Way  | TR 145 575   |
| Canterbury                       | 350         | Vacant land within Roman walls in Adelaide Place  | TR 147 577   |
| Canterbury                       | 352         | Site of St Radigund's Hospice   | TR 151 582   |
| Canterbury                       | 382         | Hospital of St John the Baptist   | TR 152 583   |
| Canterbury                       | 26782       | St Augustine's monastic conduit house, King's Park  | TR 1594 5805 |
| Chartham                         | 118         | Horton Chapel   | TR 115 552   |
| Chartham                         | 25451       | Bowl barrow situated in the northern part of Iffin Wood, 120m E of New House Lane                             | TR 1334 5406 |
| Chartham                         | 25452       | Bowl barrow situated in the southern part of Iffin Wood, 100m E of New House Lane                             | TR 1333 5362 |
| Chartham                         | 25453       | A deserted medieval manorial settlement and associated earthworks in Iffin Wood                               | TR 1358 5396 |
| Chartham                         | 31403       | Dovecote at Burnt House Farm  | TR 1070 5530 |
| Chestfield                       | 25456       | A pair of bowl barrows in Clowes Wood   | TR 1274 6378 |
| Harbledown                       | 51          | Bigbury camp  | TR 116 576   |
|                                  |             |   | TR 118 576   |
|                                  |             |   | TR 117 574   |

| <b>Parish</b>           | <b>Monument No</b> | <b>Title</b>   | <b>Grid Ref</b> |
|-------------------------|--------------------|--|-----------------|
| Herne Bay (Hillborough) | 140                | Gateway to Brook Farm, Hillborough   | TR 220 681      |
| Kingston                | 27011/01           | Anglo-Saxon barrow field and prehistoric linear earthwork on Barham Downs  | TR 2028 5191    |
|                         | 27011/02           |  | TR 2060 517     |
| Petham                  | 12819              | Bowl barrow 400m NE of Buckholt Farm in Mounts Wood  | TR 1061 5043    |
| Petham                  | 12820              | Bowl barrow 350m ESE of Capel Farm in Mounts Wood  | TR 1146 5126    |
| Petham                  | 12827              | Bowl barrow, the easternmost of six in Eggringe Wood (the remainder fall within Ashford: Chilham)                                | TR 1012 5081    |
| Petham                  | 12828              | Bowl barrow, the northernmost of six in Eggringe Wood  | TR 0997 5091    |
| Petham                  | 12829              | Bowl barrow 450m SE of Thruxted Mill, one of six in Eggringe Wood  | TR 0980 5068    |
| Petham                  | 12830              | Bowl barrow, the westernmost of six in Eggringe Wood   | TR 0963 5041    |
| Petham                  | 12831              | Bowl barrow off Pennypot Lane, one of six in Eggringe Wood   | TR 0967 5035    |
| Reculver                | 31399              | Reculver Roman fort and towers   | TR 227 693      |
| Seasalter               | 27003              | Medieval saltern 950m NE of Monkshill Farm, one of a group of six on Seasalter Level (the remainder fall within Swale: Hernhill) | TR 0738 6365    |
| Seasalter               | 27004              | Medieval saltern 1.05km NE of Monkshill Farm, one of a group of six on Seasalter Level   | TR 0752 6371    |
| Seasalter               | 27005              | Medieval saltern 1.15km NE of Monkshill Farm, one of a group of six on Seasalter Level   | TR 0766 6368    |
| Wickhambreaux           | 295                | Enclosure and ring ditch W of Newnham Farm   | TR 228 605      |

## **GLOSSARY OF TERMS**

**Allocation:** areas of land identified on the Proposals Map for specific land uses, but without planning permission (see commitment).

**Ancient Woodland:** identified by English Nature as areas of continuous woodland cover since 1600 resulting in the survival of certain rare plants and animals.

**Annual Monitoring Report (AMR):** will assess the implementation of the Local Development scheme and the extent to which policies are being successfully implemented.

