

# Canterbury District Local Plan

## Proposed Main Modifications to the Canterbury District Local Plan – February 2017

### Introduction to Schedule of Main Modifications

This Schedule sets out the proposed Main Modifications to the Canterbury District Local Plan, which was submitted to the Secretary of State for Examination in November 2014. The schedule includes the Main Modifications that, subject to public consultation, the Planning Inspector considers necessary for the Local Plan to be sound or legally compliant as a result of the examination process, including discussion at the examination hearings.

The Main Modifications are available for a six week public consultation period from **Friday 10th February until 4.30pm on Friday 24th March 2017**.

You can view all consultation information at:  
<https://www.canterbury.gov.uk/localplannews>

Representations can be made at:  
<http://canterbury-consult.objective.co.uk/portal>

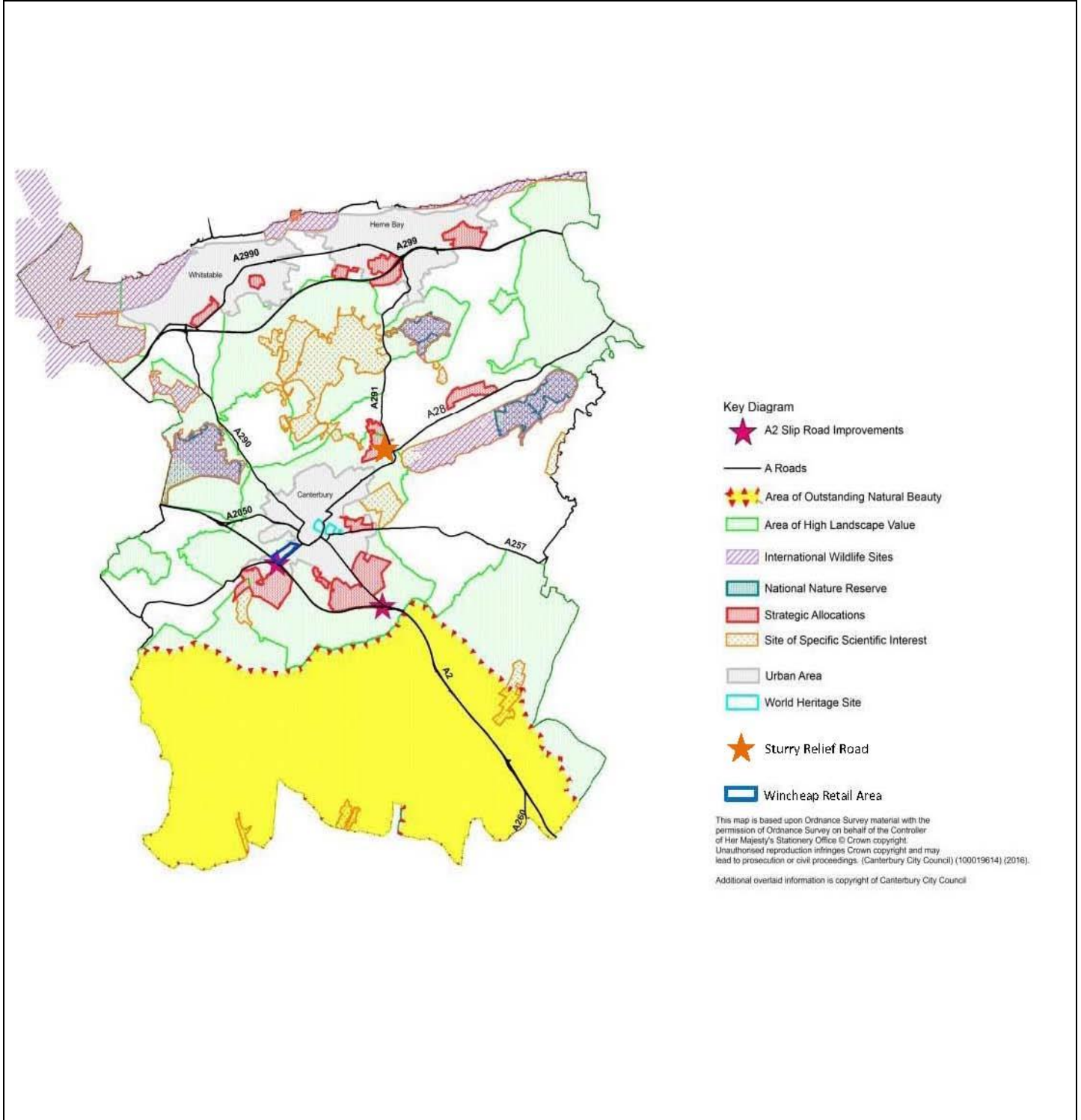
The modifications are expressed either in the conventional form of ~~striketrough~~ for deletions and underlining for additions of text, or by specifying the modification in words in *italics*. The page, policy and paragraph numbering refers to the submission Local Plan.

All duly made representations on Main Modifications must be received by **4.30pm on Friday 24th March 2017** and will be sent to the Planning Inspector, Mr Mike Moore BA (Hons) MRTPI CMILT MCIHT for his consideration as part of the examination of the Local Plan. Any issues raised will be considered on the basis of these written representations. Further hearings will only be scheduled exceptionally.

Following this, the Inspector will complete his report, recommending any main modifications that he considers necessary to make the Plan “sound”.

<p><b>Please note that, <u>only</u> representations that relate to the Main Modifications Schedule can be accepted.</b></p>
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Reference	Page	Policy/ Paragraph	Main Modification
<b>Introduction</b>			
MM 1	10	Introduction	<i>Insert Key Diagram at end of Introduction section</i>



Reference	Page	Policy/ Paragraph	Main Modification
<b>Chapter 1 : Strategy</b>			
MM 2	22	SP1	<p data-bbox="730 421 938 454"><i>Delete policy text</i></p> <p data-bbox="730 528 1174 562"><b>Policy SP1 Sustainable Development</b></p> <p data-bbox="730 600 1506 741">When considering development proposals the Council will take a positive approach that reflects the presumption in favour of sustainable development contained in the National Planning Policy Framework.</p> <p data-bbox="730 779 1506 920">Planning applications that accord with the policies in this Local Plan (and, where relevant, with policies in Neighbourhood Plans) will be approved, unless material considerations indicate otherwise.</p> <p data-bbox="730 958 1485 1061"><del>Where the Council considers that a proposal would directly undermine the strategy for sustainable development set out in this plan, such proposals will not be approved.</del></p> <p data-bbox="730 1099 1497 1240">Where there are no policies relevant to the application or relevant policies are out of date at the time of making the decision then the Council will grant permission unless material considerations indicate otherwise, taking into account whether:</p> <ul data-bbox="740 1279 1517 1675" style="list-style-type: none"> <li data-bbox="740 1279 1517 1420">• Any adverse impacts of granting permission would significantly and demonstrably outweigh the benefits, when assessed against the policies in the National Planning Policy framework taken as a whole; or</li> <li data-bbox="740 1458 1517 1532">• Specific policies in that framework indicate that development should be restricted; <del>or</del></li> <li data-bbox="740 1570 1517 1675">• <del>The proposals are acceptable in the light of any Appropriate Assessment required under the Habitats Directive and Regulations.</del></li> </ul>

Reference	Page	Policy/ Paragraph	Main Modification
MM 3	23	SP2 Table	<i>Amend policy table as follows:</i>

### Policy SP2 Development Requirements

Land is allocated to meet the identified development requirements and guidelines, as set out below.

Development Type	2011-16	2016-21	2021-26	2026-31	Total (2011-31)
Housing (units)*	<del>3000</del> <u>2,500</u>	<del>4,200</del> <u>4,500</u>	<del>4,200</del> <u>4,500</u>	<del>4,200</del> <u>4,500</u>	<del>15,600</del> <u>16,000</u>
Employment land (B1, B2 and B8) (sqm)	25,000	25,000	23,775	23,000	96,775
Other employment uses			To be provided as part of identified employment sites		
Retail provision	Area		Convenience	Comparison	
	Canterbury **		0 sqm	-50,000 sqm	
	Herne Bay ***		0 sqm	-0 sqm	
	Whitstable			-3,250 sqm	
<u>Retail **</u>					
<u>Comparison Goods</u>	<u>0 sqm</u>	<u>8,564 sqm</u>	<u>11,360 sqm</u>	<u>13,876 sqm</u>	<u>33,800 sqm</u>
<u>Canterbury***</u>					
<u>Convenience Goods</u>	<u>0 sqm</u>	<u>0 sqm</u>	<u>266 sqm</u>	<u>2,342 sqm</u>	<u>2,608 sqm</u>

\*This is a broad phasing, and detailed housing allocations and permissions are set out in Appendix 2. The mix of housing types and tenures will be expected to meet the proportions set out in the Council's Housing Strategy

\*\*After completion of outstanding permissions

\*\*\*On completion on Central Development Area

\*\* The City Council will review the retail capacity of the District approximately every 5 years and any future studies within the plan period will become a material planning consideration

\*\*\* This relates to Canterbury District, not just the City of Canterbury

Reference	Page	Policy/ Paragraph	Main Modification
MM 4	24	1.56	<i>Delete text</i>  Draft illustrative layout plans for each of the strategic sites (except sites 6,9 and 10, which are primarily housing sites) can be seen in Appendix 1
MM 5	24	SP3, Site 1, South Canterbury	<i>Amend policy text – as follows:</i>

SITE 1	DEVELOPMENT	AMOUNT/TYPE
South Canterbury	Housing	4,000 dwellings
	Employment floorspace	70,000 sqm
	Retail	Local centre shopping facilities only
	Other	<u>Local community “hub”; primary schools; the necessary provision of and contributions to primary school education and the necessary provision and/or contributions to secondary school education; doctor’s surgery; health care provision; extended park &amp; ride at Dover Road; land reserved for potential relocation of Kent &amp; Canterbury Hospital, if required; 30ha provision of new public open space, including allotments; 20ha and new woodland planting</u>
	Infrastructure	New junction onto the A2 and modifications to the existing junction arrangement; new fast bus link from the site to Canterbury City centre

Reference	Page	Policy/ Paragraph	Main Modification
MM 6	25	SP3, Site 2 Land at Sturry/ Broad Oak	<i>Amend policy text – Other and Infrastructure – as follows:</i>

SITE 2	DEVELOPMENT	AMOUNT/TYPE
Land at Sturry/ Broad Oak	Housing	1,000 dwellings
	Employment Floorspace	Business floorspace to meet the needs of local business/office space
	Retail	Local centre shopping facilities only
	Other	<del>Community facilities to meet local need to be determined in conjunction with parish council; contribution to primary school provision; the necessary provision of and contributions to primary school education and the necessary provision and/or contributions to secondary school education; health care provision;</del> protection and management of all remaining ancient woodland; provision of new <u>public</u> open space, <u>including</u> public gardens, parkland and playing fields
	Infrastructure	<del>Provision of/or proportionate contribution to New Sturry Relief Road Crossing; improvements to the existing crossing at Broad Oak;</del> reduced use of the existing Sturry Crossing for local traffic and buses only; closure of existing rail foot crossings; provision of new car park for Sturry station

Reference	Page	Policy/ Paragraph	Main Modification
MM 7	25	SP3, Site 3 Hillborough site, Herne Bay	<i>Amend policy text – Other and Infrastructure - as follows:</i>

SITE 3	DEVELOPMENT	AMOUNT/TYPE
Hillborough site, Herne Bay	Housing	1,300 dwellings
	Employment floorspace	33,000sqm (Altira Park, extended)
	Retail	Local centre scale shopping only
	Other	<u>Doctor's surgery; Health care provision; community facilities to meet local need; the necessary provision of and contributions to primary school education and the necessary provision and/or contributions to secondary school education</u>
	Infrastructure	New link to Thanet Way via Altira Park and limited access to Sweeneybridge Road; provision of new west-facing on-slip to Thanet Way at the Heart-in-Hand junction; measures to discourage additional traffic using Heart-in-Hand road; improvements to A291 corridor. <del>proportionate contribution (to be agreed) towards the provision of Herne Relief Road route and new Sturry crossing</del>

Reference	Page	Policy/ Paragraph	Main Modification
MM 8	26	SP3, Site 4 Herne Bay Golf Course	<i>Amend policy text – Other and Infrastructure – as follows:</i>

SITE 4	DEVELOPMENT	AMOUNT/TYPE
Herne Bay Golf Course	Housing	600 dwellings
	Employment Floorspace	1ha of mixed commercial uses
	Retail	Local centre scale shopping only
	Other	8ha of sports & leisure facilities, including cricket, football, hockey, tennis and open space; <del>1.25ha set aside for Herne Bay High School; doctor's surgery; health care provision; care home; provision and/or contributions to primary and secondary school education</del>
	Infrastructure	<del>Improvements to A291 corridor</del> <u>Proportionate contribution (to be agreed) towards the provision of Herne Relief Road route and new Sturry Crossing; new footpath/cycle path to be provided in conjunction with site 5 (Strode Farm, Herne Bay) to link sites 4 and 5</u>



Reference	Page	Policy/ Paragraph	Main Modification
MM 9	26	SP3, Site 5 Strode Farm, Herne Bay	<i>Amend policy text - Other and Infrastructure – as follows:</i>

SITE 5	DEVELOPMENT	AMOUNT/TYPE
Strode Farm, Herne Bay	Housing	800 dwellings
	Employment Floorspace	15,000sqm
	Retail	Local centre shopping provision only
	Other	Community facilities, including new parish hall and local needs housing; <u>the necessary provision of and contributions to primary school education and the necessary provision and/or contributions to secondary school education; health care provision</u>
	Infrastructure	<u>Provision of new relief route for Herne, as indicated on the proposals map; proportionate contribution (to be agreed) towards the provision of new Sturry Crossing; Provision of new highway through the site linking Thanet Way to Bullockstone Road and improvements to Bullockstone Road, as indicated on the proposals map; new footpath/cycle path to be provided in conjunction with site 4 (Herne Bay Golf Course) to link sites 4 and 5</u>

Reference	Page	Policy/ Paragraph	Main Modification
MM 10	26	SP3, Site 6, Land at Greenhill, Herne Bay	<i>Amend policy text – Other and Infrastructure – as follows:</i>

SITE6	DEVELOPMENT	AMOUNT/TYPE
Land at Greenhill, Herne Bay	Housing	300 dwellings
	Other	Community facilities to <u>meet local need</u> <del>be determined</del> ; recreation & leisure facilities, new allotment provision; <u>the necessary provision of and contributions to primary school education and the necessary provision and/or contributions to secondary school education; health care provision</u>
	Infrastructure	<del>Proportionate contribution (to be agreed) towards the provision of new relief route for Herne and new Sturry Crossing</del>

Reference	Page	Policy/ Paragraph	Main Modification
MM 11	27	SP3, Site 8, Land North of Hersden	<i>Amend policy text – Housing, Other and Infrastructure – as follows:</i>

SITE 8	DEVELOPMENT	AMOUNT/TYPE
Land North of Hersden	Housing	<del>500</del> 800 dwellings ( <del>Design and layout to reflect need to provide buffer to Listed Farmhouse and provision of Nemo Connection project</del> )
	Employment Floorspace	1ha new business space for local business
	Other	<u>New community building; play areas and allotments; multi-use games area; the necessary provision of and contributions to primary school education and the necessary provision of and/or contributions to secondary school education and provision of the main school vehicular access through Site 8; health care provision</u>
	Infrastructure	<u>Provision of, or proportionate contribution (to be agreed) towards the provision of new Sturry Crossing; Relief Road, and/ or contributions to transportation improvements on the A28 corridor; improved footpath/cyclepath links to existing network</u>

Reference	Page	Policy/ Paragraph	Main Modification
MM 12	28	SP3, Site 10	<i>Amend policy text and amend Housing, Other and Infrastructure as follows:</i>

SITE 10	DEVELOPMENT	AMOUNT/TYPE
Land at Kent & Canterbury Hospital, Ridlands Farm and Langton Field, Canterbury	Housing	<del>810</del> <u>310 dwellings</u>
	Other	<u>Provision of public open space within the site, including play areas; multi-use games area; contributions to primary and secondary school education; community and local facilities to meet local need; health care provision</u>
	Infrastructure	Provision of fast bus link route from the South Canterbury site to South Canterbury Road  ( <del>and subject to acceptable proposals for the relocation of the existing Hospital to the South Canterbury site</del> )

Reference	Page	Policy/ Paragraph	Main Modification
MM 13	28	SP3, Site 11, Land at and adjacent Cockering Farm, Thanington	<i>Insert strategic site:</i>

<u>SITE 11</u>	<u>DEVELOPMENT</u>	<u>AMOUNT/TYPE</u>
<u>Land at and adjacent Cockering Farm, Thanington</u>	<u>Housing</u>	<u>1,150 dwellings</u>
	<u>Employment space</u>	<u>1.5ha</u>
	<u>Other</u>	<u>Provision of public open space within the site; Allotments; the necessary provision of and contributions to primary school education and the necessary provision of and/or contributions to secondary school education; Community and local facilities to meet local need; Play areas; Multi-use games area; health care provision, new additional woodland planting to enhance the Larkey Valley Local Nature Reserve</u>
	<u>Infrastructure</u>	<u>Provision of, or funding new eastbound A2 off slip at Wincheap and associated highway improvements at the junction with Ten Perch Road and extended westbound slip road off the A2; Improved/ new road link to Cockering Road; Bus and footpath/cycle path links; contributions to expansion of Wincheap Park and Ride; contributions towards the provision of A28 (Wincheap) Relief Road and highway improvements at Wincheap Green roundabout</u>

Reference	Page	Policy/ Paragraph	Main Modification
MM 14	28	SP3, Site 12, Land South of Ridgeway (John Wilson Business Park), Whitstable	<i>Insert strategic site:</i>

<u>SITE 12</u>	<u>DEVELOPMENT</u>	<u>AMOUNT/TYPE</u>
<u>Land South of Ridgeway (John Wilson Business Park), Whitstable</u>	<u>Housing</u>	300 dwellings
	<u>Employment space</u>	<u>1ha</u>
	<u>Other</u>	<u>The necessary provision of and contributions to primary school education and the necessary provision of and/or contributions to secondary school education; Community facilities to meet local need; Improved public open space, including play area and multi-use games area; health care provision</u>
	<u>Infrastructure</u>	<u>Highway improvements, including roundabout at junction of A2990 Thanet Way and Reeves Way, Whitstable</u>

Reference	Page	Policy/ Paragraph	Main Modification
MM 15	28	SP3	<p><i>Amend policy text</i></p> <p><del>Detailed development briefs shall be prepared for these sites prior to the granting of planning permission, setting out Planning applications for development of all, or part, of a Strategic Site Allocation, shall be accompanied by a comprehensive masterplan for the whole of the Strategic Site Allocation, having regard to the Statement of Community Involvement. for planning permission. The masterplan shall identify how the Strategic Site Allocation fits into the wider surroundings and shall include the detailed requirements for the site; the anticipated phasing of development, the and physical and social infrastructure through the plan period; and detailed design proposals and other planning requirements for the site, reflecting incorporating “garden city” principles (Appendix 1). Development proposals submitted for these sites shall be in accordance with the total requirements of this policy, and the development brief.</del></p> <p><del>Development proposals shall include a schedule for delivery of the total requirements for the site, and shall include an appropriate mechanism to ensure delivery in a timely and co-ordinated manner. Development should and also meet the requirements of other policies in this Local Plan; the provisions of any supplementary planning documents and any other relevant and any other relevant guidance prepared by the Council.</del></p> <p><del>Development proposals for these sites that do not meet these criteria shall will not be permitted.</del></p>

Reference	Page	Policy/ Paragraph	Main Modification
MM 16	30	SP4	<p><i>Amend policy text</i></p> <p>The urban areas of Canterbury, Herne Bay and Whitstable will continue to be the principal focus for development, with a particular focus at Canterbury, together with development at <del>some of the rural service centres and local centres</del>. Policy SP3 identifies the key sites for mixed-use development. <del>Development at these sites will be subject to development briefs or masterplans, setting out the amounts and types of development and their phasing, along with any infrastructure requirements.</del></p> <p>In addition to the development allocations set out in this plan:</p> <ol style="list-style-type: none"> <li>1. In the urban areas of <u>Canterbury, Herne Bay and Whitstable</u>, new housing development will be supported on suitable sites, where this would be acceptable in terms of environmental, transport and other planning factors, and would not result in the loss of sites identified for business and other specific uses;</li> <li>2. <del>Small-scale</del> provision of new housing that is of a <u>size, design, scale, character and location appropriate to the character and built form of the rural service centres of Sturry and the local centres of Barham, Blean, Bridge, Chartham (including Shalmsford Street), Hersden and Littlebourne and Sturry</u> will be supported provided that such proposals are not in conflict with other local plan policies relating to transport, environmental and flood zone protection and design, and the Kent Downs AONB, where applicable;</li> <li>3. In the <del>identified</del> <u>villages of Adisham, Bekesbourne, Bossingham, Broad Oak, Hoath, Kingston, Petham, Rough Common, Tyler Hill, Upstreet, and Wickhambreaux</u>, priority will be given to protecting the rural character of the district and <u>minor infill development of an amount appropriate to the size of the settlement (or development to meet an identified local need for affordable housing), in a location appropriate to the form of the settlement and of a design and scale that respects and enhances the character of the village;</u> <del>will be restricted to minor development or infill, or that which is needed to meet an identified local need for affordable housing only;</del></li> <li>4. <del>Development</del> <u>At the identified hamlets of Chartham Hatch, Chislet, Bishopsbourne, Fordwich, Harbledown, Ickham, Lower Hardres, Patrixbourne, Stodmarsh, Upper</u></li> </ol>



Reference	Page	Policy/ Paragraph	Main Modification
			<p><u>Harbledown, Upper Hardres, Waltham, Westbere, Womenswold, Woolage Green, and Woolage Village development</u> will be permitted <del>will be limited to only that</del> which specifically meets an identified local need; and</p> <p>5. In the open countryside, development will be permitted <del>normally be limited to that</del> if required for agriculture and forestry purposes (see Policy EMP13).</p>
MM 17	32	1.71	<p><i>Amend text</i></p> <p>The <u>City Council</u> will expect all the allocated strategic sites to include <u>reasonable and proportionate</u> provision for new green infrastructure, <del>and to meet the requirements of the Habitat Regulations for alternative open space to protect international wildlife sites.</del> <u>to meet the recreational needs of the local residents, deliver sustainable development and support health and wellbeing.</u></p>
MM 18	32	SP5	<p><i>Delete Policy SP5</i></p> <p><del>Policy SP5 Green infrastructure</del></p> <p><del>In parallel with this Plan, the Council will prepare a Green Infrastructure Strategy, which will set out the overall objectives for future green infrastructure in the district.</del></p> <p><del>In particular, the strategy should:</del></p> <ol style="list-style-type: none"> <li><del>1. Provide measures to protect and enhance biodiversity and meet the requirements of the habitats regulations, and</del></li> <li><del>2. Create and or enhance linkages between natural areas and open spaces and areas of and undesignated countryside, as appropriate:</del></li> <li><del>3. Take into account the provisions of the council's development contributions spd in relation to open space, and the council's open space strategy; and</del></li> <li>4. Take into account the design, landscape and biodiversity recommendations in the Council's draft Landscape Character &amp; Biodiversity Appraisal SPD</li> <li>5.</li> </ol>

Reference	Page	Policy/ Paragraph	Main Modification
MM 19	34-35	1.80-1.85	<p><i>Amend text</i></p> <p><del>Habitat Regulations matters and mitigation measures. Strategic Access Management and Monitoring (SAMM) Mitigation Measures to address in-combination recreational impacts on the coastal Special Protection Areas (SPA), and Ramsar sites</del></p> <p>1.80</p> <p>The <u>City Council</u> has taken into account the findings of its Sustainability Appraisal and Habitat Regulations Assessment work and the advice of Natural England, and has agreed a mitigation strategies with Natural England to deal with any <del>potential</del> <u>likely</u> significant effect <del>of</del> <u>resulting from</u> new development in the District, <del>in particular from recreational disturbance on the coastal Special Protection Areas (SPAs) and Ramsars resulting from the strategic sites allocated under SP3.</del> The <u>City Council</u> has <del>also begun</del> <u>undertaken</u> a series of <u>visitor surveys</u> to establish “zones of influence” for the sensitive coastal areas relative to the main areas of settlement, <u>as outlined in the Strategic Access Management and Monitoring Strategies (SAMMs), to be reviewed if monitoring indicates a need.</u></p> <p>1.81</p> <p><del>The Mitigation strategies will be developed and implemented for the two coastal sites – Thanet Coast and Sandwich Bay SPA / Ramsar and the Swale SPA / Ramsar. for the strategic sites in the draft Plan They are likely to presently</del> comprises the following measures:</p> <ol style="list-style-type: none"> <li>(1) Wardening of <u>the sensitive international wildlife sites,</u> together with increased <u>signage and</u> education, to be funded by new development sites in perpetuity, in accordance with guidance to be prepared by the <u>City Council</u>;</li> <li>(2) Ongoing monitoring and surveys <del>of sensitive sites across the District, particularly in relation to visitors and bird numbers,</del> to be funded via the wardening programme <u>(the results of the monitoring will be used to review the ongoing delivery of the mitigation);</u></li> <li>(3) Consideration of <u>any other measures shown to be as required or appropriate to mitigate recreational impacts of development,</u> for example: <u>provision of additional natural green space could form part of the mitigation measures on some strategic sites in addition to the access management measures identified.</u><del>access management; and</del></li> </ol>