**Area Action Plan (AAP):** Used to provide a planning framework for areas of change and areas of conservation.

**Area Of Archaeological Importance (AAI):** the centre of the City of Canterbury is very rich in archaeological remains and has been designated as an Area of Archaeological Importance under the provisions of the Ancient Monuments and Archaeological Areas Act 1979. Prior notice has to be given to archaeologists so that investigations can be undertaken before development starts.

**Area Of High Landscape Value (AHLV):** area of landscape importance of the former Wantsum Channel and the Stour Valley around Canterbury defined in the Canterbury District Local Plan (Policy R6), which extends beyond the District boundary into the neighbouring districts of Thanet and Dover.

**Area Of Outstanding Natural Beauty (AONB):** nationally important areas of great landscape, nature conservation and recreational value, designated on the advice of the Countryside Commission by the Secretary of State for the Environment. The Kent Downs Area of Outstanding Natural Beauty was formally designated in 1968.

**Article 4 Direction:** remove permitted development rights as defined in the Town and Country Planning (General Permitted Development) Order 1995. This is to safeguard the historic and architectural character of the buildings. Owners of affected properties should be aware of the restrictions - detailed advice is available from the City Council.

**Biodiversity Action Plan:** The Biodiversity Action Plan (BAP) is the UK's initiative to maintain and enhance biodiversity. Biodiversity is the richness and variety of wildlife and habitats on earth. At the local level these detail how local authorities will enhance and protect biodiversity.

**Brownfield Site:** previously developed land that is or was occupied by a permanent structure (excluding agricultural or forestry buildings), and associated fixed surface infrastructure. This includes the curtilage of the development and may occur in both built up and rural settings.

**City Centre Management (CCM):** is a company set up in 1999 to stimulate and enhance the local economy by implementing and overseeing a sustainable retail and leisure management strategy for Canterbury. This company is made up of representatives from the public, private and voluntary sectors.

**Commitment:** areas of land with existing planning permissions for specific land uses.

**Community Facilities:** medical or health facilities, crèches, day nurseries, day centres, residential care homes, playgroups, education and training facilities, public or exhibition halls, church buildings, public conveniences, playing fields and playgrounds.

**Community Strategy:** This is prepared by the Local Strategic Partnership and aims to improve the social, environmental and economic well being of the area. It coordinates the actions of local public, private, voluntary and community sectors.

**Compulsory Purchase Order:** an order made to acquire specified land compulsorily by a local authority or Government department.

**Conservation Area:** this is designated where it is desirable to preserve or enhance the character or appearance of an area which is of special architectural or historic interest. Development in a conservation area is more strictly controlled than elsewhere, and consent is required to demolish a building or part of a building. This is to ensure that the main features of the area are conserved and that new development is sympathetic in character.

**Conservation Area Consent:** in order to demolish all or part of an unlisted building or other structure within a conservation area, it is necessary to apply for Conservation Area Consent (planning permission may also be required).

**Core Strategy:** Sets out the long-term spatial vision for the local planning authority area, the spatial objectives and strategic policies to deliver that vision.

**Corporate Plan:** The Corporate Plan is the Council's Action Plan and includes some of the measures/policies identified in the Local Plan.

**Department for Environment, Food and Rural Affairs (DEFRA):** is the central Government department responsible for the interests of farming and the countryside, the environment and the rural economy, and food production.

**Department for Transport (DfT):** is the central Government department responsible for overseeing the delivery of a reliable, safe and secure transport system that responds efficiently to the needs of individuals and business whilst safeguarding the environment.

**Department for Culture, Media and Sport:** is the central Government department responsible for Government policy on the arts, sport, the National Lottery, tourism, libraries, museums and galleries, broadcasting, creative industries including film and the music industry, press freedom and regulation, licensing, gambling and the historic environment.

**Department for Communities and Local Government (DCLG):** is the central Government department responsible for the Town and Country Planning system, housing and local government.

**Development:** the basic concept underlying all planning control, strictly and comprehensively defined in primary legislation and statutory instruments, covering all building operations, demolition, and all changes of use of land and buildings between defined classes of use.

**Development Briefs:** establish basic principles of design and layout that must be considered when a site is developed.