Reference	Page	Policy/ Paragraph	Main Modification
			<p>4) <del>The provision of open space on strategic development sites, as set out in the Council's Development Contributions SPD, including new habitat areas, which contribute to habitat networks, provide alternative informal recreational opportunities (thereby contributing to quality of life, health benefits, potentially reducing pressure on the more sensitive designated sites and contributing to biodiversity gain), and to seek to create new links to the non-designated countryside. The Green Infrastructure Strategy will provide further guidance.</del></p> <p>1.82  <del>A</del><u>Detailed strategies</u> setting out necessary contributions to <del>an</del> in-perpetuity funds and <u>required detailed</u> mitigation measures <del>is</del> <u>are being prepared</u> will be available, and contributions will need to be made <del>in accordance</del> <u>having regard to with that those strategies</u>. <del>As all</del> <u>Housing sites and other new development proposals</u> in the district <u>within the identified Zones of Influence, as identified in the Strategic Access Management and Monitoring Strategies (SAMMs), that are likely to have result in significant recreational effects alone or in-combination</u> on the international <u>coastal</u> wildlife sites, <del>it is anticipated that contributions will take the form of a flat-rate tariff to address all the measures across the district. will be expected to contribute to a tariff to deliver the measures required to mitigate their effects.</del></p> <p>1.83  The <u>City Council</u> will <del>also</del> continue to work with the other north Kent and east Kent authorities to ensure that there is a joint approach to the consideration of cross-boundary effects, <u>implementation of mitigation and monitoring strategies, and to the long-term development and management of green infrastructure in the area to provide sustainable recreational areas for residents and, where shown to be appropriate, provision of additional natural green spaces.</u> <del>Part of the contribution to wardening and other measures will be towards the funding of the North Kent marshes management arrangements</del></p> <p>1.84  On this basis, Natural England and the City Council are of the view that <u>an Appropriate Assessment of the draft Canterbury District Local Plan under the Habitat Regulations is not required. Development that contributes to the appropriate SAMM or other approved strategic measures will mitigate its impact and will not require Appropriate Assessment for recreational effects on that SPA or Ramsar.</u></p>

Reference	Page	Policy/ Paragraph	Main Modification
			<p>1.85  <del>However, there may be</del> Other development proposals <u>may arise</u> during the lifetime of the Plan, which <del>might</del> <u>may</u> have a <u>likely</u> significant effect on <del>the</del> international wildlife sites <u>within or adjacent to the district</u> and <del>these</del> <u>proposals</u> will also need to be <u>assessed under the Habitats Regulations in line with Policy LB5 subject to the same provisions.</u> <del>The following Policy is therefore applicable to all the allocated sites (particularly the strategic sites) in the Plan.</del> <u>It should be noted that the current mitigation measures outlined in the coastal SAMMs have been designed to mitigate recreational impacts from the housing numbers proposed in the Local Plan. Any significant changes in housing numbers would require the reassessment of these measures and their ability to mitigate further impacts and may require additional measures.</u> Policy LB5 is <u>also</u> applicable to all new development proposals.</p>
MM 20	36	SP7	<p><i>Amend policy text</i></p> <p><del>SP7 Habitat regulations mitigations measures</del>  <u>SP7 Strategic Access Management and Monitoring (SAMM) Mitigation Measures for the coastal Special Protection Areas and Ramsar sites</u></p> <p>No development will be permitted, which may have an adverse effect on the integrity of <del>an</del> the coastal sites being the Thanet Coast and Sandwich Bay SAC, SPA and Ramsar Site and Swale SPA and Ramsar, alone, or in combination with other plans or projects, <u>through an increase in recreational disturbance on the over-wintering bird populations for which these sites are designated, and where it cannot be demonstrated that there would be no adverse effect on the integrity of the sites.</u> <u>As such,</u> the strategic development sites identified in the Plan <u>and any other developments within the identified Zone of Influence, as shown on the District Proposals Maps (Thanet Coast and Sandwich Bay SPA 7.2km and the Swale SPA 6km), which would lead to an increase in recreational disturbance, are</u> <del>would therefore be</del> required to fund, in-perpetuity, <del>the following mitigation measures</del> <u>access management and monitoring measures to mitigate these impacts, including:</u></p> <ol style="list-style-type: none"> <li>(1) Wardening of <del>sensitive international wildlife sites</del> <u>the coastal SPA and Ramsar sites, signage and interpretation</u> , and increased education, <del>to be funded by the development in perpetuity; and,</del></li> <li>(2) Ongoing monitoring and surveys of <del>the sensitive sites in the district to,</del> <u>particularly with regard to visitors and bird</u></li> </ol>

Reference	Page	Policy/ Paragraph	Main Modification
			<p><del>numbers, which will be linked to funded</del> via the wardening programmes; and,</p> <p>(3) <del>Consideration of</del> Any other measures as shown to be required or appropriate to mitigate the effects of development; for example, - <u>provision of additional natural green space could form part of the mitigation in addition to any contributions made.</u> <del>access management;</del> and</p> <p>(4) <del>The provision of open space on new sites, as set out in the Council's Development Contributions SPD.</del></p> <p>(4) Contributions will be made <del>in accordance with</del> <u>having regard to the guidance prepared by the City Council. Any tariff will comprise a one off payment incorporating a levy for annual expenditure to operate the mitigation strategy and a portion for capital investment to fund wardening and mitigation measures in-perpetuity.</u></p>
MM 21	36	1.86 – 1.88	<p><i>Amend text</i></p> <p>1.86 The Council will establish a full monitoring programme and will identify key areas for future monitoring, to seek to ensure that the overall Plan strategy is being delivered. It will also establish monitoring targets. Monitoring is likely to include the following:</p> <ul style="list-style-type: none"> <li>• a particular focus on the long-term objective to strengthen and diversify the local economy;</li> <li>• the delivery of housing (including affordable housing), employment and retail floorspace;</li> <li>• the delivery of key physical and social infrastructure;</li> <li>• environmental standards and design quality in new development; and</li> <li>• condition of environmental resources.</li> </ul> <p>1.87 The Council will undertake monitoring on an annual basis, and the results of this monitoring will be reported via an Annual Monitoring Report.</p> <p><del>1.88 it is the intention to undertake a review of the Local Plan every 4-5 years as a matter of course. The Council will also use the monitoring programme to identify whether there are areas where the Local Plan strategy is not being delivered, and needs more immediate review. However, the Council recognises that it is embarking on what will inevitably be a long-term strategy, and it will not undertake short term formal reviews of the Plan unless it is clear from its monitoring that key elements of the Strategy are not being delivered. The formal proposals for monitoring and review will be provided at submission stage.</del></p> <p><u>1.88 In addition to the ongoing monitoring of the delivery of the Plan strategy, the Council will also have regard to demographic</u></p>

Reference	Page	Policy/ Paragraph	Main Modification
			<u>projections that from time to time will be issued by Government, and the implications these may have for housing need in Canterbury District's Housing Market Area. In the context of the Department for Communities and Local Government's 2014-based sub national household projections, the Council will within one year of the Plan being adopted, undertake and publish an assessment of the current evidence on demographic change, how it relates to assumptions around student populations, and any impact on the overall housing need for which the Local Plan makes provision. If the Council's assessment indicates an early partial review of the Plan is necessary, this will commence two years from the date of adoption of the Plan</u>

## Chapter 2 : Housing Development

MM 22	43	2.23	Delete text and table as follows:
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~~2.23~~ The City Council has phased the housing land requirement of 15,600 into 5 year bands as set out in Table H1.

**Table H1: Phased Housing Land Requirement**

Development type	<del>2011-16</del>	<del>2016-21</del>	<del>2021-26</del>	<del>2026-31</del>	Total ( <del>2011-31</del> )
Housing	3,000	4,200	4,200	4,200	15,600

Reference	Page	Policy/ Paragraph	Main Modification
MM 23	43	2.24 / Table H2	Delete text and table as follows:

**2.24** — In order to meet this requirement the City Council has made a number of strategic allocations which are set out below

Table H2: Strategic Allocations

<b>Canterbury Sites</b>	
Land at South Canterbury	4,000
Ridlands Farm/ Hospital site	810
Howe Barracks	400
<b>Herne Bay Sites</b>	
Strode Farm, Herne Bay	800
Land at Greenhill, Herne Bay	300
Land at Herne Bay Golf Club, Herne Bay	600
Land at Hillborough, Herne Bay	1300
<b>Whitstable Sites</b>	
North of Thanet Way, Whitstable	400
<b>Rural Sites</b>	
Land at Sturry/Broad Oak	1000
Land North of Hersden	500

Reference	Page	Policy/ Paragraph	Main Modification
MM 24	44	2.25 / Table H3	Delete text and table as follows:

**2.25** — Other new housing allocations are set out below and will be subject to an approved development brief or principles setting out the other infrastructure requirements.

**Table H3: Other Housing Allocations**

St Martin's Hospital, Canterbury	200
Kingsmead Field, Canterbury	15
Land at Bullockstone Road, Herne Bay	190
Land at Spires, Bredlands Lane, Hersden	81
Barham Court Farm, Church Lane, Barham	25
Land at Baker's Lane, Chartham	20

MM 25	45	2.28/ Table H4	Delete text and table as follows:
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**2.28** — The table below sets out the residual requirement based on the sites included in the Housing Information Audit (HIA) 2013, and shows the City Council's position in meeting this requirement.

**Table H4: Housing Land Supply**

Housing Land Supply Component	No. of Units	Residual Requirement
<del>Strategic requirement 2011-2031</del>	<del>15,600</del>	<del>15,600</del>
<del>NPPF 5% buffer (780 x 5% x 5 years)</del>	<del>195</del>	<del>15,795</del>
<del>Completions 2011/12</del>	<del>624</del>	<del>15,171</del>
<del>2012/13</del>	<del>524</del>	<del>14,647</del>
<del>Existing unimplemented 2006 local plan allocations (revised)</del>	<del>947</del>	<del>13,700</del>
<del>Existing sites with planning permission in the supply (2011/12 survey)</del>	<del>967</del>	<del>12,733</del>
<del>Small sites contribution 138pa x 18 years remaining</del>	<del>2,484</del>	<del>10,249</del>
<del>New Allocations: Strategic allocations</del>	<del>10,110</del>	<del>139</del>
<del>Other site allocations</del>	<del>531</del>	<del>+392 surplus</del>



Reference	Page	Policy/ Paragraph	Main Modification																																						
MM 26	44	2.28	<p><i>Insert a new table and amend text</i></p> <p>The table below sets out the residual requirement based on the sites included in the Housing Information Audit (HIA) 2013, housing land supply over the plan period 2011-2031 and shows the City Council's position in meeting their overall housing requirement. This updates the January 2016 Housing Land Supply Revised Position and April 2016 revision This is drawn from the Housing Land Supply Revised Position report (January 2016) providing a position based on information from the HIA 2015. The shortfall in meeting the housing requirement in the early part of the plan period is recovered over the remainder of the period to 2031. As at April 2016, a 5% buffer has been applied to the calculation.</p> <p><u>Table H1: Housing Land Supply</u></p> <table border="1"> <thead> <tr> <th colspan="2"><b>5 Year Supply Position 2015/16-2019/20</b></th> </tr> </thead> <tbody> <tr> <td><b>Requirement</b></td> <td></td> </tr> <tr> <td><u>Local Plan requirement 2011-2031 (800dpa)</u></td> <td><u>16,000</u></td> </tr> <tr> <td><u>Completions 01/04/11 to 31/03/15</u></td> <td><u>1,908</u></td> </tr> <tr> <td><u>Residual requirement</u></td> <td><u>14,092</u></td> </tr> <tr> <td><u>Number of units required 2015-2031 (remaining 16 years) p.a.</u></td> <td><u>881</u></td> </tr> <tr> <td><u>Five Year requirement</u></td> <td><u>4,404</u></td> </tr> <tr> <td><u>5% buffer</u></td> <td><u>220</u></td> </tr> <tr> <td><b>5 Year requirement with 5% buffer</b></td> <td><b>4,624</b></td> </tr> <tr> <td><u>Annual requirement</u></td> <td><u>925</u></td> </tr> <tr> <td><b>Supply</b></td> <td></td> </tr> <tr> <td><u>Strategic and other new allocations</u></td> <td><u>3,241</u></td> </tr> <tr> <td><u>Existing allocations</u></td> <td><u>298</u></td> </tr> <tr> <td><u>Planning permissions (as at 31/03/15)</u></td> <td><u>1,126</u></td> </tr> <tr> <td><u>Windfall Allowance</u></td> <td><u>276</u></td> </tr> <tr> <td><b>Total Supply</b></td> <td><b>4,941</b></td> </tr> <tr> <td><u>Total Five Year Housing Supply</u></td> <td></td> </tr> <tr> <td><u>Surplus</u></td> <td><u>317</u></td> </tr> <tr> <td><u>Years Supply</u></td> <td><u>5.34</u></td> </tr> </tbody> </table>	<b>5 Year Supply Position 2015/16-2019/20</b>		<b>Requirement</b>		<u>Local Plan requirement 2011-2031 (800dpa)</u>	<u>16,000</u>	<u>Completions 01/04/11 to 31/03/15</u>	<u>1,908</u>	<u>Residual requirement</u>	<u>14,092</u>	<u>Number of units required 2015-2031 (remaining 16 years) p.a.</u>	<u>881</u>	<u>Five Year requirement</u>	<u>4,404</u>	<u>5% buffer</u>	<u>220</u>	<b>5 Year requirement with 5% buffer</b>	<b>4,624</b>	<u>Annual requirement</u>	<u>925</u>	<b>Supply</b>		<u>Strategic and other new allocations</u>	<u>3,241</u>	<u>Existing allocations</u>	<u>298</u>	<u>Planning permissions (as at 31/03/15)</u>	<u>1,126</u>	<u>Windfall Allowance</u>	<u>276</u>	<b>Total Supply</b>	<b>4,941</b>	<u>Total Five Year Housing Supply</u>		<u>Surplus</u>	<u>317</u>	<u>Years Supply</u>	<u>5.34</u>
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MM 27	46	HD1	<p><i>Amend policy text/table</i></p> <p>Policy HD1 Housing Allocations  <u>In addition to Policy SP3, Development will be permitted at the housing allocations in the District as set out below:</u></p> <table border="1"> <thead> <tr> <th colspan="2"><b>Canterbury Sites</b></th> </tr> </thead> <tbody> <tr> <td><u>St Martins Hospital, Canterbury</u></td> <td><u>200</u></td> </tr> <tr> <td><u>Kingsmead Field, Canterbury</u></td> <td><u>15</u></td> </tr> <tr> <th colspan="2"><b>Herne Bay Sites</b></th> </tr> <tr> <td><u>Land at Bullockstone Road, Herne Bay</u></td> <td><u>190</u></td> </tr> <tr> <td><u>Herne Bay Golf Driving Range and Land adjacent</u></td> <td><u>80</u></td> </tr> <tr> <th colspan="2"><b>Rural Sites</b></th> </tr> <tr> <td><u>Land at Spires, Bredlands Lane, Hersden</u></td> <td><u>80</u></td> </tr> <tr> <td><u>Barham Court Farm, Church Lane, Barham</u></td> <td><u>25</u></td> </tr> <tr> <td><u>Land at Baker's Lane, Chartham</u></td> <td><u>20</u></td> </tr> <tr> <td><u>Land adjacent to Cranmer and Aspinall Close, Bekesbourne</u></td> <td><u>14</u></td> </tr> <tr> <td><u>Land to rear of 51 Rough Common Road, Rough Common</u></td> <td><u>28</u></td> </tr> </tbody> </table> <p>The City Council will safeguard <del>those sites identified</del> <u>allocations carried forward from the 2006 Local Plan as indicated on the proposals map and listed in table H2 Appendix 2 for housing and or for mixed use development where there is an element of residential development.</u>  <del>Development on allocated housing sites for other non-residential uses including purpose-built student accommodation will not normally be permitted.</del></p> <p>Land is also identified on the proposals map (<u>Inset 1</u>) at Chaucer Road, <u>Canterbury</u> as an opportunity site <u>in the longer term</u> for new housing during the Local Plan period.</p>	<b>Canterbury Sites</b>		<u>St Martins Hospital, Canterbury</u>	<u>200</u>	<u>Kingsmead Field, Canterbury</u>	<u>15</u>	<b>Herne Bay Sites</b>		<u>Land at Bullockstone Road, Herne Bay</u>	<u>190</u>	<u>Herne Bay Golf Driving Range and Land adjacent</u>	<u>80</u>	<b>Rural Sites</b>		<u>Land at Spires, Bredlands Lane, Hersden</u>	<u>80</u>	<u>Barham Court Farm, Church Lane, Barham</u>	<u>25</u>	<u>Land at Baker's Lane, Chartham</u>	<u>20</u>	<u>Land adjacent to Cranmer and Aspinall Close, Bekesbourne</u>	<u>14</u>	<u>Land to rear of 51 Rough Common Road, Rough Common</u>	<u>28</u>
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MM 28	46	2.36	<p><i>Amend text</i></p> <p>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 and creative quality design are therefore necessary, in particular in areas of higher density such as town centres and around good public transport interchanges in the urban areas, to provide for the range of accommodation needed and to promote social mix. <u>Home Ownership has become unaffordable to many people in the district and the City Council seeks to encourage the development and delivery of starter homes, as defined by the Housing and Planning Act 2016. Starter homes on mixed sites will be treated as any other form of affordable housing in that they should represent a mixture of types and sizes of property that is reflective of the overall development. Starter home exception sites are also encouraged where appropriate land is available but the development should reflect the housing needs of the district. In addition, on suitable sites, the City Council will be supportive of provision of self-build plots and custom build housing.</u></p>
MM 29	47	2.40	<p><i>Amend text</i></p> <p>In 2012 the City Council appointed Adams Integra to undertake an Economic Viability Assessment of the Future Development in the Canterbury District, (updated in 2016) in particular an assessment of affordable housing viability. This <u>work report recommended demonstrated that given in the current economic climate and to maintain the viability of sites, the City Council should consider a 30% affordable housing requirement. on sites of 7 or more units across the District.</u> The Government Written Ministerial Statement (November 2014), advises that for sites of 10-units or less, or which have a maximum combined gross floor space of no more than 1,000 square metres, affordable housing and tariff style contributions should not be sought. The Council will therefore apply the 30% affordable housing requirement, in accordance with the Government's Written Ministerial Statement.</p> <p><del>This is a lower percentage than that recommended in the SHMA, however, it now applies a lower threshold of 7 or more units, and therefore recognises the current economic difficulties. The threshold for affordable housing has also been lowered in response to evidence suggesting that in the past the capacity of some sites has been artificially reduced to fall below the affordable housing threshold. The affordable housing</del></p>

Reference	Page	Policy/ Paragraph	Main Modification
			<p>requirement will apply to all types of housing developments including sheltered housing schemes. Where proposals are submitted below the 30% affordable requirement threshold, the City Council will require a viability assessment to provide justification. <del>It should be noted that the Government is currently consulting on a new national threshold and the City Council's approach may need to be reviewed in light of this.</del></p>
MM 30	47	2.41	<p><i>Amend text</i></p> <p><u>The Written Ministerial Statement (November 2014) enables authorities with designated rural areas under Section 157 of the Housing Act 1985, including Areas of Outstanding Natural Beauty, to implement a lower threshold. Within these designated areas, sites of between 6 to 10 units can pay affordable housing and tariff style contributions on developments as a cash payment only and be commuted until after completion of units within the development. Affordable housing contributions will not be sought on site of 5 units and under. The report also recommended that for sites below 7 units, development will be expected to make either on-site provision or a financial contribution in lieu of on-site provision where there is a viability issue. This will only apply to new additional units, including those in conversions of existing buildings and will not apply to replacements. The City Council's preference is for <u>if on-site provision cannot be achieved, a case needs to be made to explain why not as to why this cannot be achieved.</u> A viability statement may be required and may be assessed by an independent assessor of the Council's choice at the applicant's expense. <u>A vacant building credit will be applied where it can be demonstrated that qualifying buildings are genuinely vacant. Where a financial contribution is deemed more appropriate, the City Council will apply the formula set out in paragraph 2.49.</u> As this is a 20 year plan, the City Council will keep all viability issues and the affordable housing percentage under review.</u></p>
MM 31	48	2.42	<p><i>Amend text</i></p> <p>The Adams Integra report suggests a target of affordable housing tenure of 70% rented and 30% suitable intermediate tenure. The <u>City Council will negotiate the exact tenure and type of the units to reflect local needs and the requirements of the Canterbury District Housing Strategy, on each site through pre-application discussions. The addition of starter homes to the affordable housing portfolio and the likelihood of a government set target for Starter Homes, as well as changes to funding arrangements and finances of registered providers, means that in some</u></p>

Reference	Page	Policy/ Paragraph	Main Modification
			<u>circumstances, the City Council may have to prioritise delivering the overall target of affordable units, rather than the 70/30 split.</u>
MM 32	50	2.49	<p><i>Amend text</i></p> <p>Calculating Commuted Sums for Affordable Housing</p> <p><u>The City Council will prepare guidance or a supplementary planning document setting out how commuted sums will be arrived at.</u></p> <p>The City Council will apply the formula set out below for financial contributions:</p> <p>The financial contribution is arrived at by the following steps:</p> <ul style="list-style-type: none"> <li>● Step 1: Open Market Value (OMV) of the housing units on-site (A)</li> <li>● Step 2: Multiply (A) by the residual land value percentage of 20% (B)</li> <li>● Step 3: Add 15% of the result of (A) X (B) to reflect site acquisition and servicing costs. This gives the per unit sum.</li> <li>● Step 4: Apply to the relevant site number and proportion (in this case 30% affordable housing contribution)</li> </ul>
MM 33	50	HD2	<p><i>Amend policy text</i></p> <p>Policy HD2 Affordable Housing</p> <p><del>The City Council will require all types of residential development to make provision for affordable housing. A requirement of <u>seek provision of 30% is to be provided on-site, for schemes of affordable housing on all residential developments consisting of 7-11 or more units, or which have a maximum combined gross floor space of no more than 1,000 square metres, other than on sites in the Area of Outstanding Natural Beauty</u> For schemes of 2 to 6 units either an on-site provision or a financial contribution will be sought using the formula in paragraph 2.49 where commuted sums will be sought on developments of between 6 to 10 units.*</del></p> <p><u>The City Council's preferred option is for affordable housing to be provided on-site. Where it can be demonstrated that on-site provision is not suitable, a financial contribution will be sought.</u></p> <p><u>A vacant building credit will be applied where it can be demonstrated that qualifying buildings are genuinely vacant.</u></p>

Reference	Page	Policy/ Paragraph	Main Modification
			<p><u>Whether a qualifying building is genuinely vacant will be determined on a site by site basis, having regard to the vacant building credit policy intention to incentivise brownfield development. The vacant building credit applies where the building has not been abandoned, has not been made vacant for the sole purposes of re-development and is not covered by an extant or recently expired planning permission for the same or substantially the same development.</u></p> <p><u>Where the proposed provision of affordable houses is below the requirements set out above, the City Council will require applicants to provide evidence by way of a financial appraisal to justify a reduced provision.</u></p> <p><del>Permission will be refused where the size of the development is artificially reduced to fall below the threshold requiring provision of affordable housing and where the affordable housing element is not comparable in size and design with the rest of the development</del></p> <p><u>* The commuted sums will be made after completion of units.</u></p>
MM 34	51	2.56	<p><i>Amend text</i></p> <p>The City Council will make any planning permission subject to a legal agreement to ensure that the affordable homes remain affordable in perpetuity. <del>Only</del> <u>Non-standard shared ownership leases will be accepted that preferably limit ownership to 80% of the total value. 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.</u></p>
MM 35	51	2.57	<p><i>Amend text</i></p> <p>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 an identified local need. The planning permission restricts the development of affordable housing, <u>where their localised need can be evidenced to the satisfaction of the City Council, which will always be below prevailing market value and available only to meet local needs. The provision of starter homes will not be permitted on rural exception sites in accordance with the powers established under the Housing and Planning Act 2016 Section 5(2).</u></p>

Reference	Page	Policy/ Paragraph	Main Modification
MM 36	52	2.59	<p><i>Amend text</i></p> <p>Low cost home ownership, i.e. where the home is sold but an equity share is retained by the developer, may be an alternative to shared ownership. In the case of low cost houses for sale it is important to ensure that the purpose of the scheme is maintained, <del>in perpetuity, and that the dwellings are not sold on by the first occupants at full market value. To do this the 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 Provider.</del></p>
MM 37	53	HD3	<p><i>Amend policy text</i></p> <p>Policy HD3 Rural Exception Sites</p> <p>The City Council will <del>only</del> permit <del>small-scale</del> affordable housing to meet local needs on rural exception sites that is, unallocated land outside the boundary of the urban areas and/or built confines of villages, subject to the following criteria:</p> <ul style="list-style-type: none"> <li>a. The applicant and the parish council or local community in conjunction with the City Council, must demonstrate the existence of a local need which cannot be accommodated in any other way, i.e. no other sites are available within the village;</li> <li>b. The development must be of a scale not in excess of the identified local need;</li> <li>c. The City Council must be satisfied that the long term occupancy of the dwellings can be controlled to ensure that the housing will continue to be available for a local need at an affordable price <del>in perpetuity</del> and this will be defined by a legal agreement. Proposals to construct dwellings offering a discounted initial purchase price only will not be acceptable. The City Council will seek to control occupancy through agreements as appropriate to meet local needs;</li> <li>d. The development must be capable of proper management by a registered provider, village trust, <u>parish council</u> or a similar organisation;</li> <li>e. There is no conflict with environmental protection policies;</li> <li>f. Any site must be well related to the village and existing facilities; and</li> <li>g. Market housing will <del>only</del> be acceptable as an <del>minor</del> element of the scheme <del>in exceptional circumstances, for example, to enable the financial viability of the scheme and/or to meet an identified local market need. A financial viability statement will need to be submitted with any application and may be validated by an</del></li> </ul>

Reference	Page	Policy/ Paragraph	Main Modification
			independent assessor <u>at the expense of the applicant</u> . The market housing element will amount to no more than 30% of the scheme. Any permitted market housing must be comparable in scale and design to the affordable housing element. <u>Starter homes will not be permitted on rural exceptions sites.</u>
MM 38	54	HD4	<p><i>Insert headings and amend and re-order policy text</i></p> <p>Policy HD4 New Dwellings in the Countryside</p> <p>Planning permission for new dwellings in the countryside will only be granted in the following circumstances:</p> <p><u>a. For Rural Workers Dwellings where:</u></p> <ul style="list-style-type: none"> <li>• <del>Where</del> <u>There is an essential need for a rural worker to live permanently at or near their place of work in the countryside, for example, to meet the needs of agriculture or forestry. In such circumstances the City Council will require the applicant to produce an independent report demonstrating the need for the dwelling and the financial viability of the business.</u></li> <li>• <del>Where</del> <u>Existing dwellings serving or closely connected with the holding do not provide sufficient accommodation for essential rural workers.</u></li> </ul> <p>Where a need is proven, the City Council will normally require the new agricultural dwelling to be sited in association with existing groups of farm buildings; or</p> <p><u>b. For the re-use of heritage assets where :</u></p> <p>The proposed development would represent the optimal viable use of a heritage asset or would be appropriate enabling development to secure the future of heritage assets; or</p> <p><u>c. For the re-use of existing buildings where</u> <del>d.</del> <u>the development would re-use redundant or disused buildings and lead to an enhancement to the immediate setting; or</u></p> <p><u>d. For a new dwelling where</u> <del>e.</del> <u>the design of the development is of an exceptional quality or innovative nature.</u> <del>of the design</del></p>



Reference	Page	Policy/ Paragraph	Main Modification
MM 39	56	HD5	<p><i>Amend policy text</i></p> <p>Policy HD5 Conversion of Rural Buildings</p> <p>Where planning permission is required for the conversion of an existing agricultural or other rural building in the open countryside to a residential use, it will <del>only</del> be granted if the following criteria are satisfied:</p> <p>a. It has been demonstrated by means of a supporting statement to the satisfaction of the City Council that the building has been <u>continuously</u> actively marketed for <del>2</del> <u>a</u> years, for suitable preferred or alternative re-uses, such as business, tourism or community; or</p> <p>b. The residential conversion is a subordinate part of a scheme for a business, tourism or community re-use, which will have a positive benefit on the local economy and community; or</p> <p>c. The residential conversion meets an identified local housing need; and</p> <p>d. The form bulk and design of the building is sympathetic to the rural surroundings and it respects local styles and materials; and</p> <p>e. 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</p> <p>f. The building is capable of conversion and reuse without requiring substantial additional outbuildings or a significant change in the setting of the building; <del>and</del></p> <p>g. There is no overriding conflict with other policies in the Local Plan.</p>
MM 40	57	2.75	<p><i>Amend text</i></p> <p><del>The wording “exceptionally high” is used in policy HD6 to allow for flexibility for particular local circumstances where the impact of additional HMOs would be particularly acute. The Housing in Multiple Occupation (HMO) Article 4 Direction came into effect on the 25<sup>th</sup> of February 2016. This means that planning permission is required for changes of use from residential (C3) to small HMO (C4) uses, in the aforementioned wards. This covers the wards (or parts of wards) Barton; Blean Forest; Chartham and Stone Street; Northgate; St Stephens; Sturry; Westgate and Wincheap. A plan showing the area can be found in Appendix 3. The City Council will keep this issue under review to see if there are other areas which need to be subject to this policy and the Article 4 Direction. Any future changes will be subject to public consultation. In order To address these three issues – housing need; community cohesion and residential amenity – the Council</del></p>

Reference	Page	Policy/ Paragraph	Main Modification
			<p>considers that the proportion of HMOs <del>in any given area in a 100m radius should comprise of</del> no more than 10% of the <u>total</u> number of properties. The Council believes that Policy HD6 set out below is a reasonable response to the issues.</p> <p><del>For the purposes of policy HD6, the designated area includes the area within the urban boundary of Canterbury and the wards of Sturry North, Sturry South, Barton, Wincheap and Blean Forest. It also includes the parish of Harbledown and that part of the Lower Hardres Parish north of the A2.</del></p> <p><del>A plan showing the area can be found in Appendix 3.</del></p>
MM 41	58	HD6	<p><i>Amend policy text</i></p> <p>Policy HD6 Housing in Multiple Occupation (HMO)</p> <p>In order to maintain an appropriate housing mix <del>within the designated area,</del> and to safeguard the character of local communities, the proportion of <del>multiple occupancies</del> <u>HMOs within the areas subject to Article 4 Directions</u> should not exceed 10% of the total number of dwellings within a 100m radius of any application property. The City Council will not permit changes of use to HMOs, or extensions to existing HMOs, where that proportion would be exceeded. <u>However,</u> in areas where there is already an exceptionally high proportion of HMOs, for example, in any particular block of properties, consideration will be given to permitting further conversions.</p> <p>In all cases regard will also be had to the following factors:</p> <ol style="list-style-type: none"> <li>whether the proposals would lead to a level of car-parking that would exceed the capacity of the street;</li> <li>whether the proposals could provide acceptable arrangements for bin storage and other shared facilities; and</li> <li>whether the design of any extension would be appropriate in terms of the property itself or the character of the area.</li> </ol>
MM 42	60	HD7	<p><i>Amend policy text</i></p> <p>Policy HD7 Purpose Built Student Accommodation</p> <p>All future increases in academic or administrative floorspace resulting in increased student numbers by the universities, <del>must</del> <u>should</u> be matched by a corresponding increase in purpose-built student accommodation. Proposals for purpose-built managed student accommodation will <del>only</del> be granted if:</p> <ol style="list-style-type: none"> <li>It is the acceptable redevelopment of a non-residential site, where there is no longer a proven need for the existing use;</li> <li>The site is not already allocated for general housing;</li> <li>The proposal would not lead to a concentration of</li> </ol>

Reference	Page	Policy/ Paragraph	Main Modification
			<p>students in an otherwise residential area and therefore conflict with the <u>purpose of</u> HMO policy HD6;</p> <ul style="list-style-type: none"> <li>d. The site is well served by pedestrian and cycle routes and public transport and, if applicable will have adequate transport links to the establishment's existing educational facilities;</li> <li>e. Parking requirements on site are kept to the operational minimum, and must include servicing and drop-off facilities;</li> <li>f. The proposal would not lead to an unacceptable level of car parking on the surrounding street;</li> <li>g. The development is to be a car free development;</li> <li>h. The proposal respects the character of the surrounding area and satisfies the criteria in policies DBE3 and DBE4;</li> <li>i. Provision is made for cycle storage;</li> </ul> <p><u>The City Council will support proposals on campus, subject to other relevant plan policies.</u></p>
MM 43	62	2.87	<p><i>Amend text</i></p> <p>With an ageing population there is a need for flexibility in new residential accommodation and the Council is seeking to achieve 20% of housing <u>to be built to Part M4(2) of the Building Regulations (see Policy DBE8). to lifetimes homes standard (policy DBE7).</u> However, there is also a need for specialist elderly accommodation which can range from sheltered housing, extra care housing to residential care homes. For the purposes of planning policy proposals for retirement homes or villages and extra care housing where the accommodation is self-contained and there is an element of independent living, will be regarded as residential dwellings (Use Class Order C3) and subject to the normal housing policies in this Local Plan. For nursing homes or other high dependency accommodation where there is a high degree of on-site care and where facilities are communal, these will be regarded as care homes and Use Class Order C2.</p>
MM 44	64	HD10	<p><i>Amend policy text</i></p> <p>In considering applications for seasonal, temporary or permanent use of land by Gypsies and Travellers, planning permission will <del>only</del> be permitted if the following criteria are met:</p> <ul style="list-style-type: none"> <li>a. The Council is satisfied that there is a clearly established need for the site and the number of pitches involved cannot be met by an existing site;</li> </ul>

Reference	Page	Policy/ Paragraph	Main Modification
			<ul style="list-style-type: none"> <li>b. 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, <u>and would not place undue pressure on these services; particularly where it is outside an existing settlement;</u></li> <li>c. The site is capable of being provided with on-site services such as water supply, sewage disposal and power supply;</li> <li>d. <del>Where the site is on the outskirts of a built up area, care is taken to avoid encroachment on the open countryside.</del> <u>The site is within the built up area of a settlement or on the outskirts of a settlement and is of a scale which respects, and does not dominate, the settled community;</u></li> <li>e) <del>If location outside an existing settlement is unavoidable,</del> <u>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, or conservation area.</u></li> <li>f. The use of the site should not have an adverse impact on residential amenity or existing buildings or uses, either by the <u>design</u>, close proximity, activities or operations on the site which would be detrimental to the surrounding area;</li> <li>g. 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.</li> <li>h. Proposals should incorporate a landscape strategy <u>and/or an environmental management plan</u> where appropriate.</li> </ul>

Reference	Page	Policy/ Paragraph	Main Modification
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### Chapter 3 : Economic Development

MM 45	72	EMP1	<p><i>Amend policy text and sites</i></p> <p>The following sites are identified and protected for business purposes, under use classes B1 and B8 (except where otherwise specified):</p> <table border="1"> <thead> <tr> <th>Area</th> <th>Site</th> <th>Site Area</th> </tr> </thead> <tbody> <tr> <td rowspan="5">Canterbury</td> <td>Innovation Centre, University of Kent*</td> <td>3.45ha</td> </tr> <tr> <td>Broad Oak Road/ Vauxhall Road</td> <td><del>1.4</del> 1.6ha</td> </tr> <tr> <td>Land at Sturry Road**</td> <td>2.2ha</td> </tr> <tr> <td><del>Canterbury West Station</del></td> <td><del>0.4ha</del></td> </tr> <tr> <td><del>Office Connection site, St. Andrews Close</del></td> <td><del>0.2ha</del></td> </tr> <tr> <td rowspan="3">Herne Bay</td> <td>Eddington Lane (3 sites)</td> <td>7.9ha</td> </tr> <tr> <td>Altira Park</td> <td><del>7</del> 10ha</td> </tr> <tr> <td>Metric Site</td> <td><del>0.2</del> 0.5ha</td> </tr> <tr> <td rowspan="2">Whitstable</td> <td><del>Land at Wraik Hill</del></td> <td><del>3.4ha</del></td> </tr> <tr> <td>Land at Joseph Wilson Business Park</td> <td>2.5ha</td> </tr> <tr> <td>Rural areas</td> <td>Canterbury Business Park (Highland Court)</td> <td><del>1</del> 3ha</td> </tr> </tbody> </table> <p>On these sites, a <u>small</u> proportion of non-Class B uses will be permitted, <u>provided need is proven and the majority of the site is still utilised for Class B1 and B8 uses. not more than 10% of completed floorspace on each site. Business Non Class B1 and B8 uses will be permitted if they are not that are provided for elsewhere in the Pplan of and will not which could compromise the primary business use of these sites (e.g.: retail; residential homes) will not be permitted.</u></p> <p>*Class B1 only  **Allocated for Use Classes B1 (business), B8 (storage &amp; distribution) <u>including trade counters</u>, D1 (non-residential institutions) and D2 (assembly and leisure) and certain “sui generis” uses, such as car showrooms, where the anticipated nature and level of traffic generation would not undermine the wider transport objectives in this area. Subject to the same caveat, a mix of these uses or an element of A3/A4 uses might also be acceptable.</p>	Area	Site	Site Area	Canterbury	Innovation Centre, University of Kent*	3.45ha	Broad Oak Road/ Vauxhall Road	<del>1.4</del> 1.6ha	Land at Sturry Road**	2.2ha	<del>Canterbury West Station</del>	<del>0.4ha</del>	<del>Office Connection site, St. Andrews Close</del>	<del>0.2ha</del>	Herne Bay	Eddington Lane (3 sites)	7.9ha	Altira Park	<del>7</del> 10ha	Metric Site	<del>0.2</del> 0.5ha	Whitstable	<del>Land at Wraik Hill</del>	<del>3.4ha</del>	Land at Joseph Wilson Business Park	2.5ha	Rural areas	Canterbury Business Park (Highland Court)	<del>1</del> 3ha
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MM 46	75	3.46	<p><i>Amend text</i></p> <p>Since May 2013, the conversion of office space to residential use has been “permitted development” and the <u>conversion of storage or distribution centre to residential use is permitted development until 15<sup>th</sup> April 2018</u>. The Council recognises that this limits <del>the effectiveness in the short term of</del> Policy EMP4, <u>which will in relation not apply to conversion to residential use in many instances</u>. However, it remains the Council’s preferred approach, supported by the conclusions of the Development Requirements Study and the Employment Land Review, and will be applied to other proposals <u>not covered by policies in the plan or the General Permitted Development Order. This policy would also apply if an article 4 direction was to be applied to any of the employment areas within Canterbury District</u>. If the <del>temporary</del> permitted development rights are discontinued, this Policy will be applied <u>to all applications within the areas identified on the proposals maps. residential use as well</u>.</p>
MM 47	76	EMP4	<p><i>Amend policy text</i></p> <p>To support the wider economic strategy for the District, the Council:</p> <p>(a) will <u>only not</u> permit the loss of existing or allocated employment sites, as identified on the Proposals Map, <del>except</del> where:</p> <ul style="list-style-type: none"> <li>• It would be in compliance with the non-Class B provisions of Policy EMP1;</li> <li>• Part redevelopment for other uses would trigger the development of one of the district’s other key employment sites identified in the Plan;</li> <li>• It would secure the reinvestment of an existing significant employer within the district; or</li> <li>• It would meet identified community needs where no alternative provision is made in this plan.</li> </ul> <p>(b) will support the in-situ expansion and extension of existing businesses onto adjoining land, unless there is a significant environmental, amenity, landscape, transport or other planning reason why the expansion should not be supported.</p> <p>(c) will <del>not normally</del> permit the <u>loss-change of use</u> of office accommodation in the district to other uses, <del>except</del> in the following circumstances:</p> <ul style="list-style-type: none"> <li>• The building is to be used for other business purposes in accordance with the Council’s wider economic</li> </ul>

Reference	Page	Policy/ Paragraph	Main Modification
			<p>strategy, such as for higher education purposes needing office space. Where planning consent is granted for higher education purposes, planning conditions will be applied to control future uses; or</p> <ul style="list-style-type: none"> <li>• 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; or</li> <li>• The change of use would enable an existing business to invest and expand by relocating to a more appropriate site elsewhere in the District; and</li> <li>• The accommodation needs of the existing occupiers have been met directly through the provision of appropriate floorspace in new development elsewhere in the District.</li> </ul>
MM 48	79	3.62	<p><i>Amend text</i></p> <p>The <u>City Council</u> <del>therefore</del> supports the preparation of long-term strategies for the University sites, and will work with the Universities to facilitate their preparation. <u>The boundary of the campus of the University of Kent is shown on the Proposals Map. However, it is recognised that should the current masterplan process identify a need to include proposals beyond the campus boundary, this could be dealt with through the planning process and the boundary may also be reconsidered when the Local Plan is reviewed.</u> The <u>City Council</u> will also support and work to promote links between the Universities and local businesses, and also the development of new business ideas emerging from the Universities. Policy HD7 requires all future increases in academic or administrative floorspace resulting in an increase in student numbers to be matched by a corresponding increase in purpose-built accommodation.</p>
MM 49	80	EMP7	<p><i>Amend policy text</i></p> <p>Within the campus of the University of Kent, identified on the proposals map, the <u>City Council</u> will support development of educational buildings for teaching and office space; student accommodation; business accommodation (compatible with the University's role in research and development and business innovation); sports facilities and other facilities directly related to the University's core business.</p> <p>The <u>City Council</u> will expect a masterplan to be prepared for the whole identified campus site, prior to any significant development within the site. Such a masterplan should maintain the campus</p>

Reference	Page	Policy/ Paragraph	Main Modification
			<p>character of the university; respect the setting of the site in the wider countryside; identify the key uses and their disposition within the site and any relocation of uses within the wider campus area. It should also set out a landscape and biodiversity strategy for the whole site.</p> <p>Significant development proposals at the University will <del>also</del> be subject to updating of the University's Transport Impact Assessment, and a review of the University Travel Plan.</p> <p>The <u>City Council</u> will <del>also</del> grant planning permission for educational and ancillary uses <del>on those sites identified</del> within the campus boundary; subject to design, siting, <u>transport</u> and access considerations.</p>
MM 50	81	EMP9	<p><i>Amend policy text</i></p> <p>The City Council will work with the Education Authority and other school <u>and education</u> providers to ensure that provision is made for educational needs, <u>including those</u> arising from new development, <del>and that appropriate mechanisms are secured through legal agreements to deliver this provision.</del> <u>Provision may be secured through legal agreements.</u></p>
MM 51	82	EMP11	<p><i>Amend policy text</i></p> <p>Developments within the Whitstable Harbour area as shown on the proposals map <del>will be granted planning permission if they conform</del> <u>should have regard</u> to the Whitstable Harbour Strategic Plan, to sustain a working harbour with an appropriate balance of operational <del>uses</del> and non-operational uses that are compatible with the maintenance of the operational capability of the harbour, subject to appropriate design and access considerations. Proposals that <del>would undermine support</del> this broad strategy will <del>not</del> normally be permitted. Proposals will <u>also</u> need to be considered against <del>Policies SP7 and Policy</del> <u>Policy</u> TCL10.</p>



Reference	Page	Policy/ Paragraph	Main Modification
MM 52	82	EMP12	<p><i>Amend policy text</i></p> <p><del>Subject to the development allocations set out in this Plan, t</del><u>The City Council will seek to protect the best and most versatile farmland for the longer term. Where <u>significant</u> development of <u>unallocated</u> agricultural land is demonstrated to be necessary to meet a housing, business or community need, planning <u>permission consent will normally only</u> may be granted on best and most versatile land if a suitable site <u>within the urban area or</u> on poorer quality land cannot be identified.</u></p>
MM 53	85	EMP14	<p><i>Amend policy text</i></p> <p>The <u>City</u> Council will grant planning permission for the conversion of existing rural buildings, and well-designed new buildings and premises, that support the development and expansion of <u>rural</u> business in suitable locations in the rural areas, as follows:</p> <ul style="list-style-type: none"> <li>a) Preferably, in or on the edges of existing settlements;</li> <li>b) Conversions of existing buildings for business or tourism uses, including accommodation;</li> <li>c) Particular care should be exercised in the design of buildings and premises, where permitted within the <del>north Kent Downs</del> <u>Area of Outstanding Natural Beauty</u>, or where it involves the conversion of an historic building;</li> <li>d) Access and parking provisions are acceptable and the use does not significantly increase traffic to the detriment of the area or highway safety;</li> <li>e) 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</li> <li>f) There is no detrimental impact on residential amenity.</li> </ul> <p>The <u>City</u> Council will <del>not normally</del> support proposals that would <u>not</u> result in the loss of existing business premises that provide essential services to the rural areas.</p>

Reference	Page	Policy/ Paragraph	Main Modification
<b>Chapter 4: Town Centres and Leisure</b>			
MM 54	90	4.6	<p><i>Amend text</i></p> <p>Retail Hierarchy <u>and Network</u></p> <p>Canterbury City eCentre <del>acts as a sub-regional centre for retail.</del>  <u>: Retail development should be focused in the city centre to support its role as a shopping, leisure, cultural and tourism destination.</u> The Council believes that <del>the</del> changes in national trends are likely to result in a continued increase in the demand for the City <del>as a retail destination.</del> Canterbury needs to make the most of this opportunity, encourage investment in the centre, attract more of the big retail names, support the independent sector and expand the centre to meet an identified retail need. It is essential that the Council seeks to safeguard its strong retail offer in the Primary Shopping Area and retain its position as an important sub-regional centre for retail and consumer services, providing for the needs of residents, students, workers, tourists and the visitor economy generally.</p>
MM 55	90	4.7	<p><i>Amend text</i></p> <p><del>The district centres (Herne Bay and Whitstable) have a complementary role as part of the established retail hierarchy, serving the local population. They ensure a sustainable focus and pattern for development and their position within the retail hierarchy will continue to ensure they have opportunities to enhance and strengthen their role. The distinctive characteristics of each centre will be promoted, and there is clearly scope within both centres for making improvements to the public realm and shopping environment.</del></p> <p><u>The historic nature of Canterbury City Centre means that it is unable to expand like other centres as there are limited opportunities for growth. Canterbury is therefore supported by a network of other retail locations</u></p>
MM 56	90	4.8	<p><i>Amend text</i></p> <p><del>Whitstable, an important district centre for retail, with an unusual and successful retail offer of an independent and eclectic range of shops, needs to be carefully supported in maintaining its retail character.</del></p> <p><u>In order to meet the identified retail need and maintain Canterbury's position as a sub-regional centre, a comprehensive retail-led scheme will be supported on land at the Wincheap</u></p>

Reference	Page	Policy/ Paragraph	Main Modification
			<p><u>Industrial Estate and Riverside Retail Park, as shown on the Proposals Map (Policy TCL7). It will include a substantial element of new comparison retail floorspace that is complementary to and well connected with the City Centre. Leisure, residential and business uses will also be permitted within the site, complimentary to its primary retail offer.</u></p>
MM 57	90	4.9	<p><i>Amend text</i></p> <p><del>The retail offer of Herne Bay, also dominated by independents, should benefit from regeneration efforts identified in the Herne Bay Area Action Plan, which seeks to improve the retail offer and increase the amount of consumer spending retained in the town.</del></p> <p><u>Whitstable and Herne Bay District Centres: Secondary retail centres that fulfil a complementary role to Canterbury City Centre in the established retail hierarchy. They serve the local population and ensure a sustainable focus and pattern for development and their position within the retail hierarchy will continue to ensure they have opportunities to enhance and strengthen this function. The distinctive characteristics of each centre will be promoted in Policy TCL8, and there is scope within both centres for making improvements to the public realm and shopping environment.</u></p>
MM 58	90	TCL (A)	<p><i>Insert new policy text</i></p> <p><u>Policy TCL(A) Retail Hierarchy and Network</u></p> <p><u>To ensure the long term vitality and viability of the Canterbury centres, the Council will apply a town centre first approach to proposals for retail, leisure and other main town centre uses. Development should be appropriate to the size and function of the centre within which it is to be located. The District’s retail hierarchy includes the defined city, district and local centres. The wider retail network also includes other retailing locations across the district. The overall hierarchy and network is defined as follows:</u></p>

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<b><u>City / Sub- Regional Centre</u></b>	<ul style="list-style-type: none"> <li>• <u>Canterbury City Centre</u></li> </ul>	<b><u>Other Canterbury Retail Locations</u></b>	<ul style="list-style-type: none"> <li>• <u>Wincheap Industrial Estate*</u></li> <li>• <u>Riverside Retail Park*</u></li> <li>• <u>Marshwood Industrial Estate</u></li> <li>• <u>Stour and Maybrook Retail Parks</u></li> </ul>																				
<b><u>District Centres</u></b>	<ul style="list-style-type: none"> <li>• <u>Whitstable</u></li> <li>• <u>Herne Bay</u></li> </ul>																						
<b><u>Local Centres</u></b>	<ul style="list-style-type: none"> <li>• <u>Wincheap (A28), Canterbury</u></li> <li>• <u>St. Dunstan's, Canterbury</u></li> <li>• <u>Tankerton Road, Tankerton</u></li> <li>• <u>Herne Bay Road/ St Johns Road, Swalecliffe</u></li> <li>• <u>Sea Street, Herne Bay</u></li> <li>• <u>Canterbury Road, Herne Bay</u></li> <li>• <u>Reculver Road, Beltinge</u></li> <li>• <u>Faversham Road, Seasalter</u></li> </ul>																						
<b><u>Larger Local Village Centres</u></b>	<ul style="list-style-type: none"> <li>• <u>Barham</u></li> <li>• <u>Blean</u></li> <li>• <u>Bridge</u></li> <li>• <u>Chartham</u></li> <li>• <u>Hersden</u></li> <li>• <u>Sturry</u></li> <li>• <u>Littlebourne</u></li> </ul>																						
<p><b>* The Wincheap Industrial Estate and Riverside Retail Park are subject to Policy TCL7</b></p>																							

Reference	Page	Policy/ Paragraph	Main Modification
MM 59	91	TCL1	<p><i>Amend policy text</i></p> <p>Policy TCL1 Town Centres</p> <p>Within the designated town centres, planning permission will be granted for development of a range of town centres uses <del>where they respond to changing need and/or contribute that add</del> to the vitality and viability of the town centre, <del>including the experience economy, except where the proposed development is in conflict with other policies or other environmental objectives.</del></p> <p>The Council will seek to enhance the established character and diversity of town centre uses, and avoid over-concentration of particular uses that would be detrimental to the character and function of an area or to the vitality or viability of a shopping frontage or locality.</p> <p>Development <u>proposals within town centres</u> should be of an appropriate scale in accordance with <u>its function and</u> <del>that centre's</del> position in the <u>retail</u> hierarchy.</p>
MM 60	92	4.16	<p><i>Amend text</i></p> <p><u>Primary Shopping Areas Frontages</u></p> <p>The Council has designated Primary Shopping Frontages in Canterbury City, Whitstable and Herne Bay. These areas are intended primarily for A1 (shops) use, to ensure a competitive retail offer and accessible shopping core, which will underpin healthy and thriving town centres. Alternative retail and non-retail uses can in most instances be located in the <del>Mixed</del> <u>Secondary</u> Shopping Frontages or wider town centre and still contribute to vitality and viability. The Council will continue to monitor town centre vacancies. This will be a relevant consideration in the application of Policy TCL2.</p>
MM 61	93	TCL2	<p><i>Amend policy text</i></p> <p>Policy TCL2 Primary Shopping Frontages</p> <p><del>Within the</del> <u>Primary Shopping Frontages are designated at Canterbury, Herne Bay and Whitstable as shown on the Proposals Map.</u></p>