**Development Contributions:** Development contributions are often required to assist in the provision of local needs housing; educational places; open space or other local facilities. The Council has prepared a Supplementary Planning Document which gives detailed guidance on this issue.

**Development Plan:** Consists of the Regional Spatial Strategy (RSS) and Development Plan Documents (DPDs).

**Development Plan Documents (DPD):** Spatial Planning Documents that together with the RSS form part of the development plan for the area. They include the Core Strategy, site-specific allocations of land and Area Action Plans and others. The programme for preparing DPDs must be set out in the Local Development Scheme.

**East Kent:** This is the sub-region referred to in the South East Plan and includes the Districts of Canterbury, Thanet, Dover, and parts of Shepway, Swale and Ashford Districts.

**Employment Land Study:** This is a joint study carried out annually by Kent County Study and the District Councils to monitor the implementation of planning permissions and land allocations for employment use against the Structure Plan requirement.

**English Heritage:** English Heritage is the Government's statutory adviser on the historic environment and is responsible for giving advice on listed buildings, conservation areas and Scheduled Ancient Monuments.

**English Nature:** the organisation appointed by the Secretary of State for the Environment with responsibility to advise on nature conservation issues.

**Enterprise Grant Area:** this has now been replaced by the Selective Finance for Investment in England (SFIE) Tier 3. This scheme is a DTI National Business Support product managed by SEEDA in the southeast. It aims to help businesses located in or moving to areas with above average levels of deprivation.

**Environmental Impact Assessment (EIA):** is the process of gathering and analysing information about a project: its possible and probable significant effects on the environment. It has the ultimate objective of providing decision makers with an indication of the likely significant environmental consequences of a project or proposal and enables them to make an informed decision. (See also Strategic Environment Appraisal)

**Environmental Statement (ES):** is the product of the environmental impact assessment process in a formal document.

**Examination:** an inquiry held by one or more independent Inspectors appointed by the Secretary of State to examine objections to the soundness of a development plan document or Statement of Community Involvement.

**Greenfield:** land outside the existing confines of built up areas, neither with planning permission nor allocated for new development in a local plan. Land that has not been previously developed for any use, which has neither the benefit of planning permission or being allocated for development in a development plan.

**Green Gap:** is an allocation on the Proposals Map located in particular areas of the countryside that are under real or perceived pressure for new development. Such development would subsequently result in coalescence between settlements/villages and urban areas, which should be avoided in order to preserve the distinctive character of particular areas.

**Housing Land Study:** This is a joint study carried out annually by Kent County Study and the District Councils to monitor the implementation of planning permissions and land allocations for residential development against the Structure Plan requirement.

**Housing Needs Study:** Detailed study of the housing needs of the communities of the Canterbury District, completed during 2004 by Fordham Research on behalf of Canterbury City Council. The study identifies a significant local need for new affordable homes for local people.

**Housing Strategy:** The Canterbury Housing Strategy is published by Canterbury City Council and sets out, in detail, the housing needs of the district and how the council and its partners intend to meet these needs. It considers the supply, condition, cost and access arrangements of homes of all tenures, as well as the services needed by households in the district to sustain and remain living in their home.

**Kent and Medway Structure Plan (KSP):** has been prepared by Kent County Council and provides the broad strategic framework within which district local plans are prepared. The Structure Plan was first approved in 1980. The Structure Plan will be replaced by the South-East Plan when adopted, under the new Local Development Regulations (2004).

**Listed Building:** a national list of buildings of architectural or historic interest prepared by the Department of National Heritage. Subject to special planning control, buildings are graded in accordance with their importance (Grade I, Grade II\*, and Grade II).

**Listed Building Consent:** is required from the City Council to demolish, extend, or alter a listed building in any manner that would affect its character as a building of special architectural or historic interest. The listing includes the building, any structure or object fixed to the building or any object or structure within the curtilage of the building.

**Locally Listed Building:** are buildings on a local list kept by the City Council and which, because of their architectural or historic interest, make a valuable contribution to the character of an area. They do not have statutory protection but the City Council will endeavour, wherever possible, to ensure that they are protected and restored.