Reference	Page	Policy/ Paragraph	Main Modification
			<p>The Council will strongly encourage proposals that promote <u>A1 uses which strengthen the retail function as well as the appearance and character of the Primary Shopping Frontages.</u></p> <p><del>£</del>The change of use of ground floor premises from Class A1 shops to other uses will <del>only</del> be permitted where:</p> <p>(a) It can be shown that the premises is no longer needed for A1 use and the retention of A1 use at the premises have been fully explored, without success, by way of active marketing at a reasonable rate for a period of at least 12 months in Canterbury or at least 6 months in Herne Bay and Whitstable; and</p> <p>(b) The proposed change of use does not have an unacceptable impact on the retail function of the frontage, <del>on</del> the attractiveness, <u>or on the</u> vitality and viability of the primary shopping frontage, <u>including</u> <del>or on</del> pedestrian circulation <del>to nearby streets.</del></p> <p><del>Alternatively, a</del> An exception may be made where the proposal would clearly be beneficial to the vitality and viability of the primary retail function of the frontage.</p>
MM 62	93 -94	4.23	<p><i>Amend text</i></p> <p><del>Mixed</del> <u>Secondary</u> Shopping Frontages</p> <p>Within the <del>Mixed</del> <u>Secondary</u> Shopping Frontages a mix of uses will be acceptable (including retail, professional and financial services, restaurants, cafes and bars), where this does not harm the vitality, attractiveness and viability of the shopping function of the area. <u>Therefore, W</u>within these <del>Mixed</del> <u>Secondary</u> Shopping Frontages, <del>therefore,</del> the Council will encourage an active mix of uses, and resist the loss of retail (A1-A5) uses to residential or other non-retail uses. It is important that active frontages / shopfronts are maintained so that the <del>Mixed</del> <u>Secondary</u> Shopping Frontage remains active and no areas of dead frontage are created, thereby isolating units further away. Care will be taken to avoid excessive concentrations of single uses that could cause amenity issues and affect the main shopping focus.</p>

Reference	Page	Policy/ Paragraph	Main Modification
MM 63	94	4.25	<p><i>Amend text</i></p> <p>Planning proposals for a change of use <u>from A1 (shops) to A2 (financial and professional services) excluding banks and building societies, A3 (restaurants and cafes), A4 (drinking establishments), or A5 (hot food takeaways) will need to be carefully considered against Policy TCL3. Particular attention should be given to avoiding the clustering of non-A1 uses where this is detrimental to the attractiveness of the centre in accordance with Policy TCL1. Within the <del>Mixed</del> <u>Secondary</u> shopping areas of Canterbury, Whitstable and Herne Bay, the <u>City</u> Council will support measures to protect and promote the charm and convenience of the independent retail sector. The Council will continue to monitor town centre vacancies. This will be a relevant consideration in the application of Policy TCL3. In the case of St Peters Street, additional flexibility is provided through Policy TCL4.</u></p>
MM 64	94	TCL3	<p><i>Amend policy text</i></p> <p>Policy TCL3 <del>Mixed</del> <u>Secondary</u> Shopping Frontages</p> <p><del>Mixed</del> <u>Secondary</u> Shopping Frontages are designated at Canterbury, Herne Bay and Whitstable as shown on the Proposals Map. <u>The Council will strongly encourage proposals that promote a mix of A1 to A5 uses and that maintain a Secondary Shopping Frontage.</u></p> <p>Changes of use of ground floor premises in these areas between the A use class will be permitted where the proposed use:</p> <ul style="list-style-type: none"> <li>(a) Retains an active shop front and maintains or enhances the vitality, attractiveness and viability of the shopping area;</li> <li>(b) Is complementary to the shopping function of the area and provides a direct service to the public; and</li> <li>(c) Does not result in an over concentration of <del>such like</del> <u>uses in the area and contributes to an appropriate mix and diverse retail offer.</u></li> </ul> <p>Change of use to residential or other non-retail uses will not normally be permitted.</p>

Reference	Page	Policy/ Paragraph	Main Modification
MM 65	96	TCL5	<p><i>Amend text</i></p> <p>Policy TLC5: Local Centres</p> <p>The Council will protect and improve the provision of retail uses and other uses that meet local needs in the designated local centres and the Canterbury City areas of Wincheap, and St Dunstons. Planning permission will <del>only</del> be granted for a change of use from a retail shop or other community use if:</p> <ol style="list-style-type: none"> <li>The proposed use does not threaten the vitality and viability of the local centre;</li> <li>The proposed use is not detrimental to residential amenity;</li> <li>The proposed use does not jeopardise the <del>balance and</del> variety of services available in the local centre to meet the needs of the local community;</li> <li>There is evidence to demonstrate that there is no demand for the continued use of the premises for retail or community uses; and</li> <li>The use is no longer viable and the property has been actively marketed at a reasonable rate for a period of at least 12 months.</li> </ol> <p>Proposals for new 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 community facilities, and are of a scale appropriate to the function of that particular centre.</p>
MM 66	98	4.41	<p><i>Amend text</i></p> <p>The Council will apply the sequential test to main town centre uses in the following order:</p> <ul style="list-style-type: none"> <li><del>• Primary Shopping Area (or designated retail frontages in coastal towns);</del></li> <li>• Town Centre locations;</li> <li>• Edge of centre locations (within 300m of the <u>Primary Shopping Area in Canterbury and town centre boundary in Herne Bay and Whitstable</u>);</li> <li><del>• Retail Nodes (in Canterbury);</del></li> <li>• Out of Centre locations.</li> </ul>



Reference	Page	Policy/ Paragraph	Main Modification
MM 67	98	4.42	<p><i>Amend text</i></p> <p>Proposals at out of centre locations will only be permitted if suitable sites are not sequentially available in <del>Primary Shopping Areas, town centre, or</del> edge of centre locations <del>or designated retail nodes</del>. Preference will be given to accessible sites that are well connected to the town centre.</p>
MM 68	99	4.45	<p><i>Amend text</i></p> <p>In the case of existing retail warehouses that are effectively limited to bulky goods, the Council will resist pressures to broaden out the range of goods permitted to be sold. This is to protect the vitality and viability of the City centre but it would also help retain the availability of units for bulky goods sales. If proposals come before the Council for relaxing the restrictions on the range of goods to be sold, then they should meet the requirements of policy TCL6 below. <del>929 sqm (10,000 sq ft) has commonly been used as part of conditions in the Canterbury District as the threshold below which bulky goods units units should not be subdivided or at which bulky goods conditions have been attached.</del></p>
MM 69	99	TCL6	<p><i>Amend policy text</i></p> <p>Policy TCL6: Main Town Centre Uses</p> <p>Planning permission for main town centre uses outside the <del>defined identified town centre boundaries</del> boundary, or Primary Shopping Area/frontage in the case of retail uses, will not be granted unless <u>where</u> the applicant has successfully demonstrated:</p> <p>(a) That there are no other more suitably located and available sites nearer to the <del>identified town centres</del> or Primary Shopping Area (as relevant for Canterbury City Centre) for the town centre use(s) proposed <del>for A1 retail uses</del>, using a sequential approach to site identification;</p> <p>(b) Flexibility in terms of format and scale;</p> <p>(c) The site is accessible <u>and well connected to the town centre through and convenient to</u> a range of transport modes other than the car, including good local public transport services, <del>and</del> walking and cycling; and</p> <p>(d) The proposed development does not have a significant detrimental effect on the highway network in terms of congestion, road safety and pollution.</p>

Reference	Page	Policy/ Paragraph	Main Modification
			<p>When assessing applications for <del>retail, leisure and office development</del> <u>main town centre uses</u> outside the identified centre boundaries, which are not in accordance with the adopted Local Plan, and with a floorspace that meets or exceeds <del>920sqm</del> <u>2,500sqm</u>, the Council will also require an impact assessment. <u>Should any retail proposal come forward that exceeds the total identified retail capacity, as outlined in Policy SP2, an impact test will be required on the net additional floorspace. An Impact assessment which will include an assessment of:</u></p> <p>(e) The impact of the development on existing, committed and planned public and private investment (including regeneration schemes) in a centre or centres in the catchment area of the proposal;</p> <p>(f) The impact of the proposal on town centre vitality and viability, including local consumer choice and trade in the town centre and wider area, <u>up to five years (ten for major schemes) from the time the application is made.</u>; <del>and</del></p> <p><del>(g) Effect on the vitality and viability of other town centres and identified local centres within the catchment area of the proposal.</del></p> <p>Development <u>that fails the sequential approach to development or gives rise to significant adverse impacts will be refused.</u></p>
MM 70	100	4.47	<p><i>Amend text</i></p> <p><del>Diversification of the Retail Offer and</del> <u>The Wincheap Retail Area and Meeting the Retail Need</u></p> <p>The comparison (non-food) retail need identified for Canterbury City is significant. In order to maintain Canterbury's current role and competitive position in the retail hierarchy it follows that the Council should seek to meet this need.</p> <p><u>The NPPF states that Local Planning Authorities should: "allocate a range of suitable sites to meet the scale and type of retail, leisure, commercial, community services and residential development needed in town centres. It is important that retail and leisure needs are met in full and are not compromised by limited site availability. Local planning authorities should therefore undertake an assessment of the need to expand town centres to ensure a sufficient supply of suitable sites".</u></p>

Reference	Page	Policy/ Paragraph	Main Modification
MM 71	100	4.48	<p><i>Amend text</i></p> <p>The NPPF states that Local Planning Authorities should: “allocate a range of suitable sites to meet the scale and type of retail, leisure, commercial, community services and residential development needed in town centres. It is important that retail and leisure needs are met in full and are not compromised by limited site availability. Local planning authorities should therefore undertake an assessment of the need to expand town centres to ensure a sufficient supply of suitable sites”.</p> <p><u>The Canterbury Retail and Leisure Study (2015) prepared by GL Hearn included a quantitative retail capacity assessment which identified capacity across the Canterbury District for 33,800 sqm of net comparison floorspace by 2031. This is a reduction from the 50,000sqm advised by DTZ in 2011.</u></p> <p><u>The 2015 study also indicates that Canterbury’s catchment has been contracting since 2011, indicating a slight diminution in its regional performance. Therefore, the Council has opted to pursue a commercial and defensive approach to its retail strategy that seeks to protect and consolidate Canterbury’s position in the retail hierarchy as a sub-regional centre by meeting the identified need in full.</u></p>
MM 72	100	4.49	<p><i>Amend text</i></p> <p><del>Given the historic City is more constrained than most centres, the significant comparison retail capacity identified and the lack of suitable City centre sites to accommodate this need, the council needs to make a significant retail allocation in a suitable location.</del></p> <p><u>The NPPF advocates priority for retail in town centres in the first instance. However, whilst the character and heritage aspects of the City are of major benefit to Canterbury’s economic success as a retail destination, they also act as a constraint on the future development potential of the Primary Shopping Area.</u></p> <p><u>GL Hearn’s Sequential Assessment and Wincheap Capacity Study (2016) estimated that in the order of 8,500 sqm net of the capacity identified could potentially be accommodated through commitments and sequential sites across the District. In accord with the NPPF this leaves approximately 25,000 sqm net of floorspace still to be accommodated.</u></p> <p><u>Advice received from DTZ in the Retail and Leisure Strategy (2011) and supported by the updated guidance by GL Hearn (2015) recommends that the Council should focus on the higher quality and specialist retail and leisure operators within the city centre, providing an holistic offer for resident and visitor markets and</u></p>

Reference	Page	Policy/ Paragraph	Main Modification
			<p><u>identifying opportunities for a satellite retail in an edge or out of centre location. This should be that offers a genuinely complementary function to the Canterbury City Centre. Whilst it is anticipated that this can be best achieved by catering more for bulky goods and large format/mass-market retailers and leisure operators, (conditioned appropriately), ensuring a focus on high quality and specialist retailers in the City centre. The NPPF clearly indicates a priority for retail in town centres in the first instance. the gap analysis by GL Hearn identifies a number of town centre retailers that are present in comparable cathedral cities but not Canterbury. Therefore, in order to maintain its position within the retail hierarchy some additional town centre floorspace / uses may also need to form part of any future proposals provided the requirements of Policy TCL6 can be satisfied.</u></p> <p><u>To maintain Canterbury’s current role and competitive position in the retail hierarchy it follows that the Council should seek to meet this need through Policy TCL7 “The Wincheap Retail Area”. Whilst the Sequential Assessment identified some capacity elsewhere in the District there is no guarantee that these sites would be available, deliverable or that retail would be the sole use. Therefore, Policy TCL7 allows accommodation of up to 33,800 sqm net floorspace to inject a degree of flexibility and certainty in terms of meeting the retail needs of the District as identified in the GL Hearn Retail Study.</u></p>
MM 73	100	4.50	<p><i>Amend text</i></p> <p><del>The Wincheap Retail Area (currently the Wincheap Industrial Estate and Riverside Retail Park) close to the Park and Ride, and within walking distance of the City centre, is well placed to act as a satellite retail area. It must, however, have a complementary retail function, catering for more mass market and large format retailers. There is already substantial retail floorspace on the estate and a target additional net retail floorspace of 50,000sqm should be provided. Any redevelopment should seek to provide alternative premises for existing occupiers of the estate where possible. Redevelopment should at Wincheap as envisaged in Policy TCL7 would make the best of the advantages of the current industrial estate as a brownfield location, including its position on one of the main entrances into the City, the presence of Canterbury East train station, Park and Ride facilities and major bus routes, its proximity to the new Canterbury - Chartham riverside footpath / cycle path and its close relationship to the historic City; an important sub-regional retail centre.</del></p> <p><u>It is anticipated that the planned redevelopment of the Wincheap Industrial Estate as a retail area will be managed in a phased approach. This would aim to match the delivery of floorspace to the capacity forecasts for each of the five-yearly periods as set out in Policy SP2. The</u></p>

Reference	Page	Policy/ Paragraph	Main Modification
			<p><u>City Council will review the retail capacity of the District approximately every 5 years and any future studies will become a material consideration, ensuring that the scale of development is calibrated to any future update of the capacity assessment. Any retail or leisure application that seeks to provide floorspace over and above the level of provision identified in Policy SP2 for any of the phased period(s) should be accompanied by an Impact Assessment for the additional floorspace. This approach will ensure that no significant adverse impact on Canterbury or other centres should arise as stipulated by the NPPF.</u></p> <p><u>An overarching masterplan for the Wincheap Retail Area will be prepared by Canterbury City Council and/or its appointed agent in order to guide development proposals. In turn it is envisaged that separate Development Principles documents will be prepared preceding each phase. These will consider the relevant policies, material considerations, future floorspace capacity projections and design codes. The Development Principles document will also seek to identify potential alternative premises for existing occupiers not considered complementary to the new development proposals or those who may not wish to remain within a new scheme prior to the commencement of each phase. Until the development proposals are known in detail, it is not possible to do this as it would be highly speculative and subject to change given the Local Plan period and fluidity of the property market.</u></p>
MM 74	100	4.51	<p><i>Amend text</i></p> <p><u>Any redevelopment proposals for A planned redevelopment of the estate Wincheap Retail Area should incorporate a high quality design and enhanced environment, a traffic management scheme as detailed in Policy T11 that would ensure essential improvements to traffic flow on Wincheap; (including a new off-slip from the A2, and a relief route for Wincheap itself) and a mix of complementary retail, leisure, and business and possibly some residential uses. The Council will encourage a residential element to the scheme where that helps deliver the Council's priorities, and is located and designed in such a way that it is not incompatible with leisure uses.</u></p>

Reference	Page	Policy/ Paragraph	Main Modification
MM 75	101	4.52	<p><i>Amend text</i></p> <p><del>A master planning exercise will inform the preparation of a development brief for the Wincheap Retail Area. Any development should be sympathetic to the adjacent to the residential properties whilst on Wincheap should pay regard the scale of the residential context. Proposals adjacent to the open space on the Great Stour should also pay regard to its wildlife and landscape quality. This area of habitat is designated as a Local Wildlife Site and Area of High Landscape Value and will be safeguarded. The development brief proposals should also respond to flooding risks in the locality.</del></p>
MM 76	101	4.53	<p><i>Amend text</i></p> <p>The Council <del>as majority landowner</del> will look to promote the improvement of Wincheap itself through the re-development of the existing estate, and highway improvements in particular. <u>Part of the S.106 agreement for planning permission CA/15/01479/OUT includes, amongst other items, the provision of an east bound slip road off the A2. The east bound A2 slip being the major highways infrastructure requirement necessary to support the comprehensive redevelopment of the Wincheap Retail Area.</u> The line of proposed new road infrastructure to relieve Wincheap of the in-bound traffic is safeguarded on the Proposals Map.</p>
MM 77	101	TCL7	<p><i>Amend policy text</i></p> <p>Policy TCL7 Wincheap Retail Area</p> <p>The Wincheap Retail Area, as shown on the proposals map, will be <u>regenerated and developed predominantly as a satellite area retail area, complementary to of the existing Canterbury City Centre offer, to include larger format focused on retail and leisure provision. The City Council and / or its appointed agent will prepare a Masterplan in accordance with the total requirements of this policy and other relevant Local Plan Policies.</u> The Council will facilitate the implementation of a comprehensive <u>retail-led</u> mixed-use redevelopment. Any scheme <u>proposals</u> will be required to:</p> <p>(a) <del>substantially a</del> <u>Accommodate up to 33,800sqm (net) of the large format comparison retail and leisure floorspace as identified by the Wincheap Retail Development Brief during the plan period Canterbury Retail and Leisure Study 2015 and phased in accordance with Policy SP2; and</u></p>

Reference	Page	Policy/ Paragraph	Main Modification
			<p>(b) <del>f</del> Form an effective, <u>and functional and retail location that is complementary satellite centre of to the Canterbury City Centre</u> offer and <del>which</del> that complies with the requirements of Policy <u>TCL6</u>; and</p> <p>(c) <del>p</del> Provide improved, attractive and convenient pedestrian links with Canterbury <del>e</del>City <del>e</del>Centre: and</p> <p>(d) <del>e</del>Contribute towards a package of transport improvements <u>as set out in Policy T11</u>.</p> <p>Redevelopment of any <u>discrete</u> part of the Wincheap Retail Area must not impede the successful implementation of the <u>overarching comprehensive retail and leisure-led redevelopment aspirations scheme and must also contribute financially to the overall delivery of transport and pedestrian infrastructure as indicated in the Development Brief the Wincheap Traffic Management Scheme</u>.</p> <p>The location and design <del>of new</del> of any new business and/or residential development identified as a <u>necessary requirement to ensure the sustainable regeneration of the area, or as essential to the viability of the overall scheme, must be compatible with the primary retail and leisure function of the site.</u></p>
MM 78	105	TCL10	<p><i>Amend policy text</i></p> <p>TCL10 Mixed Use Development</p> <p>Within (and around) the town centre, new large developments and development within commercial frontages should incorporate a mix of uses (including residential and / or office uses on upper floors where practicable), which will make a more efficient use of land and add to the vitality of the area. Within the Primary Shopping Frontages, a mixed use retail development shall not result in the overall loss of A1 retail floorspace at ground floor level.</p> <p>In addition to new sites coming forward in town centres, 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. <u>Where retail and/or leisure uses are proposed, these should satisfy the requirements of Policy TCL6.</u></p> <p>Canterbury</p> <p>(a) White Horse Lane: retail, residential, community uses; (b) Roger Britton Carpets, 190 Wincheap: retail and residential;</p>

Reference	Page	Policy/ Paragraph	Main Modification
			<p>(c) Kingsmead: retail, leisure and business and residential; (d) Peugeot Garage: student housing, office/commercial, leisure and education.</p> <p>Whitstable</p> <p>(e) The Warehouse, Sea Street: residential or offices or hotel, with public open space; (f) Whitstable Harbour: fishing, industrial, office / business, leisure and parking</p> <p>Development of those sites listed above <del>will need to conform to the associated adopted Development Briefs or agreed development principles.</del> <u>shall have regard to any relevant masterplans, development briefs or guidance.</u></p>
<b>Chapter 5 : Transport Infrastructure</b>			
MM 79	113	5.21	<p><i>Amend text</i></p> <p>Planning policies have encouraged a balance of land uses so that people have been encouraged to minimise journey lengths for employment, shopping, leisure, education and other activities. Development has only been prevented or refused on transport grounds where the residual cumulative impacts of development are severe. When considering providing public car parking and controlling the level of parking the <u>City Council will have regard to refer to the Parking Strategy as set out in the Canterbury Draft Transport Strategy. Over the plan period the City Council propose to dispose of some of the smaller city centre car parks and replace them at other locations including at Park and Ride sites, having regard to the overall supply.</u></p>
MM 80	114	T1	<p><i>Amend policy text</i></p> <p>Policy T1 Transport Strategy</p> <p>In considering the location of new development, or the relocation of existing activities, the Council will always take account of the following principles of the Draft Transport Strategy:</p> <p>a. Controlling the level and environmental impact of vehicular traffic including air quality;</p>



Reference	Page	Policy/ Paragraph	Main Modification
			<p>b. Providing alternative modes of transport to the car by extending provision for pedestrians, cyclists and the use of public transport;</p> <p>c. Reducing cross-town traffic movements in the historic centre of Canterbury;</p> <p>d. Providing public car parking and controlling parking in accordance with <u>having regard to</u> the Parking Strategy;</p> <p>e. Assessing development proposals in the light of transport demands and the scope for choice between transport modes; and</p> <p>f. Seeking the construction of new roads and/or junction improvements which will improve environmental conditions and/or contribute towards the economic well-being of the District.</p>
MM 81	117	5.29	<p><i>Amend text</i></p> <p>Cycling has much to offer as a means of transport, particularly for local journeys as it has little environmental impact, keeps you fit, is affordable and also takes up less road space than the private car. Canterbury already has a good cycle network and more routes are identified in the Canterbury District Draft Transport Strategy, these are necessary to make cycling a sustainable alternative to the car. All new development will look to provide traffic free segregated cycle routes with residential streets that are safe for cycling through low vehicle speeds.</p> <p>Cycle parking will be provided in all new developments <del>as per</del> <u>having regard to the local standards set out in Appendix 4 of the Canterbury District Local Plan the Kent Medway Structure Plan Supplementary Planning Guidance 4 (SPG4) and Code for Sustainable Homes Technical Guide.</u> New cycling routes are also identified as part of the strategic site allocations and where provided, Kent Downs Area of Outstanding Natural Beauty Rural Streets and Lanes : a Design Handbook (2009) adopted by Kent County Council, should be referred to.</p>

Reference	Page	Policy/ Paragraph	Main Modification
MM 82	121	T8	<p><i>Amend policy text</i></p> <p>The Council will require any future proposals for a park and ride at Whitstable to meet the criteria as set out below :</p> <ol style="list-style-type: none"> <li>Minimise the visual impact in respect of the location, layout and design of the development;</li> <li>Ensure that the development will not have a significant adverse effect on the amenity of local residents;</li> <li>Development which would materially harm scientific or nature conservation interests, either directly, indirectly or cumulatively is mitigated and any impacts can be adequately <u>avoided, mitigated or compensated</u> ;</li> <li>Any proposals will be expected to meet the aims of design policies DBE3 and DBE13.</li> </ol>
MM 83	121	5.46	<p><i>Amend text</i></p> <p><del>Kent County Council will apply Kent County Council's residential parking standard IGN3 or any subsequent guidance. For all other developments the City Council will apply SPG4 and the Code for Sustainable Homes Technical Guidance, convenient, secure, covered and where possible complemented by showering and changing facilities for cyclists.</del> Government Policy no longer requires local authorities to set maximum parking standards. Instead, local authorities are encouraged to develop locally appropriate standards taking into account factors such as the availability of public transport and local car ownership levels. <u>The local parking standards are set out in Appendix 4 of this Local Plan.</u></p>
MM 84	121	T9	<p><i>Amend policy text</i></p> <p><del>The City Council will apply Kent County Council's residential parking standard IGN3 or any subsequent guidance. For all other developments. Cycle parking, <u>W</u>where provided, will also be as per the local standards <u>cycle parking should be</u> convenient, secure, covered and where possible complemented by showering and changing facilities, as set out in <u>Appendix 4</u> <del>convenient, secure, covered and where possible complemented by showering and changing facilities.</del></del> <u>SPG4 and the Code for Sustainable Homes Technical Guide</u></p>

Reference	Page	Policy/ Paragraph	Main Modification
MM 85	124	T13	<p><i>Amend policy text</i></p> <p>The Council will require the provision of an A291 Herne Relief Road as identified on the Proposals Map as an integral part of new development as set out in Policy SP3. Any development proposals that might prejudice this route will be resisted.</p> <p>Contributions to this relief road <del>will</del><u>may</u> be sought from appropriate developments.</p>
MM 86	124	5.54	<p><i>Amend text</i></p> <p>New mixed use development sites have been allocated at Sturry/Broad Oak and Hersden which lie within the A28 corridor. The A28 through Sturry suffers from congestion due the high levels of traffic and the operation of the level crossing at Sturry. Whilst sustainable modes like walking, cycling and public transport will be provided for by these new sites, it is accepted that the new development will still create additional traffic. Any further significant development in this area will be required to improve and mitigate the effects of this additional traffic <u>by provision of/or proportionate contribution to</u> <del>New development sites allocated in Herne Bay, Sturry, Broad Oak and Hersden will be required to fund</del> a Sturry Relief Road that avoids the level crossing <del>by providing</del> with a new road bridge, including a bus lane over the railway line <u>or other associated improvements to the A28 corridor</u>. The City Council will enter into appropriate legal agreements with the relevant site owners/agents to ensure that the Sturry relief road is delivered at an appropriate point with fair and proportionate contributions from all relevant developments.</p>