**Local Development Document (LDD):** The collective term of Development Plan Documents, Supplementary Planning Documents and the Statement of Community Involvement.

**Local Development Framework (LDF):** The name for the portfolio of Local Development Documents, which together with the Local Development Scheme and the Annual Monitoring Reports will provide the framework for delivering the spatial planning strategy for the area.

**Local Development Scheme (LDS):** Sets out the programme for preparing the LDDs.

**Local Nature Reserve (LNR):** designated by local authorities in consultation with English Nature under the 1949 National Parks and Access to the Countryside Act.

**Local Strategic Partnership:** The Local Government Act 2000 requires Councils to prepare a Community Strategy. The Canterbury District Local Strategic Partnership was set up in 2002 to develop the Community Strategy for the district. The partnership involves public bodies such as the council, police and health service, and representatives from business groups and from the voluntary and community sectors.

**Local Transport Plan:** sets out the County Council's transport policies and objectives over a 5 year period.

**National Nature Reserves:** areas defined by English Nature and considered to be of such national importance as to require preservation. Designated under Section 19 of the National Parks and Access to the Countryside Act 1949 or Section 35 of the Wildlife and Countryside Act 1981.

**Natural England:** a new non-departmental public body created on 1<sup>st</sup> October 2006 which unites in a single organisation, the responsibility for protecting and enhancing biodiversity and landscapes, as well as promoting greater access and recreation – helping people to



enjoy more green spaces both in the countryside and urban environments. It brings together English Nature, the landscape, access and recreation elements of the Countryside Agency, and the environmental land management functions of the Rural Development Service.

**Ordnance Survey:** is the U.K. Government agency that provides comprehensive digital mapping data.

**PARC Plan:** 'Park and Ride in Canterbury' a strategy developed by the City Council to remove traffic from the centre of Canterbury by intercepting vehicles at points on the edge of the city. In order to travel into the City Centre, one parks in a car park on the edge of the city and transfers to a bus.

**Pedestrian Priority Areas:** areas within Canterbury's city walls where the aim is to reduce traffic to an absolute minimum for the benefit of residents and visitors.

**Permitted Development:** small-scale developments which are automatically granted planning permission by the Town and Country Planning General Development Order 1988.

**Planning Application:** all applications for planning permission other than those relating to mineral extraction or waste disposal must be submitted to the City Council. An 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.

**Planning Policy Guidance/Statements (PPG/PPS):** a series of planning guidance notes which set out the Government's policies on different aspects of planning. Such guidance has to be taken into account by local planning authorities as they prepare their development plans, and may be material to decisions on individual planning applications and appeals. The Government has a programme of reviewing these notes and under the new planning system they are now called Planning Policy Statements.

**Priority Areas for Economic Regeneration (PAER):** PAERs are areas with regionally high pockets of deprivation such as high areas of unemployment, low skills levels and high levels of social deprivation.

**Proposals Map:** a plan of the District with inset maps showing the land use allocations and policy notations referred to in the Local Plan Written Statement.

**Ramsar Site:** sites designated under the Ramsar Convention on the Conservation of Wetlands of International Importance especially as Waterfowl Habitat, ratified by the British Government in 1976. English Nature have the responsibility for identifying Ramsar Sites. These wetland habitats are valued for over wintering and migratory birds, and the feeding grounds they provide. The coast at Reculver and Seasalter, and the lakes at Stodmarsh Westbere are Ramsar sites.

**Regeneration Zones:** address a wide range of issues which influence the economy, community and environment, regenerating under performing areas of Canterbury and the Coastal Towns to bring about an urban renaissance.

**Regionally Important Geological and Geomorphological Sites (RIGS):** These are sites important for their geological formation and are selected and designated by a voluntary local RIGS groups, usually a local forum of geologists. RIGS are important sites which underpin and complement the SSSI coverage. RIGS are generally formed by county or by unitary authority area in England.

**Regional Spatial Strategy (RSS):** Sets out the regions policies in relation to the development and use of land and forms part of the development plan.