Reference	Page	Policy/ Paragraph	Main Modification
<b>Chapter 6: Tourism and Visitor Economy</b>			
MM 87	133	TV1	<p><i>Amend policy text</i></p> <p>Policy TV1 Cultural and Arts Facilities</p> <p>Proposals for cultural or arts facilities will be encouraged, particularly where they are located within or close to town centres or public transport nodes or where new public places are created. The 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 relevant design policies, <del>and</del> Policy TCL4 and the environmental and traffic management implications.</p> <p>All large development proposals should seek to <del>promote</del> <u>include</u> public art as part of the overall design strategy. <del>directly in the design of new developments and through the payment of a financial contribution secured through a section 106 agreement or another suitable mechanism such as CIL.</del></p>
MM 88	136	TV3	<p><i>Amend policy text</i></p> <p>Planning permission will not be given for development involving the loss of visitor staying accommodation in the District unless :</p> <ul style="list-style-type: none"> <li>a. There is clear evidence to demonstrate that the existing accommodation is no longer needed; and</li> <li>b. The use is no longer viable and the business has been actively marketed for a minimum <u>of one year continuously</u> <del>2 years</del> with no genuine interest;</li> <li>c. The change of use is the only practical way to conserve a listed building;</li> <li>d. The building is no longer fit for purpose as visitor staying accommodation.</li> </ul> <p>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.</p>

Reference	Page	Policy/ Paragraph	Main Modification
MM 89	138	TV5	<p><i>Amend policy text</i></p> <p>Any proposal for Marina provision and associated facilities will <del>only</del> be permitted if :</p> <ul style="list-style-type: none"> <li><del>a. The relevant design policies are adhered to ;</del></li> <li>b. A transport assessment has been carried out in order to assess the transport impact on the local road network and any mitigation or infrastructure measures arising from the transport assessment are completed before the development begins;</li> <li>c. The development would not result in any increased risk of flooding elsewhere, and any mitigation measures are completed in advance of the development;</li> <li>d. A full and detailed Habitats Regulations Assessment has been carried out to establish the impact on the surrounding internationally important sites for wildlife, such as Special Protection Area (SPA), Special Area for Conservation (SAC) and Ramsar;</li> <li>e. Development which would materially harm the scientific or nature conservation interests, either directly, indirectly or cumulatively of the Sites of Special Scientific Interest (SSSI) and areas of known nature conservation interest is mitigated and any impacts can be adequately compensated;</li> <li>f. If the proposals relate to Whitstable Harbour, any development does not undermine the Harbour Strategy to maintain a working harbour.</li> </ul> <p><u>The City Council will expect a Masterplan or Development Brief to be prepared in accordance with the relevant Local Plan Policies.</u></p>
MM 90	139	TV6	<p><i>Amend policy text</i></p> <p>Policy TV6 Reculver Country Park</p> <p>Proposals to further enhance the attraction of Reculver and develop Reculver Country Park (as shown on the proposals map, Inset 1) as a quality attraction for visitors, in particular open air recreational proposals, will be permitted by the Council. Any proposals would be subject to design, visual and environmental impacts, including meeting habitat regulations requirements and ensuring suitable access arrangements.</p> <p>Any future development at Reculver will need to <del>meet</del> <u>have regard to</u> the aims of the Reculver Masterplan.</p>

Reference	Page	Policy/ Paragraph	Main Modification
<b>Chapter 7: Climate Change, Flooding, Coastal Change and Water Resources</b>			
MM 91	144	Box	<p><i>Amend text:</i></p> <p>Council responses to Climate change</p> <p>Action to reduce the Canterbury District’s impact on climate change will include:</p> <ul style="list-style-type: none"> <li>• giving priority to development in urban or edge of urban locations that are well served by sustainable forms of transport; and</li> <li>• ensuring development encourages and improves access to these sustainable forms of transport; and</li> <li>• encouraging walking, cycling and the use of public transport; and</li> <li>• promoting developments that generate renewable energy; and</li> <li>• encouraging <del>Combined Heat and Power</del> <u>local renewable and low carbon energy schemes</u> at strategic development sites; <del>and</del></li> <li>• designing development to increase energy efficiency and reduce energy consumption and carbon emissions: <u>and,</u></li> <li>• <u>undertaking an assessment of the District to ascertain, and where appropriate, allocate suitable sites for wind energy development and wind turbines in either a Development Plan Document or a review of the Local Plan.</u></li> </ul> <p>Action to adapt to expected climate change will include:</p> <ul style="list-style-type: none"> <li>• giving preference to development of previously developed land where this is sustainably located;</li> <li>• encouraging environments that promote biodiversity and a green infrastructure network;</li> </ul>

Reference	Page	Policy/ Paragraph	Main Modification
			<ul style="list-style-type: none"> <li>• locating and designing development to eliminate unacceptable flood risk;</li> <li>• ensuring that there is no inappropriate development at designated coastal</li> <li>• Overtopping Zones and Coastal Protection Zones experiencing erosion;</li> <li>• adopting sustainable drainage systems; and</li> <li>• designing development to ensure water efficiency is an integral part of design.</li> </ul>
MM 92	145	7.8	<p><i>Amend text</i></p> <p>The Council <del>will anticipate</del> preparing a Sustainable Construction and Renewable Energy <del>Supplementary Planning Document</del>, which will provide more information on the available opportunities and constraints relating to large scale renewable energy or low carbon energy installations. Proposals for renewable and low carbon energy will be supported where they respond positively to the opportunities identified, especially small-scale community-led initiatives <del>for wind schemes</del>, solar clubs and the use of biomass. Consideration of proposals will include assessments of public health and safety and impacts on landscape, air quality, biodiversity, historic environment and residential amenity.</p> <p><u>The Council will also assess the suitability of areas within the district for wind energy development including single turbines and wind farms. The work done by Kent County Council in Renewable Energy for Kent (2012) will be used as a basis for the study. Where sites are considered suitable the local community will be consulted and where appropriate sites will be allocated, and relevant policies developed, in either: a review of the Local Plan, or, a specific adopted Development Plan Document. Until that time any application for wind energy development will be assessed in accordance with the Written Ministerial Statement (HCWS42) and the briefing paper Planning for Onshore Wind (House of Commons, June 2015). Sites for wind energy development can also be allocated within neighbourhood plans.</u></p>

Reference	Page	Policy/ Paragraph	Main Modification
MM 93	146	CC1	<p><i>Amend policy text</i></p> <p>Policy CC1 Renewable and Low Carbon Energy <u>Production Development (apart from wind energy development)</u></p> <p>Proposals for the utilisation, distribution and development of renewable and low-carbon sources of energy, including freestanding installations, will be encouraged in appropriate locations. In considering such proposals, the Council will give significant weight to their environmental, community and economic benefits, alongside consideration of public health and safety and impacts on biodiversity, air quality, landscape character, the historic environment, residential amenity of the surrounding area <u>and the protection of the best and most versatile agricultural land. Specific considerations are outlined in Policy DBE2.</u></p> <p>Permission will only be granted for <u>large scale or commercial</u> renewable and low carbon energy installations and associated equipment and buildings if there are commitments to ensure their removal after the use has ceased and land restored to its previous use and, where relevant, productive condition.</p> <p><u>Until suitable sites are allocated for wind energy development any applications for wind farms or wind turbines will be assessed in accordance with the Written Ministerial Statement (HCWS42) and the briefing paper Planning for Onshore Wind (House of Commons, June 2015).</u></p>
MM 94	146 - 147	7.12	<p><i>Amend text</i></p> <p>The final shape of the Government's Zero Carbon Homes Standard <del>will be</del> <u>was due to be</u> determined by the Government for implementation in 2016. <del>It is likely</del> <u>was anticipated</u> to require all carbon dioxide emissions arising from energy use regulated under Building Regulations to be abated from 2016. Regulated energy may derive from sources such as fixed heating, hot water, ventilation and fixed lighting and other fixed building services (but does not include appliances such as white goods). <del>It is</del> <u>was</u> expected that to meet <del>the</del> <u>a</u> Zero Carbon Standard, each home <u>would</u> <del>needs</del> to meet minimum standards for fabric performance (Fabric Energy Efficiency Standard), on site carbon compliance and then achieve zero carbon emissions from regulated energy use (0kg CO<sub>2</sub> per m<sup>2</sup>) which <del>is</del> <u>was</u> expected to be achieved via the use of Allowable Solutions. <del>The Government has now indicated that it does not intend to move forward with the implementation of Allowable Solutions.</del> Irrespective of whether this zero carbon</p>



Reference	Page	Policy/ Paragraph	Main Modification
			<p>target is brought into force, the Council will expect all development to make carbon savings. When seeking to reduce carbon emissions all development should take account of the following energy hierarchy:</p> <p><b>Fabric Energy Efficiency:</b> Achieving <u>improvements in the minimum standard</u> for fabric energy efficiency is a key first stage in meeting the Zero Carbon Standard. The fabric energy efficiency of a home is determined by the annual space heating and cooling demand in KWh per m<sup>2</sup>, assessed using the Standard Assessment Procedure (SAP).</p> <p><b>Carbon Compliance:</b> <del>Beyond Once improvements to complying with minimum level of fabric energy efficiency have been made the next step is the Zero Carbon Standard requires a specific</del> <u>reducing the level of on-site CO<sub>2</sub> emissions to be achieved.</u> This is termed carbon compliance and again calculated using SAP. The Dwelling CO<sub>2</sub> Emission Rate includes efficiency of energy supply and the type of fuel used as well as energy requirement in the calculation. This second stage should demonstrate the use of on-site low and zero carbon energy technologies for heat and power. This could include electric power generation from photovoltaics and wind generators, and heat from biomass and wind pumps. It could include micro-generation on individual homes up to development-scale district heat or CHP systems.</p> <p><del><b>Allowable Solutions:</b> Allowable Solutions is the overarching term for the carbon offsetting process and the various measures which house builders may support to achieve the zero carbon standard from 2016. Where energy efficiency and carbon compliance are unable to achieve the required carbon savings through on-site measures, developers can meet their commitments off-site at a cost no higher than the government's long-term value of carbon. This might include contribution to a carbon offsetting fund to enable investment in high quality low and zero carbon community projects.</del></p>
MM 95	147	7.13	<p><i>Amend text</i></p> <p><del>It may not be possible for new development to achieve zero carbon by energy efficiency measures and carbon compliance alone and the developer will need to look to Allowable Solutions. From 2016 (and specified further as part of the preparation of a Sustainable Construction and Renewable Energy SPD), the Council will accept contributions to a carbon offsetting fund to enable investment in high quality low and zero carbon community projects, which could include programmes to improve the energy efficiency of the existing housing stock. The City Council will focus on Energy Efficiency and Carbon Compliance, adopting the <u>any</u> Government's agreed</del></p>

Reference	Page	Policy/ Paragraph	Main Modification
			national standards for Energy Efficiency, <del>and Carbon Compliance,</del> <u>and if implemented</u> <del>and permitting</del> the use of Allowable Solutions <del>to meet the zero carbon target.</del>
MM 96	147	7.15	<p><i>Amend text</i></p> <p>An Energy Statement <del>should</del> <u>could</u> be submitted as part of the 'Sustainability Statement' required to accompany planning applications by policy <del>DBE1</del> <del>DBE6</del> and <u>its supporting text paragraphs.</u> <del>As part of its Sustainable Construction and Renewable Energy SPD and Community Infrastructure Levy, the Council will establish a Community Renewable Energy Fund to administer and account for carbon credits and other funds generated through Allowable Solutions.</del></p>
MM 97	148	CC2	<p><i>Amend policy text</i></p> <p>Development in the Canterbury District should include <u>proportionate measures to reduce carbon dioxide and greenhouse gas emissions (as outlined table D1 and Policy DBE1).</u> <del>from energy use. in accordance with the following energy hierarchy:</del></p> <ol style="list-style-type: none"> <li>1. <del>_____ Fabric Energy efficiency;</del></li> <li>2. <del>_____ Carbon Compliance: (a) Incorporating renewable energy; (b) Incorporating Low Carbon Sources;</del></li> <li>3. <del>_____ Allowable Solutions</del></li> </ol> <p><del>Where available and feasible, new development will be expected to connect to existing Combined Heat and Power (CHP) distribution networks. The use of on-site CHP will be encouraged.</del></p> <p><del>Where it is not feasible or viable to achieve the goal of zero carbon from energy efficiency and carbon compliance measures, the council will coordinate and accept contributions towards Allowable Solutions to enable investment in carbon reduction elsewhere in the district. The Community Renewable Energy Fund.</del></p> <p><del>The Council's Sustainable Construction and Renewable Energy Supplementary Planning Document will provide further guidance.</del></p> <p><u>As well as incorporating measures to reduce carbon emissions development proposals shall show how they have taken account of landform, layout, building orientation, massing and landscaping to minimise energy consumption.</u></p>

Reference	Page	Policy/ Paragraph	Main Modification
MM 98	149	CC3	<p><i>Amend policy text</i></p> <p><u>Policy CC3 Local/District Renewable and Low Carbon Energy and Heat Production Schemes Combined Heat and Power</u></p> <p><del>Within the Strategic Sites (as shown on the Proposals Map) and other development sites over 200 units, health facilities, education institutions and schools or substantial commercial developments, the development will be required to should</del> provide site wide <u>local renewable or low carbon energy and/or heat generation schemes, such as Combined Heat and Power (CHP) or connect to an existing CHP distribution network.</u></p> <p><del>An exception will only be made where it is</del> If a <u>local renewable/low carbon scheme or district heating scheme is not proposed it will need to be demonstrated that the provision would not be viable or feasible, or it can be demonstrated that an alternative carbon reduction strategy would be more appropriate.</u></p>
MM 99	152	CC4	<p><i>Amend policy text</i></p> <p><del>All Development proposals within Flood Zones 2 and 3 and sites larger than 1 ha in Flood Zone 1 the areas at risk of flooding or increased surface water run-off shall be subject to a Flood Risk Assessment and/or Drainage Impact Assessment, where relevant. This</del> <u>The Flood Risk Assessment shall be in accordance with the Council’s Drainage Impact Assessment Guidance Note and Strategic Flood Risk Assessment, including the requirement for a contribution towards any necessary new flood defence or mitigation measures. Where relevant, the assessment should also address the risk of flooding from surface water, groundwater and ordinary watercourses. Where there is evidence that water from these sources ponds or flows over the proposed site the assessment should state how this will be managed and what the impact on neighbouring sites will be.</u></p> <p>Measures identified to mitigate effects shall be installed and maintained at the developers’ own expense or put into a management company to ensure their long term retention, <u>maintenance and management.</u> Other flood resilient and/or resistant measures may also be required, and their provision will be informed by the findings of a submitted Flood Risk Assessment and/or Drainage Impact Assessment (where relevant).</p>

Reference	Page	Policy/ Paragraph	Main Modification
MM 100	154	CC5	<p><i>Amend policy text</i></p> <p>On sites that have not been previously developed within the Environment Agency's Zones 2 and 3, <del>no</del> new development will <u>only be permitted if it can be unless an exceptional justification can be demonstrated through that it satisfies the requirements of the Sequential Test and, where required, the Exception Test.</u> Extensions to existing property and change of use must meet the requirements of flood risk assessments.</p>
MM 101	154	CC7	<p><i>Amend policy text</i></p> <p>Policy CC7 Overtopping Hazard Zones</p> <p>Within the overtopping hazard zones as shown on the Proposals Map <u>Inset 5 (see also all Insets)</u>, no development will be permitted.</p>
MM 102	156	CC10	<p><i>Amend policy text</i></p> <p>A Coastal Protection Zone is defined on the Proposals Map (Insets 3 and 5), and in this area planning permission for new development will <u>normally</u> be refused.</p>
MM 103	157	7.55	<p><i>Amend text</i></p> <p>The Flood and Water Management Act 2010 requires new developments and redevelopments to have drainage plans for surface runoff approved by the <u>Lead Local Flood Authority which is Kent County Council. The Local Flood Authority (Kent County Council) is responsible for adopting and maintaining new SuDS that serve more than one property and have been constructed as approved and function as designed. "National Standards for sustainable drainage systems" (designing, construction, operating and maintaining drainage for surface runoff) were published in 2011. The National Planning Practice Guidance recommends that sustainable drainage systems should be provided in major developments unless demonstrated to be inappropriate. The Non-statutory technical standards for sustainable drainage systems were produced in 2015 to provide guidance on the design, construction, operation and maintenance of sustainable drainage systems. . These National Standards set out what to design and construct in order to gain approval from the lead Local Flood Authority and for operating and maintaining SuDS which the Local Flood Authority adopts. The documents sets out a hierarchy of destinations for surface water runoff. : discharge to the ground, followed by a surface water body, surface water sewer, followed by combined</u></p>

Reference	Page	Policy/ Paragraph	Main Modification
			sewer. Most relevant to SuDS, surface water runoff must be discharged to the ground.
MM 104	157	Para 7.56	<p><i>Amend text</i></p> <p><u>Kent County Council is the Lead Local Flood Authority within Kent and, as such, is the statutory consultee with respect to surface water on major developments. Development proposals must be accompanied by sufficient information to support the developers drainage strategy. This information may include ground investigation, surveys and design calculations.</u></p> <p><u>Kent County Council have produced a 'Local flood risk management strategy' in June 2013 in addition to this they have produced a Drainage and Planning Policy Statement in June 2015. These documents set out a countywide framework for managing the risk of local flooding and provide guidance on the requirements, design considerations and consulting on drainage and local flood risk. These should be referred to by developers prior to development proposals being drawn up. Pre-application advice prior to commencing design is encouraged. On major and strategic development sites consideration should be given to surface water strategically, as part of the scheme development and masterplanning process, which should detail how this infrastructure will be delivered over the life time of the development and different building phases to ensure that schemes are delivered as proposed and to manage ongoing and future flood risk. On-going maintenance of SuDs will need to be undertaken by either an adopting authority or by an appropriate management agent, this information should be included with any planning application.</u></p> <p><del>To ensure the potential for SuDS is maximised on site and any delays in approval are avoided, pre-application discussions between developers, planners, highways authorities and the SAB (SuDS Approval Body) should be arranged from the earliest stages of site design. There will be two types of SuDS approval, a free-standing application for permitted development and a combined application where planning permission is required. The detailed implementation of the Act, including phasing options, needs to be confirmed through secondary legislation, expected in 2014.</del></p>

Reference	Page	Policy/ Paragraph	Main Modification
MM 105	158	CC11	<p><i>Amend policy text</i></p> <p><del>Planning decisions should utilise Sustainable Drainage Systems (SuDS) unless there are practical reasons for not doing so.</del></p> <p><u>All development applications should include drainage provision. This will ensure that surface water is appropriately controlled within the development site, manage flood risk on-site and off-site, and not exacerbate any existing flood risk in the locality. Within major<sup>1</sup> development sustainable drainage systems that deliver other benefits, such as biodiversity, water quality improvements and amenity, are expected to be included, except where they are demonstrated to be inappropriate.</u></p> <p>All developments should <del>aim to</del> achieve <u>as close as possible to the City Council's stipulated greenfield runoff rates, mimic natural flows and drainage pathways</u> and ensure that surface water run-off is managed as close to its source as possible using the following hierarchy:</p> <ol style="list-style-type: none"> <li>1. <del>a.</del> Discharge into the ground.</li> <li>2. <del>b.</del> Discharge to a surface water body.</li> <li>3. <del>c.</del> Discharge to a surface water sewer, <u>highway drain, or another drainage system.</u></li> <li>4. <del>d.</del> Discharge to a combined sewer <u>where there are absolutely no other options, and only where agreed in advance with the relevant sewage undertaker.</u></li> </ol> <p><u>Any drainage scheme must manage all sources of surface water, including exceedance flows and surface flows from offsite, provide for emergency ingress and egress and ensure adequate drainage connectivity.</u> It will not be acceptable for surface water runoff to enter the foul water system.</p> <p>SuDS or other appropriate measures should:</p> <ol style="list-style-type: none"> <li>a. Maintain public safety;</li> <li>b. Provide sufficient attenuation to surface water flows as appropriate;</li> <li>c. Ensure that there is adequate treatment of surface water flows, such that there is no diminution in quality of any receiving watercourse;</li> <li>d. Ensure protection of groundwater; and</li> </ol>

Reference	Page	Policy/ Paragraph	Main Modification
			<p>e. Provide or enhance wetland habitat and biodiversity where possible.</p> <p><u>On major and strategic developments it should be shown how this infrastructure will be delivered over the different building phases to ensure that schemes are delivered as envisaged and that ongoing and future flood risk is managed.</u></p> <p>Approval <del>for</del> <u>of</u> the design and long term <u>management and maintenance</u> of SuDS will be required prior to <u>the development commencing.</u> <del>being permitted.</del></p> <p><b><u>Footnote:</u></b> <sup>1</sup> <u>As defined in Article 2 of the Town and Country Planning (Development Management Procedure) (England) Order 2015 (no.595) or any later amendment</u></p>
MM 106	159	CC12	<p><i>Amend policy text</i></p> <p>The <u>City</u> Council will require that new development incorporates well designed mitigation measures to ensure that the water environment does not deteriorate, both during construction and during the lifetime of the development. Furthermore, the <u>City</u> Council will seek to ensure that every opportunity is taken to enhance existing aquatic environments and ecosystems. This will include the restoration of natural river features (including riverbanks) and removal of barriers to fish passage when appropriate opportunities arise.</p> <p>Any new development <u>should not</u> <del>must not</del> place further <del>pressure on the environment and</del> compromise Water Framework Directive objectives.</p>
MM 107	160	7.63	<p><i>Amend text</i></p> <p>New development in the Canterbury District must recognise the issue of water stress. There is a need for ongoing liaison between planners, water companies and the Environment Agency <del>in order</del> to ensure that the scale and distribution of housing and future demand is understood, planned for, and associated infrastructure is funded for <del>in</del> the long-term. The <u>City</u> Council will seek to ensure that new development <u>incorporates</u> <del>meets a number of</del> design measures that will contribute to demand management. <del>at new developments. The main water efficiency measures are as follows:</del></p> <ul style="list-style-type: none"> <li>• <del>Water consumption within the home is one of the five</del></li> </ul>

Reference	Page	Policy/ Paragraph	Main Modification
			<p><del>compulsory aspects to address to achieve the Council's minimum standard of Level 4 of the Code for Sustainable Homes (Policy DBE1).</del></p> <p><del>Policy CC11 requires new development to utilise Sustainable Urban Drainage</del></p>
MM 108	161	CC13	<p><i>Amend policy text</i></p> <p>The <u>City</u> Council will ensure that development is phased using appropriate time scales for the construction of any necessary water and/or wastewater infrastructure associated with development proposals. The <u>City</u> Council will consult in detail with water companies and the Environment Agency to ensure the need for new water services infrastructure is understood and planned for.</p> <p><u>All new housing or commercial development will need to incorporate suitable arrangements for the disposal of foul water into a sewerage system, at the nearest point of adequate capacity, in consultation with the service provider.</u></p> <p>Development should minimise water use as far as practicable by incorporating appropriate water efficiency and water recycling measures. In new homes, the <u>City</u> Council will seek a required level of <del>105</del> <u>110</u> litres maximum daily allowable usage per person in accordance <u>Regulation 36(2)(b) of the with Building Regulations 2010 (as amended)</u> <del>Level 4 of the Code for Sustainable Homes.</del></p>



Reference	Page	Policy/ Paragraph	Main Modification
<b>Chapter 8: Design and Built Environment</b>			
MM 109	164	8.7	<p><i>Amend text</i></p> <p>Land is a finite resource, and it is an objective of the City Council to make more efficient use of previously developed, derelict or underused land. Developments should conserve natural resources, be energy efficient and minimise pollution. In 2010 energy use in domestic buildings (heating, air conditioning, ventilation, lighting etc) accounted for 43% of the UK's total energy consumption. The City Council will encourage developments that incorporates best practice initiatives that aim to reduce this level of energy consumption, such as: the Code for Sustainable Homes (2006) with the accompanying Technical Guidance (updated on a six monthly basis); Passivhaus; and the recommendations from the Building Research Establishment (BRE). The City Council will produce a Sustainable Construction and Renewable Energy Supplementary Planning Document that will provide further advice, in due course.</p>
MM 110	165	8.8	<p><i>Delete text</i></p> <p>The Code for Sustainable Homes (CSH) is a national standard designed to improve the sustainability of new homes. It is voluntary for private house builders but all publicly funded houses have had to be constructed to code Level 3 since 2008. The CSH measures the sustainability of a house against nine categories and a code level is awarded on the basis of how many mandatory minimum standards have been achieved. The code uses a star rating system to communicate the overall performance of the house (one star = Code Level One). The statutory means of achieving zero carbon homes is being progressed through the Building Regulations rather than through the CSH. By 2013 the Building Regulations will require an energy saving standard equivalent to CSH Code Level 4. In 2008, the Government published 'Lifetime Homes, Lifetime Neighbourhoods: A National Strategy for Housing in an Ageing Society'. This set out the need to build more flexible and inclusive housing in order to meet the future requirements of our ageing population. To encourage the development of more Lifetime Homes the Government incorporated the standard into the Code for Sustainable Homes, and all housing built to Level Six of the code must comply with the Lifetime Homes Standard. Homes built to lower levels of the code can also obtain an additional four credits if they satisfy the Lifetime Homes criteria.</p>

Reference	Page	Policy/ Paragraph	Main Modification
MM 111	165	8.9	<p><i>Amend text</i></p> <p><del>Passivhaus standards focus on building fabric and performance with the aim of reducing energy consumption. Typically a Passivhaus should result in an energy rating equivalent to level 5 or 6 of the Code for Sustainable Homes. The Code for Sustainable Homes and the BRE Environmental Assessment Method (BREEAM) standards are overarching sustainability assessment ratings which address a large number of environmental issues. The construction and occupation of buildings are major consumers of resources and can produce large quantities of waste and carbon emissions. In terms of embodied energy there is nothing more sustainable than an existing building and the possibilities of sensitively altering or retro-fitting buildings to bring them up to modern standards should always be considered before demolition and re-building is proposed. The City Council will generally encourage and support proposals to improve the energy efficiency of existing buildings.</del></p>
MM 112	166	DBE1	<p><i>Amend policy</i></p> <p>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 resources such as energy, reduce/minimise waste and protect and enhance the environment.</p> <p>The City Council will <del>therefore</del> require development schemes to incorporate sustainable design and construction measures, <u>to show how they</u> All development should respond to the objectives of sustainable development. <del>and reflect the need to safeguard and improve the quality of life for residents, conserve resources such as energy, reduce/minimise waste and protect and enhance the environment.</del></p> <p>a. Schemes must take account of <del>t</del><u>The checklist in table D1 should be used to</u> and demonstrate how sustainable construction and design principles have been incorporated into <u>development into their proposals;</u></p> <p><u>Sustainability statements will be required for applications for major development<sup>1</sup> and for the strategic housing sites identified</u></p>

Reference	Page	Policy/ Paragraph	Main Modification
			<p><u>in Policy SP3. They should demonstrate how the proposal has responded to the objectives of sustainable development and had regard to the measures outlined in Table D1. Energy statements should be submitted for all strategic development sites listed in policy SP3. c. Non-residential developments should at least meet a 'very good' BREEAM rating from 2012 and provide evidence as to why an 'excellent' rating from 2015 cannot be achieved.</u></p> <p><u>Development proposals should also show how measures outlined in any sustainable design guidance or SPD adopted by the City Council have been considered.</u></p> <p><del>b. New build housing should be constructed to meet the Code for Sustainable Homes level 4 and should be compliant with the current building regulation standards which currently aims to have zero-regulated CO<sub>2</sub> emissions from the regulated use of energy for all new build houses from 2016;</del></p> <p><del>d. New developments will also need to be resilient to climate change, through the inclusion of a</del> Appropriate climate change adaptation measures. These could include flood resilient measures, solar shading and drought resistant planting, limiting water runoff, reducing water consumption and reducing air pollution.</p> <p><sup>1</sup> <u>As defined in Article 2 of the Town and Country Planning (Development Management Procedure) (England) Order 2015 (no.595) or any later amendment</u></p>
MM 113	166/167	8.10	<p><i>Amend text</i></p> <p>When justifying a proposed <u>sustainable design in a design and access statement</u>, the following points in Table D1 concerning sustainability should be considered.</p> <p>Table D1: Sustainable Design and Construction Measures Checklist</p>

Reference	Page	Policy/ Paragraph	Main Modification	
			<b>Issue</b>	<b>Measure</b>
			Site selection and layout design	<ul style="list-style-type: none"> <li>• Efficient use of land</li> <li>• Orientation to minimise energy consumption and maximize passive solar gain where applicable</li> <li>• Limiting excessive solar gain and provision of shading both on and around the building</li> <li>• Optimising natural ventilation</li> <li>• The presence of buildings of mixed use, tenure and type</li> <li>• Design standard and accessibility</li> </ul>
			Materials	<ul style="list-style-type: none"> <li>• Life cycle environmental cost analysis of construction materials</li> <li>• Choice of materials including using those that are locally sourced, are from renewable resources or are recycled (e.g. secondary aggregates), where appropriate</li> <li>• Seek to minimize waste during construction</li> <li>• Life cycle environmental cost analysis of construction materials</li> <li>• Level of insulation</li> <li>• Efficient water use and re-use of water</li> <li>• The source of energy used and metering</li> <li>• Efficient heating, cooling and lighting</li> <li>• Effective building management systems</li> <li>• Adequate storage space for recyclable materials and composting</li> <li>• Bicycle storage</li> <li>• Improving resource efficiency</li> <li>• Reducing level and water waste</li> </ul>
			Energy	<ul style="list-style-type: none"> <li>• Renewable energy</li> <li>• Home user guide and energy monitoring</li> <li>• Reduce energy demand e.g. through high levels of insulation</li> <li>• Energy use and pollution – cooling, heat generation, pollution air noise and light</li> <li>• The source of energy used and metering</li> <li>• Preferential use of low carbon energy sources and evidence that onsite renewable energy generation has been explored.</li> <li>• Avoiding or minimising any emissions or discharges</li> <li>• Including energy reduction measures from</li> </ul>

Reference	Page	Policy/ Paragraph	Main Modification	
				<p><u>the early design conception stage</u></p> <ul style="list-style-type: none"> <li>• <u>Production of energy statements for strategic development sites, which should include:</u> <ol style="list-style-type: none"> <li>1. <u>A description of the overall energy strategy for the site</u></li> <li>2. <u>A calculation of baseline energy demand and emissions</u></li> <li>3. <u>An assessment of the feasibility of the available renewable and low carbon technologies</u></li> <li>4. <u>A calculation of the potential contribution of each technology to site energy savings and emissions reductions</u></li> <li>5. <u>Approximate costs of each feasible technology, to inform discussion about viability</u></li> <li>6. <u>Other potential impacts of renewable and low carbon energy technologies selected</u></li> <li>7. <u>Long term management of energy supply on the site</u></li> </ol> </li> </ul>
			Water	<ul style="list-style-type: none"> <li>• Sustainable urban drainage</li> <li>• Efficient water use and re-use of water e.g grey water <u>recycling</u> systems</li> <li>• Surface water</li> <li>• Permeable surfaces</li> <li>• Flooding and drainage – avoidance / reduction / mitigation</li> </ul>
			Ecology and Landscape	<ul style="list-style-type: none"> <li>• Biodiversity – protection creation and enhancement</li> <li>• Integrated landscape structure and open space system including shelter belts linked where possible to the surrounding landscape</li> <li>• Conservation and retention of high quality natural features (trees, hedgerows, watercourses, water bodies etc.) and the contribution made to increasing and enhancing biodiversity</li> <li>• Biodiversity – impact loss of habitat, trees, features</li> <li>• <u>Use of land form and landscaping to minimise energy consumption</u></li> </ul>
			Transport	<ul style="list-style-type: none"> <li>• Accessibility of the site to a choice of</li> </ul>

Reference	Page	Policy/ Paragraph	Main Modification						
			<table border="1"> <tr> <td data-bbox="730 286 911 645"></td> <td data-bbox="911 286 1525 645"> <ul style="list-style-type: none"> <li>travel alternatives</li> <li>• Transport: Major developments - <u>Traffic Assessment</u>; Small developments – transport statement</li> <li>• A safe circulation system for vehicles, pedestrians and cyclists with priority clearly given to pedestrian and cycling safety and links to public transport nodes</li> <li>• Bicycle storage</li> </ul> </td> </tr> <tr> <td data-bbox="730 645 911 864">Pollution</td> <td data-bbox="911 645 1525 864"> <ul style="list-style-type: none"> <li>• Avoiding or minimising any emissions or discharges.</li> <li>• Avoid potentially polluting developments</li> <li>• Avoid/minimize noise, olfactory, air and light pollution</li> </ul> </td> </tr> <tr> <td data-bbox="730 864 911 1151">Health and Wellbeing</td> <td data-bbox="911 864 1525 1151"> <ul style="list-style-type: none"> <li>• Inclusive design and accessibility</li> <li>• <u>Adaptable buildings</u></li> <li>• <del>Lifetime homes</del></li> <li>• Provision of public and private outdoor space</li> <li>• Appropriate landscaping</li> <li>• Passive surveillance</li> </ul> </td> </tr> </table>		<ul style="list-style-type: none"> <li>travel alternatives</li> <li>• Transport: Major developments - <u>Traffic Assessment</u>; Small developments – transport statement</li> <li>• A safe circulation system for vehicles, pedestrians and cyclists with priority clearly given to pedestrian and cycling safety and links to public transport nodes</li> <li>• Bicycle storage</li> </ul>	Pollution	<ul style="list-style-type: none"> <li>• Avoiding or minimising any emissions or discharges.</li> <li>• Avoid potentially polluting developments</li> <li>• Avoid/minimize noise, olfactory, air and light pollution</li> </ul>	Health and Wellbeing	<ul style="list-style-type: none"> <li>• Inclusive design and accessibility</li> <li>• <u>Adaptable buildings</u></li> <li>• <del>Lifetime homes</del></li> <li>• Provision of public and private outdoor space</li> <li>• Appropriate landscaping</li> <li>• Passive surveillance</li> </ul>
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MM 114	169	DBE2	<p><i>Amend policy text</i></p> <p>In determining applications for the development of renewable or micro-generation equipment (<u>apart from wind energy development</u>), the City Council will expect applicants to:</p> <ol style="list-style-type: none"> <li>Avoid any <u>significant</u> adverse impacts (visual, <del>aural, olfactory noise, odour and amenity impacts</del>) <del>or cumulative impact where appropriate;</del></li> <li>Have given weight to the environmental, social and economic benefits;</li> <li>Have minimised the visual impacts <u>by providing the optimum in respect of the layout and design of the development including screening;</u></li> <li>Ensure that the development will not have a significant adverse effect on the amenity of local residents;</li> <li>Ensure that the installation would not have an adverse cumulative impact on the environment <del>by reason of proximity to other existing or proposed renewable energy developments.</del></li> <li><u>Show there is no adverse impact on heritage assets (Policy HE1);</u></li> <li><u>Demonstrate that there is no significant impact on the landscape setting, habitats, biodiversity, wildlife or</u></li> </ol>						

Reference	Page	Policy/ Paragraph	Main Modification
			<p><u>designations such as the AONB, AHLV, Ramsar, SACs or SPAs as outlined in Chapter 10;</u></p> <p>h. <u>Ensure protection of the best and most versatile agricultural land unless it is demonstrated that it is necessary and no alternative poor quality land is available.</u></p> <p><u>It should be noted that wind energy development will be assessed in accordance with the Written Ministerial Statement (HCWS42) and the briefing paper Planning for Onshore Wind (House of Commons, June 2015) until sites can be allocated and relevant policies developed in either a review of the Local Plan or a specific Development Plan Document.</u></p>
MM 115	170	8.17	<p><i>Amend text</i></p> <p>The aim of the City Council is to ensure that all new development in the Canterbury District achieves the highest standards of design. <u>The Strategic Site Allocations, in particular shall reflect “garden city” principles, as set out in Appendix 1.</u> Quality design has a key role to play in shaping and enhancing the District, as well as repairing the damage done by inappropriate development in the past. Developments should aim to create distinctive, linked, sustainable places that support community cohesion. The appearance of <u>a</u> proposed development and its relationship to its surroundings are material considerations in determining planning applications and appeals. Such considerations relate <u>both</u> to the design of buildings and to urban design. 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. Those characteristics can be related to the following themes:</p> <ul style="list-style-type: none"> <li>• Townscape and character: a place with its own identity.</li> <li>• Space and enclosure: a place where public and private space is clearly distinguished.</li> <li>• Quality of the public realm: a place with attractive, <u>useful</u> and successful outdoor areas.</li> <li>• Ease of movement: a place that is safe and easy to get to and move about in.</li> <li>• Legibility: a place that has a clear image and is easy to understand.</li> <li>• Adaptability and resilience: a place that can change easily.</li> <li>• Diversity: a place with variety and choice.</li> <li>• <u>Heritage: history and the historic uses of a place.</u></li> </ul>

Reference	Page	Policy/ Paragraph	Main Modification
MM 116	172 / 173	DBE3	<p><i>Amend policy</i></p> <p>The distinctive character, diversity and quality of the Canterbury District will be promoted, protected and enhanced through high quality, <u>sustainable</u> inclusive, design, which reinforces and positively contributes to its local context creating attractive, inspiring and safe places.</p> <p><del>The City Council will expect all development proposals to be of high quality design and will assess proposals against the following considerations:</del></p> <p><u>Proposals for development, which are of a high quality design, will be granted planning permission having regard to other plan policies and the following considerations:</u></p> <ol style="list-style-type: none"> <li>a. The character, setting and context of the site and the way the development is integrated into the landscape;</li> <li>b. The conservation, integration, extension, connection and management of existing natural <u>and historic</u> features including trees <del>and</del> hedgerows, <u>pathways and boundaries</u> to strengthen local distinctiveness, character, <u>habitats</u> and biodiversity;</li> <li>c. The visual impact including the impact on local townscape character <u>and landscape</u> and the skyline;</li> <li>d. <u>High quality design solutions appropriate to the site;</u></li> <li>e. The form and density of the development <u>including:</u> the efficient use of land, layout, landscape, density and mix, building heights, scale, massing, materials, finishing and architectural details including proposed lighting schemes;</li> <li>f. The provision of visually interesting frontages at street level;</li> <li>g. The privacy and amenity of neighbouring buildings and future occupiers (including overshadowing, outlook and <del>sun</del>light);</li> <li>h. The provision of appropriate hard and soft landscaping;</li> <li>i. The impact of polluting elements, such as noise, dust, <u>odour, light, and vibration and air pollution</u> from the development or neighbouring uses <del>including polluting elements; such as noise, air, and light;</del></li> <li>j. The provision of appropriate amenity and open space;</li> <li>k. The safe movement <u>of pedestrians, cyclists and cars</u> within and around the proposed development;</li> <li>l. <u>The aAccessibility of:</u> buildings and places should meet the highest standards of access and inclusion;</li> <li>m. Parking arrangements <del>conform</del> <u>having regard</u> to the latest adopted vehicle parking standards;</li> <li>n. <del>That t</del>The proposed development does not have a detrimental effect on the highway network in terms of congestion, road safety and air quality; <u>and</u></li> <li>o. The compatibility of the proposed development with other adjacent uses.</li> </ol>



Reference	Page	Policy/ Paragraph	Main Modification
MM 117	173	DBE4	<p><i>Delete Policy</i></p> <p>Policy DBE4 Modern Design</p> <p>Proposals for new modern design will only be granted where the building design is of high quality. Any new proposals will be expected to demonstrate</p> <ul style="list-style-type: none"> <li>a. — High quality design solutions appropriate to the site;</li> <li>b. — Attention to the quality and appropriateness of materials, methods of construction, finishes and architectural detailing reflecting the local context;</li> <li>c. — Visual interest when viewed as a whole and in detail;</li> <li>d. — Attention to proportions, scale, form and massing;</li> <li>e. — The impact on the skyline from short and long distance view points;</li> <li>f. — Integration between the different parts of the building to create a coherent whole; and</li> <li>g. — The impact on local amenity.</li> </ul>
MM 118	173/174	8.26	<p><i>Amend text and footnote</i></p> <p>Design and access statements will be required for <u>development on strategic sites</u>, major developments<sup>(5)</sup> and for developments in designated areas such as World Heritage Sites or Conservation Areas, where the proposed development consists of one or more dwellings or a building or buildings with a floorspace of 100sqm or more; and applications for listed building consent. Planning application design and access statements can also be appropriate for small, low key development proposals, as they still can have an impact on the community. In such cases, only a brief statement explaining the design approach is likely to be necessary. Applicants <u>shall</u> will be tasked with demonstrate-ing how their applications conform to the good design principles discussed above. The Kent Design Guide is a good resource for advice on the design process. In addition the City Council has published a number of conservation area appraisals which provide a useful source of information on the local context for</p>

Reference	Page	Policy/ Paragraph	Main Modification
			<p>proposals within conservation areas.</p> <p>Footnote: 5- as defined by Article 2 of the Town and Country Planning (Development Management Procedure (England)) Order 2015</p>
MM 119	174	8.27	<p><i>Amend text</i></p> <p><del>On occasions when</del> <u>Where</u> village design statements, <u>masterplans</u>, development briefs or design codes/<u>guides</u> have been prepared, <u>or</u> <del>and</del> adopted as a material consideration, <del>or</del> as a supplementary planning document by the City Council, these will form the background design guidance for <u>assessing new</u> development proposals and will be a material <u>consideration when determining planning applications.</u></p>
MM 120	174	8.28	<p><i>Delete text</i></p> <p><del>A design and access statement should be submitted with planning applications and should:</del></p> <ul style="list-style-type: none"> <li><del>• explain the design principles and design concept;</del></li> <li><del>• outline how these are reflected in the development's layout, density, scale, visual appearance and landscape design;</del></li> <li><del>• explain how the design relates to its site and wider area through a full site appraisal including the potential effect on the significance of any heritage assets, a tree survey where appropriate, and to the purpose of the proposed development;</del></li> <li><del>• explain how the development will meet the local authority's design objectives/policies (and its other planning policies);</del></li> <li><del>• demonstrate that the development of the design has taken account of the views of the local community.</del></li> </ul>
MM 121	174	8.29	<p><i>Delete text</i></p> <p><del>The written design and access statement should be illustrated (as appropriate) by plans and elevations, photographs of the site and its surroundings, and other illustrations, such as perspectives.</del></p>

Reference	Page	Policy/ Paragraph	Main Modification
MM 122	174	8.30	<p><i>Amend text</i></p> <p><del>Development briefs for specific sites or areas will, in certain cases, have been adopted, following a period of public consultation. Where design statements, masterplans, development briefs or design codes/guides the development brief is</del> are not prepared by the City Council, the landowner or developer is advised to seek guidance on its content because different types of site (<del>large town-centre sites and small rural infill sites</del>) are likely to require different approaches. In general, <del>they</del> the development brief should set out the key constraints and contextual characteristics of the site, and establish design parameters for the proposed development. These might include infrastructure needs, opportunities for external spaces and other environmental enhancements.</p>
MM 123	175	DBE5	<p><i>Delete policy</i></p> <p><del>Policy DBE5 Design and Access Statements</del></p> <p><del>Design and access statements shall be submitted with planning applications setting out the principles used in the scheme to relate the development within and to its context, including the issues set out in paragraph 8.28. This will apply to all planning applications, where the development is visually significant or is significant to its neighbours.</del></p>
MM 124	175	8.33	<p><i>Delete text</i></p> <p><del>The City Council will expect energy statements to be submitted with large planning applications and for all sites listed in policy SP3. These should provide information on the following, this list is by no means exhaustive and should be read as a guide:</del></p>

Reference	Page	Policy/ Paragraph	Main Modification														
MM 125	175	Table D2	<p><i>Delete table</i></p> <p>Table D2 : Energy Statements</p> <table border="1"> <thead> <tr> <th>Issue</th> <th>Example</th> </tr> </thead> <tbody> <tr> <td>Description of the overall energy strategy for the site</td> <td> <p>* Reduce demand for energy in the building design e.g. passivhaus standards</p> <p>* Use energy more efficiently eg low / zero carbon homes</p> <p>* Supply energy from renewable and low carbon resources</p> <p>More stringent requirements for energy efficiency are expected to emerge in the Building Regulations updates.</p> </td> </tr> <tr> <td>A calculation of baseline energy demand and emissions</td> <td>This would generally be expressed in kWh or MWh for energy and kg or tonnes for CO2 both per annum.</td> </tr> <tr> <td>An assessment of the feasibility of the available renewable and low carbon energy technologies</td> <td>Feasibility should include issues such as the suitability of sites/design for chosen technology, reasons for discounting other forms; other potential impacts such as visual, noise or other pollution.</td> </tr> <tr> <td>A calculation of the potential contribution of each technology to site energy savings and emissions reductions</td> <td>This should be expressed as both a percentage of annual total and as an absolute figure (i.e. kWh or kg CO2 saved)</td> </tr> <tr> <td>Approximate costs of each feasible technology, to inform discussion about viability</td> <td>Viability should be considered from the point of view of the developer and future occupants of the development, have regard to government schemes and incentives.</td> </tr> <tr> <td>Other potential impacts of renewable and low carbon</td> <td>This might include issues such as noise or air quality</td> </tr> </tbody> </table>	Issue	Example	Description of the overall energy strategy for the site	<p>* Reduce demand for energy in the building design e.g. passivhaus standards</p> <p>* Use energy more efficiently eg low / zero carbon homes</p> <p>* Supply energy from renewable and low carbon resources</p> <p>More stringent requirements for energy efficiency are expected to emerge in the Building Regulations updates.</p>	A calculation of baseline energy demand and emissions	This would generally be expressed in kWh or MWh for energy and kg or tonnes for CO2 both per annum.	An assessment of the feasibility of the available renewable and low carbon energy technologies	Feasibility should include issues such as the suitability of sites/design for chosen technology, reasons for discounting other forms; other potential impacts such as visual, noise or other pollution.	A calculation of the potential contribution of each technology to site energy savings and emissions reductions	This should be expressed as both a percentage of annual total and as an absolute figure (i.e. kWh or kg CO2 saved)	Approximate costs of each feasible technology, to inform discussion about viability	Viability should be considered from the point of view of the developer and future occupants of the development, have regard to government schemes and incentives.	Other potential impacts of renewable and low carbon	This might include issues such as noise or air quality
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MM 126	176	DBE6	<p><i>Delete Policy</i></p> <p>Policy DBE6 Sustainability Statements</p> <p>Sustainability statements including an energy statement, 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 and taken into account the checklist in table D1.</p> <p>In addition, a Sustainability Statement will be required for all the strategic sites identified in policy SP3.</p>				
MM 127	179	DBE7	<p><i>Amend policy text</i></p> <p>All new housing proposals should have an acceptable standard of accommodation in terms of internal layout, room sizes and amenity space. Residential accommodation should have regard to <del>meet</del> the minimum space standards set out in <u>the Department for Communities and Local Government's Technical housing standards – nationally described space standard table D3</u>. In addition developments should provide:</p> <ol style="list-style-type: none"> <li>Storage space and space for refuse and recycling</li> <li>Facilities for covered cycle parking</li> <li>Outdoor space for private and/or communal use</li> </ol> <p>The City Council will expect at least 20% of all residential developments to be built to Lifetime Home Standards spread equally between all tenure groups.</p>				
MM 128	179	8.47	<p><i>Amend text</i></p> <p>To achieve a good standard of homes that are flexible and adaptable they <u>should have regard to</u> <del>must be built to</del> <u>the Department for Communities and Local Government's nationally described space standards</u> <del>the minimum internal space standards set out in Table D3</del>. These standards are considered to be the minimum acceptable and the City Council would expect to see a</p>				

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			<p>range of homes in excess of these minimum sizes. The usability of a home is not solely dependent on its size but also on whether it can be organised to meet the needs of the residents. People appreciate larger living space and the number of rooms provided. Providing a large internal floor area will, however, not compensate for a poorly designed internal layout, badly proportioned spaces and awkward door swings. Rooms should be of sufficient size to allow them to function in relation to their proposed use. Where multi-functional rooms are proposed they should allow for future sub-division. Living rooms should have a width greater than 3.3 metres. Bedrooms should have a minimum floor area of 7m<sup>2</sup> for a single bedroom and 12m<sup>2</sup> for a double/twin bedroom (ensuite showers/bathrooms do not count towards this minimum). Single bedrooms should be at least 2m wide, double bedrooms at least 2.6m wide and all bedrooms should be at least 3m in length. Additional guidance concerning internal space standards is available from the Lifetimes Homes Standard.</p>																																											
MM 129	180	Table D3	<p><i>Delete table D3</i></p> <p><b>Table D3: Minimum residential space standards</b></p> <table border="1"> <thead> <tr> <th></th> <th>Dwelling type (bedroom/persons)</th> <th>Essential GIA (sq.m)</th> </tr> </thead> <tbody> <tr> <td rowspan="8">Flats</td> <td>1p</td> <td>37</td> </tr> <tr> <td>1b2p</td> <td>50</td> </tr> <tr> <td>2b3p</td> <td>61</td> </tr> <tr> <td>2b4p</td> <td>70</td> </tr> <tr> <td>3b4p</td> <td>74</td> </tr> <tr> <td>3b5p</td> <td>86</td> </tr> <tr> <td>3b6p</td> <td>95</td> </tr> <tr> <td>4b5p</td> <td>90</td> </tr> <tr> <td rowspan="5">Two storey houses</td> <td>4b6p</td> <td>99</td> </tr> <tr> <td>2b4p</td> <td>83</td> </tr> <tr> <td>3b4p</td> <td>87</td> </tr> <tr> <td>3b5p</td> <td>96</td> </tr> <tr> <td>4b5p</td> <td>100</td> </tr> <tr> <td rowspan="3">Three storey houses</td> <td>4b6p</td> <td>107</td> </tr> <tr> <td>3b5p</td> <td>102</td> </tr> <tr> <td>4b5p</td> <td>106</td> </tr> <tr> <td></td> <td></td> <td></td> <td>4b6p</td> <td>113</td> </tr> </tbody> </table>		Dwelling type (bedroom/persons)	Essential GIA (sq.m)	Flats	1p	37	1b2p	50	2b3p	61	2b4p	70	3b4p	74	3b5p	86	3b6p	95	4b5p	90	Two storey houses	4b6p	99	2b4p	83	3b4p	87	3b5p	96	4b5p	100	Three storey houses	4b6p	107	3b5p	102	4b5p	106				4b6p	113
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MM 130	181	8.48	<p><i>Amend text</i></p> <p><del>The Lifetime Homes Standard was established in the 1990's to incorporate a set of principles that should be implicit in good housing design. In this context</del> Good housing design should maximise utility, independence and quality of life without compromising on the aesthetics or cost effectiveness of design. It <u>should</u> seeks to provide flexible accommodation that meets the changing needs of households over time. <del>It is therefore an expression of</del> <u>Inclusive design as it is that which</u> has the ability to meet the requirements of a wide range of households such as families with pushchairs, wheelchair users, <u>the elderly</u> and <del>some</del> people with disabilities.</p>
MM 131	181	8.49	<p><i>Amend text</i></p> <p>The City Council instructed Adams Integra as part of their Economic Viability Assessment to appraise <del>the impact of a 20% requirement for all housing developments to be built to lifetime homes standards.</del> <u>space standards as part of their overall assessment.</u> They concluded that it would not have a significant negative impact on scheme viability and therefore the City Council will expect 20% of all residential developments to be built to <del>Lifetime Home Standards,</del> <u>the Requirement M4(2) of the Building Regulations 2010 (as amended) accessible and adaptable dwellings,</u> as set out in Policy DBE8.</p>
MM 132	181	8.50	<p><i>Amend text</i></p> <p>The City Council will expect all buildings and places to meet the highest standards practicable for access and inclusion. An inclusive environment will be easily used by as many people as possible without separation, special treatment or undue effort <u>and will be adaptable over time to meet changing needs.</u> It is important to ensure that full access is integrated into all design features rather than being seen as an add-on or just for disabled people. The Commission for Architecture and the Built Environment (CABE) describe inclusive design as 'making places everyone can use'. In their guidance document, entitled Principles of Inclusive Design (2006), CABE note that by 'designing and managing the built environment inclusively, the frustration and hardship experienced by many.....can be overcome (2006: iii).' Five principles set by CABE are deemed vital towards achieving this objective, and are broken down as follows:</p>