**Scheduled Ancient Monuments:** a national schedule of monuments with statutory protection. Consent is required from the Secretary of State for Environment for works affecting a Scheduled Ancient Monument. Details of all monuments are kept by the City Council (listed in Appendix 7).

**Section 106 Agreements:** are legal agreements as defined by Section 106 of the Town and Country Planning Act 1990, which secure planning benefits from particular developments for the community such as affordable housing and open space.

**Single Regeneration Budget (SRB):** is managed by the South East England Development Agency on behalf of central Government. It complements or attracts other resources - private, public or voluntary. It helps to improve local areas and enhance the quality of life of local people by tackling need, stimulating wealth creation and enhancing competitiveness. The activities it supports are intended to make a real and sustainable impact. It encourages partners to come together in a joint approach to meet local needs and priorities.

**Site Of Nature Conservation Interest (SNCI):** identified by the Kent Wildlife Trust (KWT) and considered to be of County-wide importance for nature conservation.

**Site Of Special Scientific Interest (SSSI):** an area of particular ecological or geological character, designated by English Nature and subject to strict control. Designated under the 1981 Wildlife and Countryside Act or the 1949 National Parks and Access to the Countryside Act.

**Special Area Of Conservation (SAC):** this is an International designation which gives additional protection to the best nature conservation sites in Europe, which are becoming rare, under the European Habitats Directive 92/43/EEC. The aim is to maintain SACs in prime natural conservation condition throughout the European Union. This designation tends to apply to the best examples of all the listed habitats and species occurring in the UK, a number of which are already SSSIs, and it also applies to some marine environments.

**Special Landscape Area (SLA):** areas of County-wide landscape significance, originally defined in the Kent Countryside Plan (date) and now listed in the Kent and Medway Structure Plan. There are three SLAs in the District: (1) North Kent Marshes, (2) North Downs and (3) Blean Woods.

**Special Protection Area (SPA):** areas designated under European Directive 79/409 on the Conservation of Wild Birds, requiring the UK government to take special measures to conserve the habitat of rare or vulnerable birds (listed under the directive) and all regularly occurring migratory birds. The government is required to avoid pollution or disturbance to SPAs.

**Statement of Community Involvement (SCI):** Sets out the standards the council will achieve with regard to involving local communities in the preparation of Local Development Documents and development control decisions.

**Strategic Environmental Appraisal (SEA):** A term to describe environmental assessment as applied to policies, plans and programmes.

**Supplementary Planning Documents (SPD):** Provide supplementary information in respect of the Policies in the Development Plan Documents. They do not form part of the development plan and are not subject to independent examination.

**Sustainability Appraisal (SA):** A tool for appraising policies to ensure that they reflect sustainable development objectives.

**Sustainable Development:** PPS12 states that "the sum total of planning decisions should not deny future generations the best of today's environment", and advises that development plans should take environmental considerations into account.

**Town And Country Planning (General Permitted Development) Amendment Order 2005 (GDO):** lists a number of operations where planning permission is given automatically and a planning application is not required.

**Town And Country Planning (Use Classes) Amendment Order 2005:** the Statutory instrument approved by parliament which defines broad categories of the use of land and buildings within which changes of use do not constitute development and therefore do not require planning permission.

**Tree Preservation Order (TPO):** the City Council can make tree preservation orders on single trees, groups or woodlands in order to protect the amenity. Consent has to be obtained from the City Council to lop, top or cut down a tree and the City Council can insist that replacement trees are planted if felling takes place. Where trees are not protected by a TPO in a conservation area, six weeks notice is required before topping, lopping or felling trees can take place, so that a TPO can be made if deemed necessary.

**Urban Housing Capacity Study (UHCS):** a study to determine the number of houses that could be built in an urban area, depending on various assumptions of densities and car parking provision.

**Written Statement:** is the document containing all the policies and supporting text of the local plan. It sets out planning framework for the district including land use allocations and provides the policies against which planning applications are assessed.

**World Heritage Site:** designated by ICOMOS - the International Committee on Monuments or Sites. There is one within the City of Canterbury and it is composed of three sites: the Cathedral and Cathedral Close, St Augustine's Abbey and St Martin's Church.