Reference	Page	Policy/ Paragraph	Main Modification
			<p><b>Principles of Inclusive Design</b></p> <ul style="list-style-type: none"> <li>i. Placing people at the heart of the design process – through extensive stakeholder consultation right at the start of the thinking process.</li> <li>ii. Acknowledging diversity and difference – good design can only be achieved if the environment created meets as many people’s needs as possible.</li> <li>iii. Offering choice – where a single design solution cannot accommodate all users, applying the same high design standards should enable the access requirements of all users to be met.</li> <li>iv. Providing flexibility in use – places need to be designed so they can adapt to changing uses and demands.</li> <li>v. Providing buildings and environments that are convenient and enjoyable to use for everyone – involves considering roads, walkways, building entrances, signage, lighting, visual contrast and materials.</li> </ul> <p><u>Inclusive flexible design should future proof development to ensure that it is accessible to the widest sections of the population.</u> The principles above provide an important starting point for addressing inclusive design in the built environment. They should be used in assessing planning applications and in drawing up masterplans, <u>development briefs</u> and <u>design codes</u> area planning frameworks, as well as in the scoping of highways and traffic management schemes.</p> <p>Creating an inclusive environment requires that developments:</p> <ul style="list-style-type: none"> <li>• Can be used safely, independently, easily and with dignity by all regardless of disability, age, gender, ethnicity or other circumstances;</li> <li>• Are convenient and welcoming with no barriers, so everyone can use them independently without undue effort or separation;</li> <li>• Are flexible and responsive to taking account of what different people say they need and want, so people can use them in different ways;</li> <li>• Are planned in a way that encourages active community participation, particularly from disability/access groups;</li> <li>• Are realistic, offering more than one solution to help balance everyone’s needs, recognising that one solution may not work for all.</li> </ul>



Reference	Page	Policy/ Paragraph	Main Modification
			<p>Whilst inclusive design is a primary objective of any development or streetscape scheme, it is appreciated that there are other policies and drivers associated with the conservation of specific buildings and their setting, and the preservation and enhancement of wider locations through Conservation Area designations.</p> <p>The provision of an ‘access for all’ approach does not need to preclude high quality design solutions. However, careful consideration should be given to the design rationale early in the scoping and planning process, so that ‘competing demands’ can be managed and stakeholder discussions facilitated. Developers should have regard to the best practice set out in BS8300 – 2009 “Design of buildings and their approaches to meet the needs of disabled people”. Attention to materials palette, long term maintenance and problems associated with a disconnected streetscape environment need to be tackled early in discussions.</p>
MM 133	182	DBE8	<p><i>Amend policy text</i></p> <p>The City Council will require developments to meet the highest standards of accessibility and inclusion. Developers should ensure that developments:</p> <ol style="list-style-type: none"> <li>a. Can be used <u>and accessed</u> safely and easily by all;</li> <li>b. Are convenient, welcoming and enjoyable to use independently without special treatment;</li> <li>c. Are flexible and responsive so that people can use them in different ways;</li> <li>d. Are realistic and recognise that one solution may not work for all.</li> <li>e. <u>Can be adapted to the changing needs of users and environmental conditions.</u></li> </ol> <p><u>The City Council will expect 20% of homes on major developments and strategic sites to meet the accessibility and adaptable dwellings Regulation M4(2) of the Building Regulations (as amended).</u></p>
MM 134	183	DBE9	<p><i>Delete policy</i></p> <p><del>Policy DBE9 Residential Intensification</del></p> <p><del>The principle of residential intensification will only be acceptable if:</del></p> <ol style="list-style-type: none"> <li><del>a. The site is in an existing residential area;</del></li> <li><del>b. The site has been allocated for housing;</del></li> </ol>

Reference	Page	Policy/ Paragraph	Main Modification
			<p><del>c. ——— And the development would not conflict with other policies in the Local Plan.</del></p> <p><del>The development should take account of the guidance given in the paragraphs below and the Council's Residential Intensification Design Guide (2008).</del></p>
MM 135	188	DBE10	<p><i>Amend policy</i></p> <p>The City Council will permit alterations and extensions to buildings which:</p> <ol style="list-style-type: none"> <li>a. Are compatible with the character of the original building in terms of design, layout, <u>size, bulk, mass, height</u>, choice of materials and position;</li> <li>b. <u>Integration between different parts of the building to create a coherent whole;</u></li> <li>c. Will not result in unacceptable loss of privacy to neighbouring properties;</li> <li>d. Will not create unacceptable overlooking or overshadowing to neighbouring properties; and</li> <li>e. Are not detrimental to the amenity and character of the locality <u>and streetscape.</u></li> </ol> <p>Particular attention will be paid to ensuring that such <u>new development or works</u> to listed buildings and non-listed buildings in conservation areas do not damage their special architectural character.</p>
MM 136	191	DBE12	<p><i>Amend policy text</i></p> <p>In order to ensure that functional, visually successful public open space is created with a strong sense of place as part of new development, the <u>City Council</u> will expect developments to incorporate the following:-</p> <ol style="list-style-type: none"> <li>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;</li> <li>b. The maximising of opportunities <del>esy</del> for all areas of the public realm to be subject to natural surveillance;</li> <li>c. The incorporation of landscape design to the frontage of development sites, particularly where they border</li> </ol>

Reference	Page	Policy/ Paragraph	Main Modification
			<p>principal roads;</p> <p>d. In order to improve the physical environment of the public realm the <u>City Council</u> will expect the promotion of public art, subject to appropriate consultative and planning considerations. Where new development changes or creates new public places, the <u>City Council</u> will <del>expect</del><u>encourage</u> the provision of public art to be included as part of the proposal.</p> <p>e. <u>Create opportunities for wildlife habitats and corridors where appropriate.</u></p> <p><u>Demonstrate how the management and maintenance of public open space will be continued long term.</u></p>

Reference	Page	Policy/ Paragraph	Main Modification
<b>Chapter 9: Historic Environment</b>			
MM 137	200	HE1	<p><i>Amend policy text</i></p> <p>The <u>City</u> Council will support proposals which protect, conserve and, <del>where appropriate,</del> enhance the historic environment and the contribution it makes to local distinctiveness and sense of place. Proposals that make sensitive use of historic assets through regeneration and reuse, particularly where these bring redundant or under-used buildings and areas into an appropriate use, will be encouraged.</p> <p>Development must conserve and <del>where appropriate</del> enhance, or reveal, the significance of heritage assets and their setting. Development will not be permitted where it is likely to cause <u>substantial</u> harm to the significance of heritage assets or their setting <u>unless it is necessary to achieve substantial public benefit that would outweigh the harm or loss, or all of the following apply:</u></p> <ul style="list-style-type: none"> <li>• <u>the nature of the heritage asset prevents all reasonable uses of the site; and,</u></li> <li>• <u>no viable use of the heritage asset itself can be found in the medium term through appropriate marketing that will enable its conservation; and,</u></li> <li>• <u>conservation by grant-funding or some form of charitable or public ownership is demonstrably not possible; and,</u></li> <li>• <u>the harm or loss is outweighed by the benefit of bringing the site back into use.</u></li> </ul> <p>Any development affecting directly, or the setting of, a listed or locally listed building, Conservation Area, Scheduled <del>Ancient</del> Monument, registered park or garden, historic landscape, or archaeological site will be required to submit a Heritage Statement with any Planning Application. The statement will need to outline and provide evidence as to the significance of the heritage asset including its setting, the likely impact of the development upon it and be proportional to the importance of the said heritage asset.</p> <p>Should permission be granted for the removal of part or all of a heritage asset the City Council will not permit the removal or demolition of the heritage asset until it is proven that the approved replacement development will proceed.</p>

Reference	Page	Policy/ Paragraph	Main Modification
MM 138	212	HE6	<p><i>Amend policy text</i></p> <p>Development within a conservation area should preserve or enhance its special architectural or historic character or appearance.</p> <p>Development, in or adjoining a conservation area, which would <del>harm</del> <u>enhance</u> its character, appearance, or setting will <del>not</del> normally be permitted. Important features or characteristics, which contribute to its special character and setting, that need to be protected, include; plan form, buildings, architectural features, built form, archaeological sites, materials, trees, streets and spaces and the relationships between these features.</p> <p>New development in a conservation area should <u>aim to preserve and enhance</u> <del>make a positive contribution to</del> the character and local distinctiveness of the historic environment and respect its surroundings in terms of height, massing, volume, scale, form, materials, details, roofscape, plot width and the design of any new pedestrian, <u>cycle</u> or vehicular access.</p> <p>Development within, affecting the setting of, 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, appearance or setting. Particular consideration will be given to the following:</p> <ol style="list-style-type: none"> <li>a. The retention of buildings, groups of buildings, existing street patterns, historic building lines and ground surfaces;</li> <li>b. Retention of architectural details that contribute to the character or appearance of the area;</li> <li>c. The impact of the proposal on the townscape, roofscape, skyline, landscape and the relative scale and importance of buildings in the area;</li> <li>d. The need to protect trees and landscape;</li> <li>e. The removal of unsightly and negative features; and</li> <li>f. The need for the development.</li> </ol>

Reference	Page	Policy/ Paragraph	Main Modification
MM 139	213	9.55	<p><i>Amend text</i></p> <p><del>The Council will resist the demolition of h</del> Heritage assets which contribute to the character and appearance of conservation areas <u>should be retained</u>. When Planning Permission for <u>demolition of a heritage asset</u> is applied for <del>the Council will refuse consent unless it can be</del> <u>applicants should</u> demonstrated that:</p> <ul style="list-style-type: none"> <li>• the demolition is necessary in order to deliver substantial public benefits; or the nature of the heritage asset affected prevents all reasonable uses for the site; and</li> <li>• no viable use for the asset can be found in the medium term that will enable conservation; and</li> <li>• conservation through grant funding is not possible; and</li> <li>• the harm or loss of the heritage asset is outweighed by the benefits of bringing the site back into use.</li> </ul>
MM 140	214	HE8	<p><i>Amend policy text</i></p> <p>The <u>City Council</u> has a presumption in favour of the conservation of heritage assets. The more significant the asset, the greater the presumption in favour of conservation and the greater the justification required for its alteration. Proposals involving substantial harm to heritage assets within a conservation area will normally be refused unless it can be shown that the harm or loss is necessary to achieve substantial public benefits <u>that outweigh that harm or loss</u>. If the proposal will lead to less than substantial harm to the significance of a heritage asset, or the building, or the element affected does not contribute to the significance of the area, the harm will be weighed against the public benefits of the proposal.</p>
MM 141	216	HE9	<p><i>Amend policy text</i></p> <p>In conservation areas and on, or affecting, listed buildings, advertisements will be kept to a minimum in order to maintain the character and appearance of conservation areas and to avoid harm to the fabric, character or setting of listed buildings. Their size, design, materials and colouring <del>must</del> <u>should</u> not detract from the character and appearance of the area.</p> <p>Where a building is listed, locally listed or has a special character, the Council will grant advertisement consent or listed building consent for painted timber fascia advertisements and traditional hanging signs.</p>

Reference	Page	Policy/ Paragraph	Main Modification
			<p><del>Consent for</del> Internally illuminated box signs and plastic blinds <del>will be</del> <u>are</u> inappropriate in an historic context <del>and will be refused.</del> Where illumination of a sign in a conservation area is acceptable it should be achieved by halo or other illumination to individual letters.</p> <p>Projecting signs of traditional design will be acceptable provided they are:</p> <ol style="list-style-type: none"> <li>a. Carefully positioned in relation to the elevation of the building;</li> <li>b. Hung from traditional brackets;</li> <li>c. There is only one sign attached to the building; and</li> <li>d. Any illumination is external and/or unobtrusive.</li> </ol> <p>Advertisements alongside roads will not be permitted where they would prejudice road safety.</p>
MM 142	221	HE12	<p><i>Amend policy text</i></p> <p>Within the Canterbury Area of Archaeological Importance and areas of recognised archaeological potential elsewhere in the District the Council will <del>not</del> determine planning applications involving work below ground level <del>until</del> <u>once</u> the applicant has provided information in the form of an evaluation of the archaeological importance of the site, and, an assessment of the archaeological implications of the proposed development.</p>
MM 143	223	HE13	<p><i>Amend policy text</i></p> <p>The historic landscape, including ancient woodlands, hedgerows and field boundaries, parks and gardens of historic or landscape interest and archaeological features (such as standing remains and earthwork monuments) will be preserved and enhanced.</p> <p>Within historic landscapes:</p> <ol style="list-style-type: none"> <li>a. Development that would <u>not</u> adversely affect their historic character and appearance <del>and will not</del> <u>normally</u> be permitted <u>subject to compliance with other Local Plan policies</u>;</li> <li>b. The conservation of landscape and architectural elements will be encouraged;</li> <li>c. The maintenance, restoration and reconstruction of the</li> </ol>

Reference	Page	Policy/ Paragraph	Main Modification
			<p>layout and features of historic parks and gardens will be encouraged where this is appropriate and based on historical research; and</p> <p>d. Development that <del>would</del> <u>does not</u> detract from landscape and village settings <del>would will normally not be supported, permitted</del> <u>subject to compliance with other Local Plan policies.</u></p>
<p><b>Chapter 10: Landscape and Biodiversity</b></p>			
MM 144	227	LB1	<p><i>Amend policy text</i></p> <p>High priority will be given to conservation and enhancement of natural beauty in the Kent Downs Area of Outstanding Natural Beauty (AONB) and planning decisions should have regard to its setting. <u>Major developments and pProposals which conflict with the objective to conserve and enhance the AONB, or that endanger tranquillity, will not be permitted except in exceptional circumstances where it is demonstrated to be in the public interest, the need is shown and any detrimental effect is moderated or mitigated.</u></p> <p>In considering proposals for development within the AONB, the emphasis should be on <del>small-scale</del> proposals that are sustainably and appropriately located and designed to enhance the character of the AONB. The <u>City Council</u> will grant proposals which support the economy and social well-being of the AONB and its communities, including affordable housing schemes, provided that they do not conflict with the aim of conserving and enhancing natural beauty by addressing location, scale, form, high quality design, materials and mitigation and <del>conform with</del> <u>have regard to</u> the advice set out in the Kent Downs AONB Management Plan, <u>and its supporting guidance.</u></p> <p>Proposals will be encouraged where they <del>serve to</del> facilitate the delivery of the statutory Kent Downs AONB Management Plan and are desirable for the understanding and enjoyment of the area.</p>



Reference	Page	Policy/ Paragraph	Main Modification
MM 145	229	LB2	<p><i>Amend policy text</i></p> <p>The following Areas of High Landscape Value are defined on the Proposals Map and Inset Maps:</p> <ol style="list-style-type: none"> <li>a. The North Kent Marshes;</li> <li>b. The North Downs;</li> <li>c. Blean Woods;</li> <li>d. Wantsum Channel;</li> <li>e. Canterbury (the valley of the River Stour around Canterbury).</li> </ol> <p>Within these areas, development will be considered in relation to the extent to which its location, scale, design and materials would <u>impact on or</u> protect the local landscape character and enhance the future appearance of the designated landscape and its <u>heritage and</u> nature conservation interest. Development proposals <del>that which run contrary to</del> <u>support the</u> landscape character (including settlement character), <del>or</del> and <u>have no significant impact directly</u> upon historic setting, archaeological or nature conservation interests, where relevant, will <del>not</del> be permitted.</p> <p>Within the Canterbury AHLV, development proposals should have particular regard to the historic setting of the City and the World Heritage Site.</p>
MM 146	229	LB3	<p><i>Amend policy text</i></p> <p>Development <del>that does not will not be permitted if it</del> detracts from the unspoilt scenic quality or scientific value of the undeveloped coast as shown on the Proposals Maps <u>will be permitted.</u></p>
MM 147	231	LB4	<p><i>Amend policy text</i></p> <p>Proposals for development, and associated land use change or land management, <del>must</del> <u>should</u> demonstrate that they are informed by, and <u>are</u> sympathetic to, the landscape character of the locality. In considering development proposals, the <u>City</u> Council will take every opportunity to reinforce, restore, conserve or improve, as appropriate, the landscape character of the area in which development is proposed.</p>

Reference	Page	Policy/ Paragraph	Main Modification
			<p>Development will <del>only</del> be permitted if the following criteria <del>can</del> <u>be</u> <u>are</u> satisfied:</p> <ul style="list-style-type: none"> <li>a. Development would be appropriate to the economic and social wellbeing of the area;</li> <li>b. The site selection can be adequately justified, with the siting of development minimising the impact;</li> <li>c. Development would safeguard or strengthen tranquillity, features and patterns that contribute to the landscape character and local distinctiveness of the area;</li> <li>d. The scale, design, materials and landscaping measures are appropriate and would lead to an enhancement of the character of the landscape; and</li> <li>e. Development will promote maintenance, enhancement, and restoration of biodiversity as appropriate in accordance with policy LB9.</li> </ul> <p>All development <del>must</del> <u>should</u> take into account the sensitivity of the particular landscape to accommodate change. Development, or associated land use change or land management, which <del>does not</del> <u>would</u> <u>significantly</u> adversely affect the landscape character of an area, will <del>not</del> normally be allowed. The development should <u>have regard to</u> <u>appropriately</u> <u>address the findings of the Canterbury Landscape Character and Biodiversity Appraisal condition and sensitivity guidelines of the particular landscape policy to identify the character areas and features</u> affected.</p>
MM 148	232	10.22	<p><i>Amend text</i></p> <p>Biodiversity resources are not restricted to designated sites and it is important to conserve and enhance the diversity and distribution of habitats and species more widely.</p> <p>Sites designated in the District for their international, national and local importance, however, form a critical part of the District's strategy for habitat and species protection <u>and as such, wherever possible, should be protected, buffered and linked to form a network of habitats.</u></p>

Reference	Page	Policy/ Paragraph	Main Modification
MM 149	232	10.25	<p><i>Amend text</i></p> <p>Other sites <u>within a 15km radius of which lie close to the</u> Canterbury District include:</p> <ul style="list-style-type: none"> <li>• <u>Dover to Kingsdown Cliffs SAC;</u></li> <li>• <u>Folkestone to Etchinghill Escarpment SAC;</u></li> <li>• Lydden and Temple Ewell Downs SAC;</li> <li>• <u>Margate and Long Sands SAC;</u></li> <li>• Parkgate Down SAC;</li> <li>• <u>Medway Estuary and Marshes SPA/Ramsar;</u></li> <li>• <u>Outer Thames Estuary SPA;</u></li> <li>• Thanet Coast SAC;</li> <li>• <u>Sandwich Bay SAC</u></li> <li>• <u>North East Kent European Marine Site;</u></li> <li>• <u>The Swale SPA/Ramsar;</u></li> <li>• <u>Swale and Medway European Marine site;</u></li> <li>• Wye and Crundale Downs SAC.</li> </ul>
MM 150	233	10.30	<p><i>Amend text</i></p> <p>If there is a risk of a significant effect of a plan or a project on one of these internationally designated sites <u>that cannot be mitigated for or avoided,</u> development proposals will require an Appropriate Assessment under <del>the</del> the Habitats Regulations 2010 (as amended), to determine whether or not they would have an adverse effect on the integrity of the site <u>either alone or in combination.</u> Under 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 condition. <u>The Conservation Objectives for each European site provide a helpful reference when assessing what, if any, potential impacts a plan or project may have and what mitigation may be effective.</u></p>
MM 151	233	LB5	<p><i>Amend policy text</i></p> <p>Sites of international nature conservation importance must receive the highest levels of protection. No development will be permitted which may have an adverse <u>effect impact</u> on the integrity of an SAC, SPA or Ramsar site, alone or in combination with other plans or projects, as it would not be in accordance with <u>the Habitat Regulations 2010 (as amended) and the aims and objectives of this Local Plan.</u> Where a <u>likely significant effect of a plan or project's effects on European sites a SAC, SPA or Ramsar site, alone or in-combination,</u> cannot be <u>excluded</u></p>

Reference	Page	Policy/ Paragraph	Main Modification
			<p><u>screened out</u> during Habitat Regulations Assessment <u>as not likely to be significant</u> <del>Screening</del>, an Appropriate Assessment in line with the Habitats Regulations <u>2010 (as amended)</u> <del>Directive</del> and associated regulations will be required.</p> <p><u>Any development (plan or project) considered likely to have a significant effect on a SAC, SPA or Ramsar site will need early consultation with Canterbury City Council and any other appropriate Statutory Consultee or authority as to the likely impacts and to identify appropriate mitigation as necessary.</u> <u>Where mitigation measures are agreed by the City Council, the development will be required to fund and/or implement such mitigation measures as agreed.</u> Any residual impacts may still require in-combination assessment.</p> <p>In the event that the <u>City Council</u> is unable to conclude that there will be no adverse effect on the integrity of any <u>European internationally designated</u> site, the plan, or project will be refused <u>unless the tests of no alternative sites and the imperative reasons of overriding public interest in accordance with Regulation 62 of the Habitats Regulations 2010 (as amended) are proven.</u></p>
MM 152	234	10.35	<p><i>Amend text</i></p> <p>Thanet Coast and Sandwich Bay SPA/Ramsar (Thanet Coast SAC)</p> <p><del>To date,</del> Advice from Natural England is that the planned quantum of housing in the Canterbury and Thanet Districts is likely to result in <u>an significant</u> effect on the bird interest (over-wintering Turnstones) of the Thanet Coast and Sandwich Bay SPA and Ramsar site from increased recreational disturbance associated with new housing. <del>They have advised that</del> <u>A</u> ‘zone of influence’ <del>is</del> <u>has been</u> identified to establish which future housing sites are <del>most</del> likely to contribute to this recreational impact. Access management, awareness raising and education delivered through a wardening scheme have been identified as appropriate mitigation to reduce impacts on Turnstones during their over wintering period <del>(1 October to 31 March)</del> <u>8 months</u> with further monitoring to ensure that these measures are effective. Given the level of housing coming forward these measures <u>are</u> <del>may be</del> required in-perpetuity, unless further evidence <u>suggests-proves</u> otherwise. <del>or other mitigation can be shown to reduce the impact on the site from future housing.</del> For example the provision of <u>green infrastructure</u> may well have a role in reducing the pressure on sensitive coastal sites, and if this can be evidenced such an approach could be used to mitigate for this recreational pressure.</p>

Reference	Page	Policy/ Paragraph	Main Modification
MM 153	235	10.37	<p><i>Amend text</i></p> <p>The Blean Complex Special Area of Conservation (SAC) - The main interest feature of this site is the Oak Hornbeam forest. Lack of coppice management and deterioration in air quality are considered to be the main vulnerabilities for this important woodland. <del>The Council is currently considering (as part of its Habitat Regulations Screening) whether the local plan proposals are likely to have a significant negative effect on the Blean SAC.</del> <u>Proximity of roads to sensitive habitats and any physical barriers between the road and the habitat that filter air pollution are key issues. The probable impact of predicted Annual Average Daily Traffic (AADT) along the Blean Road (A290) (which is within 200m of the SAC) resulting from housing allocations in the Local Plan has been calculated using the approach set out in the Design Manual for Road and Bridges. This result concluded that there was unlikely to be a significant impact on the Blean SAC resulting from air pollution from increased housing, in particular nitrogen deposition. In particular</u> However, it is important that there are no further decreases in air quality or other impacts to the detriment of sensitive parts of the site. <del>Proximity to roads of sensitive habitat, and any barriers to air pollution are key issues under consideration.</del> Recreation levels at the Blean SAC will need to be monitored, but it is not currently a particular concern, due to the current access management and educational programme on this site. The <u>City</u> Council will work with the managers (Royal Society for the Protection of Birds, Kent Wildlife Trust) of the site to understand any potential impacts from future developments.</p>
MM 154	235	10.39	<p><i>Amend text</i></p> <p>Strategic Access, Mitigation and Monitoring Plan -The <u>City</u> Council will produce a Strategic Access, Mitigation and Monitoring Plans for <u>the two</u> European <u>coastal SPAs/Ramsars</u> designated sites in the Canterbury District, that will be applied to development within the <u>identified</u> zones of influence of those Natura 2000 sites to ensure that no adverse effect will result from <u>recreational disturbance from</u> development proposed under the Plan. This will include tariff setting and essential mitigation to be agreed with Natural England <u>and other appropriate authorities.</u> This is to ensure in-combination effects are considered and development is <u>made fairly charged responsible</u> for mitigation <u>costs.</u> To permit development in early stages of the plan without making a fair contribution to 'in-combination' impacts would place unfair responsibility on development at later stages of plan period and potentially place viability and deliverability of those developments at risk.</p>

Reference	Page	Policy/ Paragraph	Main Modification
MM 155	236	LB6	<p><i>Amend policy text</i></p> <p>Planning permission will not <u>normally</u> be granted for development which would materially harm the scientific or nature conservation interest, either directly, indirectly or cumulatively, of sites designated as a <u>Site</u> of Special Scientific Interest (SSSI), <del>or</del> National Nature Reserve (NNR) <u>and Marine Conservation Zones (MCZ)</u> for their nature conservation, geological, or geomorphological value. Support will be given for enhancement.</p> <p>Development that affects a Site of Special Scientific Interest or associated National Nature Reserve will only be permitted where an appraisal prepared by an appropriate specialist has demonstrated that:</p> <ul style="list-style-type: none"> <li>a. The objectives and features of the designated area and overall integrity of the area would not be compromised, or</li> <li>b. Any adverse effects on the qualities for which the area has been designated which cannot be avoided (through locating on an alternative site with less harmful impacts) or adequately mitigated, are clearly outweighed by social or economic benefits of national importance and a compensatory site of at least equal value is proposed.</li> </ul> <p>Enhancement measures are required to accompany any development proposal in order to ensure ongoing benefits for biodiversity.</p>
MM 156	238	LB7	<p><i>Amend policy text</i></p> <p>Development or land-use changes likely to have an adverse effect, either directly or indirectly, on:</p> <ul style="list-style-type: none"> <li>a. Local Wildlife Sites;</li> <li>b. Local Nature Reserves; or</li> <li>c. Regionally Important Geological / Geomorphological Sites</li> </ul> <p>will <del>only</del> be permitted if the justification for the proposals clearly outweighs any harm to the intrinsic nature conservation and/or scientific value of the site. Where negative impact is unavoidable, measures <del>must</del> <u>should</u> be taken to ensure that the impacts of the development on valued natural features and wildlife have been mitigated to their fullest practical extent. Where mitigation alone is not sufficient, adequate compensatory habitat enhancement or creation schemes will be required. Any application affecting locally important sites will be expected to demonstrate enhancement measures to benefit biodiversity.</p>

Reference	Page	Policy/ Paragraph	Main Modification
MM 157	239	LB8	<p><i>Amend policy text</i></p> <p>New development will need to <u>show how it will</u>:</p> <ol style="list-style-type: none"> <li>a. avoid the fragmentation of existing habitats and support the creation of coherent ecological networks through both urban and rural areas; and</li> <li>b. retain, protect and enhance notable ecological features of conservation value such as ancient woodland, neutral grassland, hedgerows, trees, wetlands, river corridors and other water bodies, and habitats that offer breeding or feeding sites of local importance to populations of protected or targeted species. <del>Only</del> Lighting that has been sensitively designed to minimise disturbance to protected species and their food sources (e.g. low level, directed, warm, tinted lighting) will be permitted.</li> <li>c. <u>protect opportunities for improving connectivity of habitats in strategically important Biodiversity Opportunity Areas.</u></li> </ol> <p>Strategic opportunities for biodiversity improvement will be actively pursued within the Biodiversity Opportunity Areas. <del>Development which significantly damages opportunities for improving connectivity of habitats in these strategically important areas will be refused.</del></p>
MM 158	244	LB9	<p><i>Amend policy text</i></p> <p>All development should avoid a net loss of biodiversity/nature conservation value and actively pursue opportunities to achieve a net gain, particularly where:</p> <ol style="list-style-type: none"> <li>1. There are wildlife habitats/species identified as Species or Habitats of Principal Importance;</li> <li>2. There are habitats/species that are protected under wildlife legislation;</li> <li>3. The site forms a link between or buffer to designated wildlife sites.</li> </ol> <p>This will be secured by:</p> <ol style="list-style-type: none"> <li>a. Ensuring that a <u>development</u> site evaluation is undertaken to establish the nature conservation value of <u>the</u> proposed development sites. Developers will be expected to carry out appropriate ecological survey/s and present <u>outline</u> proposals for mitigation and enhancement prior to <u>the</u> determination of a planning application. Planning permission will <del>only</del> be granted</li> </ol>

Reference	Page	Policy/ Paragraph	Main Modification
			<p>where the City Council is satisfied that <u>the avoidance and mitigation measures proposed can give an effective means to conserve, and enhance the habitat or species and represent an appropriate response to the habitat or species interest of the site.</u> Where on-site mitigation is not possible, <u>as a last resort, compensatory adequate compensatory</u> habitat enhancement, creation schemes or other measures will be required to ensure that the impacts of the development on valued natural features and wildlife have been offset to their fullest practical extent.</p> <p>In some cases, where wildlife impacts are significant, it may be necessary to find an alternative location for the development. <u>if a suitable alternative location cannot be found the application may be refused.</u> For European protected species, planning permission will only be granted where the three tests set out in the Habitats Regulations 2010 (as amended) are satisfied.</p> <p>b. <del>b.</del> Delivering positive opportunities for habitat restoration and creation through the development process: identifying, safeguarding and managing existing and potential land (or landscape features of major importance for wild flora and fauna) for nature conservation as part of development proposals, particularly where a connected series of sites can be achieved.</p> <p>Development which may harm (either directly or indirectly) Habitats or Species of Principal Importance will <del>only</del> be permitted if:</p> <ul style="list-style-type: none"> <li>• <del>e.</del> There are no reasonable alternatives and there are clear demonstrable social or economic benefits of the development which clearly outweigh the need to safeguard the site or species; and</li> <li>• <del>f.</del> Adequate mitigation, <del>and compensation and enhancement</del> measures are <u>secured provided in advance of development</u>, when damage to biodiversity interests are unavoidable.</li> <li>• <u>Over the long term the mitigation area is secured, to ensure that the site is protected against future development.</u></li> <li>• <u>The management of the habitats and funding for its implementation are provided by the applicant to ensure the habitats or populations of species are conserved and enhanced in the long term.</u></li> </ul> <p>Any mitigation measures must be within the control of the developer. The developer must take responsibility for ensuring</p>



Reference	Page	Policy/ Paragraph	Main Modification
			<p><del>mitigation measures are fully implemented. The full implementation of the mitigation measures must be secured as part of any planning permission.</del></p>
MM 159	246	LB10	<p><i>Amend policy text</i></p> <p>Development should be designed to retain trees, hedgerows and woodland that make an important contribution to the amenity of the site and the surrounding area and which are important to wild flora and fauna. New development should incorporate trees; in areas of appropriate landscape character; <u>to</u> help restore and enhance degraded landscapes, screen noise and pollution, provide recreational opportunities, help mitigate climate change and contribute to floodplain management. The value and character of woodland and hedgerow networks should be maintained and enhanced, particularly where this would improve the landscape, biodiversity or link existing woodland habitats. This will be achieved by:</p> <ol style="list-style-type: none"> <li>a. Incorporating tree planting as an integral element of landscaping schemes where this is in keeping with the landscape character of the area;</li> <li>b. Protecting ancient woodland, ancient trees and ‘important’ hedgerows from damaging development and land uses;</li> <li>c. Promoting the retention and effective management, and where appropriate, extension and creation of new woodland areas and hedgerows;</li> <li>d. Promoting and encouraging the economic use of woodlands and wood resources, including wood fuel as a renewable energy source;</li> <li>e. Promoting the growth and procurement of sustainable timber products; and</li> <li>f. Promoting the retention, enhancement and extension of existing hedges.</li> </ol> <p>The 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, <u>unless:</u></p> <ul style="list-style-type: none"> <li>• <u>The need for, and benefits of, the development in that location clearly out-weigh the loss; and,</u></li> <li>• <u>Adequate mitigation and compensation measures can be agreed with the City Council and are fully implemented by the developer.</u></li> </ul>

Reference	Page	Policy/ Paragraph	Main Modification
MM 160	247	LB11	<p><i>Amend policy text</i></p> <p>The Council will support projects that restore, enhance and connect the valued woodland habitat complex of the Blean. The Council will give particular support to projects that benefit the landscape through sensitive and traditional woodland practices and which support the timber market and wider local economy.</p> <p>The <u>City</u> Council will refuse proposals for development that <u>would result in the loss, deterioration or damages the character or and integrity of the Blean Complex. Development should provide or which would will prevent important</u> opportunities for biodiversity improvement within the <u>identified</u> Biodiversity Improvement Areas.</p>
MM 161	249	LB13	<p><i>Amend policy text</i></p> <p><u>Development shall show how t</u>The environment within river corridors and river catchments, including the landscape, water environment and wildlife habitats, will be conserved and enhanced.</p> <p>Supply of water, treatment and disposal of waste water and flood risk management should be <u>shown to be sustainable and deliver environmental benefits, within the water environment</u></p>

Reference	Page	Policy/ Paragraph	Main Modification																
<b>Chapter 11: Open Space</b>																			
MM 162	255	OS1	<i>Amend Policy text as follows:</i>																
<p>The following sites are designated as Local Green Space</p> <table border="1"> <thead> <tr> <th>Site</th> <th>Address</th> <th>Settlement</th> <th>Size/Ha</th> </tr> </thead> <tbody> <tr> <td>Prospect Field</td> <td>Joy Lane</td> <td>Whitstable</td> <td>2.53</td> </tr> <tr> <td>Columbia Avenue Recreation Ground</td> <td>Columbia Avenue</td> <td>Whitstable</td> <td>1.54</td> </tr> <tr> <td><del>West Beach</del></td> <td></td> <td><del>Whitstable</del></td> <td><del>4.26</del></td> </tr> </tbody> </table> <p><del>Only</del> Proposals that protect or enhance these Local Green Spaces will be permitted. <del>and</del> Development proposals that would impact upon or change the character of the Local Green Space will <del>only</del> be permitted <del>under</del> <u>where</u> very special circumstances <u>can be shown</u>; such as :</p> <ol style="list-style-type: none"> <li>1. The construction of a new building for one of the following purposes : essential facilities for outdoor sport or recreation, allotment use or community uses that do not conflict with the purpose of the Local Green Space;</li> <li>2. The extension or alteration of an existing building provided it does not result in disproportionate additions;</li> <li>3. The re-use or replacement of existing buildings, provided that uses do not conflict with the character of the Local Green Space and any replacement building is not materially larger; and</li> <li>4. The carrying out of engineering or other operations required for public safety.</li> <li><u>5. Buildings for agriculture and forestry.</u></li> </ol>				Site	Address	Settlement	Size/Ha	Prospect Field	Joy Lane	Whitstable	2.53	Columbia Avenue Recreation Ground	Columbia Avenue	Whitstable	1.54	<del>West Beach</del>		<del>Whitstable</del>	<del>4.26</del>
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<del>West Beach</del>		<del>Whitstable</del>	<del>4.26</del>																
MM 163	256	11.21	<i>Amend text</i>  Canterbury City contains a World Heritage Site and a high number of listed buildings with the Cathedral at its core. It includes a network of green spaces, with Dane John and Westgate Gardens as two principal historic parks. Canterbury has significant recreational space at Thanington, Victoria Recreation Ground, St Stephen’s Field <del>and</del> the Sturry Road Community Park <u>and Kingsmead Field.</u>																

Reference	Page	Policy/ Paragraph	Main Modification
MM 164	260	OS2	<p><i>Amend Policy text</i></p> <p>Proposal for development, which would result in the loss, in whole or in part, of playing fields will <del>only</del> be permitted if :</p> <p>a. The site has first been considered for other <u>sport, recreation/amenity uses in the wider community or community uses</u>; particularly where the site provides a strong visual amenity and</p> <p>b. <u>It has been demonstrated that the playing field is surplus to requirements having regard to the City Council's Open Space Strategy; or</u></p> <p><del>bc.</del> There is an overriding need for the proposed development which outweighs the loss of the playing fields <u>and the loss would be replaced by equivalent or better provision in terms of quantity and quality in a suitable location ; or,</u></p> <p><del>c</del> d. <del>Sports and recreation facilities can best be retained and enhanced through t</del> <u>The redevelopment of a is for a small part of the site; and, where it has been demonstrated that it will result in enhanced sport and recreational facilities.</u></p> <p><del>d.</del> <u>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</u></p> <p><del>e.</del> <u>The developer enters into an agreement to provide an appropriate amount of land as public open space as part of a new development</u></p>
MM 165	261	11.44	<p><i>Amend text</i></p> <p>Historically, some development has occurred outside the urban area, that has led to the gradual erosion of the open countryside and coalescence between built up areas. The 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.</p> <ul style="list-style-type: none"> <li>• <del>Therefore, the Local Plan has proposed an extension A</del> <u>boundary change is proposed to the green gap between Sturry and Broad Oak/Canterbury, in order to facilitate the Sturry Relief Road;</u></li> <li>• <u>The green gap at Sturry/Broad Oak is divided by the A291; the area of green gap to the west of the A291 forms part of the Strategic Allocation Site 2- Land at Sturry/Broad Oak. The masterplan for Site 2 needs to clearly identify and explain how the green gap will be integrated; and</u></li> <li>• <u>The Council is also proposing a 2 new green gaps between Canterbury and Bridge and University and Canterbury to ensure the countryside between these areas <u>is</u> are protected.</u></li> </ul>

Reference	Page	Policy/ Paragraph	Main Modification
MM 166	262	11.48	<p><i>Delete text</i></p> <p>The following Green Gaps are shown on the Proposals Map (see also Insets 1,3 and 5)</p> <ul style="list-style-type: none"> <li>• Between the urban areas Herne Bay and Whitstable</li> <li>• Between Canterbury and Sturry</li> <li>• Between Sturry and Westbere</li> <li>• Between Sturry and Hersden</li> <li>• Between Sturry and Broad Oak</li> <li>• Between Blean and Rough Common</li> <li>• Between Canterbury and Tyler Hill</li> <li>• Between Bridge and Canterbury</li> <li>• <del>Between Canterbury and University of Kent</del></li> </ul>
MM 167	262	OS6	<p><i>Amend policy text</i></p> <p>Within the Green Gaps identified on the Proposals Map(see also Insets 1 ,3 and 5) development will <del>only</del> be permitted where it does not :</p> <p>a. Significantly affect the open character of the Green Gap, or lead to coalescence between existing settlements;</p> <p>b. Result in new isolated and obtrusive development within the Green Gap.</p> <p>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.</p>
MM 168	263	OS7	<p><i>Amend policy text</i></p> <p>Within the Herne Bay and Whitstable Green Gap identified on the Proposals Map (Insets 3 and 5), development will <del>only</del> be permitted where it does not :</p> <p>a. Result in a material expansion of the built up confines of the urban areas of Herne Bay or Whitstable; or</p> <p>b. Significantly affect the open character or separating function of the Green Gap; and</p>

Reference	Page	Policy/ Paragraph	Main Modification
			<p>c. Result in new isolated development within the Green Gap</p> <p>In those areas within the green gap where education, <u>outdoor</u> leisure uses or allotments are promoted planning permission will be granted where in addition to the considerations set out in (a) to (c) above, built development shall be incidental, necessary to the function of those uses and located to have a minimal impact upon the open character of the green gap and provided there is no overriding conflict with other Policies of this Local Plan.</p>
MM 169	265	OS8	<p><i>Amend policy text</i></p> <p>Proposals for sports and recreation facilities in the countryside will <del>only</del> be permitted where :</p> <p>a. They are well related to an existing settlement;</p> <p>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;</p> <p>c. There is no adverse impact upon residential amenity;</p> <p>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;</p> <p>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;</p> <p>f. The rural character of the area is safeguarded.</p>
MM 170	266	OS9	<p><i>Amend policy text</i></p> <p>Proposals which would result in the loss of protected existing open space as shown on the proposals map (all insets), will <del>only</del> be permitted if :</p> <p>a. There would be no material harm to the contribution the protected open space makes to the visual or recreational amenity of the area; <u>and</u></p> <p><del>d.</del> <u>b.</u> The open space has been assessed by the <u>City</u> Council as making no positive contribution to its overall strategy on open space.</p>

Reference	Page	Policy/ Paragraph	Main Modification														
			<p><del>b. c.</del> Where there would be material harm, this would be balanced against demonstrable need for the development;</p> <p><del>e. d.</del> 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 <del>the locality;</del> <u>a suitable location.</u></p> <p><del>Development which would involve the loss of open spaces and play areas provided as part of new developments which contribute to the visual or recreational amenity of the area will be refused.</del></p>														
MM 171	268	11.69	<p><i>Delete table and replace with Open Space typologies table as follows:</i></p> <p>11.69 Local Quantity Open Space Provision Standards for new residential development. Open Space typology requirements per 1000 new residents are as follows :</p> <table border="1"> <tbody> <tr> <td>Parks</td> <td>0.3 ha</td> </tr> <tr> <td>Green corridors</td> <td>0.3 ha</td> </tr> <tr> <td>Sports fields</td> <td>0.87 ha</td> </tr> <tr> <td>Amenity green space</td> <td>1.3 – 1.7 ha</td> </tr> <tr> <td>Play areas</td> <td>0.3 ha</td> </tr> <tr> <td>Semi natural</td> <td>4.0 ha</td> </tr> <tr> <td>Allotments</td> <td>15 plots per 1,000 – 1.56msq per person</td> </tr> </tbody> </table>	Parks	0.3 ha	Green corridors	0.3 ha	Sports fields	0.87 ha	Amenity green space	1.3 – 1.7 ha	Play areas	0.3 ha	Semi natural	4.0 ha	Allotments	15 plots per 1,000 – 1.56msq per person
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<b>Typology</b>	<b>Definition</b>	<b>Agreed thresholds</b>	<b>Justification of threshold</b>	<b>Local Standard</b>
<b><u>Parks and Gardens</u></b>	<u>Including urban parks, country parks and formal gardens.</u>	<u>2,000 metres</u>	<u>CABE* guidance and consultation</u>	<u>0.3 hectares per 1,000 people (3m<sup>2</sup> / person)</u>
<b><u>Green corridors</u></b>	<u>Including rivers and canal banks, cycle ways and rights of way Plus accessible green space in urban fringe.</u>	<u>300 metres</u>	<u>Based on ANGST** guidance and consultation results</u>	<u>1.3 –1.7 hectares per 1,000 people (1.3 –17 m<sup>2</sup> / person)</u>
<b><u>Amenity green space</u></b>	<u>Including informal recreation spaces, green spaces in and around housing.</u>	<u>1,000 metres</u>	<u>ANGST and consultation results</u>	<u>1.3 –1.7 hectares per 1,000 people (13 –17 m<sup>2</sup> / person)</u>
<b><u>Fixed Play areas</u></b>				<u>0.3 hectares per 1,000 people (3m<sup>2</sup> / person)</u>
<b><u>LAPs Facilities targeted at 0 to 5 year olds</u></b>	<u>Local Area of play space (LAP) – no equipment</u>	<u>100 metres /up to 1 minutes walk</u>	<u>Based on FIT guidance and consultation results</u>	<u>Part of 0.3 hectares per 1,000 people (3m<sup>2</sup> / person)</u>
<b><u>LEAPS Facilities targeted at 5 to 12 year olds</u></b>	<u>Local Equipped Area for Play (LEAP)</u>	<u>400 metres /up to 5 minutes walk</u>	<u>Based on FIT guidance and consultation results</u>	<u>Part of 0.3 hectares per 1,000 people (3m<sup>2</sup> / person)</u>
<b><u>NEAPS Facilities targeted at 12 to 18 year olds</u></b>	<u>Neighbourhood Equipped Area for Play (NEAP)</u>	<u>1,000 metres/up to 15 minutes walk</u>	<u>Based on FIT guidance and consultation results</u>	<u>Part of 0.3 hectares per 1,000 people (3m<sup>2</sup> / person)</u>
<b><u>Destination play facilities targeted at 0 to 18 year olds</u></b>	<u>Play facilities have a distinctive feature and part of a larger facility</u>	<u>20 minutes drive time</u>	<u>Based on FIT guidance</u>	<u>Part of 0.3 hectares per 1,000 people (3m<sup>2</sup> / person)</u>
<b><u>Semi natural and natural open space</u></b>	<u>Including woodlands, urban forestry, scrub, grasslands, wetlands, open and running water, wastelands and derelict open land and rock areas – cliffs, quarries and pits</u>	<u>1,000 metres</u>	<u>Based on ANGST guidance and consultation results</u>	<u>4.0 hectares per 1,000 people (40m<sup>2</sup> / person)</u>



<b><u>Outdoor sports pitches</u></b>	<u>Including tennis courts, bowling greens, sports pitches, golf courses athletics tracks school and institutional playing fields and other outdoor sports areas.</u>	<u>1,000 metres</u>	<u>Based on FIT guidance and consultation results</u>	<u>0.87 hectares per 1,000 people (9m<sup>2</sup> / person)</u>
<b><u>Allotments</u></b>	<u>An allotment is a piece of land approximately 250 square metres in size which can be rented out for growing fruit and vegetables predominantly</u>	<u>NA</u>	<u>National Society for Allotments and Leisure Gardeners</u>	<u>15 plots per 1,000 household/ dwelling</u>
<b><u>Civic Space</u></b>	<u>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.</u>	<u>TBC</u>	<u>CABE Space guidance</u>	<u>One major civic space per urban centre</u>

\* CABE is the Commission for Architecture and the Built Environment, also the Design Council

\*\* ANGST is Access to Natural Green Space Standard

\*\*\* FIT is Fields in Trust

Reference	Page	Policy/ Paragraph	Main Modification
MM 172	269	OS11	<p><i>Amend policy text</i></p> <p>New housing development shall make provision for appropriate outdoor space, including semi-natural areas, strategic urban parks and green corridors, amenity greenspace, children’s play areas, open space for sport, allotments or community gardens proportionate to the likely number of people who will live there.</p> <p>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 of new, or improvement of open space or recreational facilities elsewhere in the locality, through entering into a legal agreement or another suitable mechanism. <del>New open space that is created through new developments will automatically be protected and Policy OS9 will apply.</del></p>
MM 173	270	OS12	<p><i>Amend policy text</i></p> <p>Proposals for new development should ensure that :</p> <p>a. Green infrastructure is planned, designed and managed to conserve and enhance the distinctive character and special qualities of, rural and urban landscapes, and the identity of settlements. Where feasible as part of all new developments and proposals, developers will need to establish and extend green space networks as corridors for movement by foot and cycle, as havens for wildlife and natural habitats and for leisure, amenity and recreational use. Where practicable green linkages should be encouraged from within existing settlements to the open countryside.</p> <p>b. Existing open space is <del>protected and improved</del> <u>conserved and enhanced</u> as part of these networks, which where possible, should extend through major new development sites and connect directly with community facilities, employment areas and transport hubs <u>in order to deliver sustainable development and support the health and well-being of residents.</u></p>

Reference	Page	Policy/ Paragraph	Main Modification
MM 174	271	OS13	<p><i>Amend policy text</i></p> <p>Land identified on the Proposals Map (Inset <u>1 and 2</u>), <u>as Open Space and Riverside Path</u>, along the River Stour corridors in Canterbury City will be protected from development to enable its future use and contribution towards the riverside corridor, <del>land is allocated as open space having regard to as part of the existing Riverside Strategy.</del></p>
MM 175	272	OS15	<p><i>Amend policy text</i></p> <p>Permission will <del>only</del> be granted for development proposals that involve the loss of existing allotment land and/or community garden land if both the following criteria are met :</p> <p>a. Demand for allotment land and/or community garden land within the locality no longer exists, or suitable alternative provision of allotment land, of comparable quality, can be made available locally; and</p> <p>b. The allotment land or community garden land is not suitable for, or not required to rectify any local shortages of, public outdoor playing space.</p>
<b>Chapter 12: Quality of Life</b>			
MM 176	276	QL3	<p><i>Amend policy text</i></p> <p>The <u>City</u> will <del>not</del> permit the loss of village and community facilities in the parishes, such as village halls, public houses, shops and post offices to other uses <del>unless if</del> it can be demonstrated that :</p> <p>a. The use is no longer viable, the business has been actively marketed for 2 years with no genuine interest or there is no longer a continuing demand for the use or facility; or,</p> <p>b. There is alternative provision for a similar type of use within an acceptable walking distance; and</p> <p>c. There would be no detrimental impact on the rural character and community.</p>

Reference	Page	Policy/ Paragraph	Main Modification
MM 177	278	QL5	<p><i>Amend policy text</i></p> <p>Provision <del>will</del> <u>shall</u> be made to accommodate local community services within new residential development and mixed use developments.</p> <p>New community services <del>will</del> <u>should</u> be located where they are accessible by walking or cycling and by public transport from the area they serve. Wherever practical they should be located within urban or local centres.</p> <p><del>Residential development will not be permitted until the</del> <u>The required funding for the community services and facilities it requires has been</u> <u>shall normally be identified and agreed prior to grant of planning permission for residential and mixed use developments.</u></p>
MM 178	278	QL6	<p><i>Amend policy text</i></p> <p>Planning permission will <del>not</del> be granted for development involving the loss of public or privately operated community buildings or sites, or uses for community purposes, <del>unless</del> <u>if</u> 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.</p>
MM 179	281	12.41	<p><i>Amend text</i></p> <p>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 QL9 promotes and safeguards <u>an area adjacent to the Kent &amp; Canterbury Hospital's for future health care development</u> <del>strategic role for the district and wider area and</del> <u>Policy SP3 is proposing to relocate the hospital to a new site as part of the strategic site at South Canterbury. Policy SP3 reserves land at Site 1 for the potential relocation of the Kent &amp; Canterbury Hospital, if required in the future.</u></p>
MM 180	281	QL9	<p><i>Amend policy text</i></p> <p>Land is allocated <del>at</del> <u>adjacent to the</u> Kent &amp; Canterbury Hospital as shown on the Proposals Map (Inset 1) for health-related development. <del>until such a time that the hospital relocation has taken place.</del></p>

Reference	Page	Policy/ Paragraph	Main Modification
MM 181	283	QL11	<p><i>Amend policy text</i></p> <p>Development that could directly or indirectly result in material additional air pollutants and worsening levels of air quality within the area surrounding the development site <u>or impact on the existing Air Quality Management Area will not be permitted unless acceptable measures to <u>offset or mitigate any potential impacts</u> have been <del>taken</del> <u>agreed</u> as part of the proposal. An air quality assessment will be required if the proposal is likely to have a significant effect taking account of the cumulative effects on individual sites.</u></p> <p><del>Sensitive development (such as housing) will not normally be permitted in Air Quality Management Areas unless mitigation measures are incorporated.</del></p>
MM 182	285	QL13	<p><i>Delete policy text</i></p> <p><b>Policy QL13 Waste Management and Recycling</b>  <del>Any major proposals for waste disposal, waste incineration, energy generation from waste or other waste – related proposals, will need to address the following issues:</del></p> <ul style="list-style-type: none"> <li><del>a. The need for proposal;</del></li> <li><del>b. Consideration of alternative sites;</del></li> <li><del>c. Air quality and impact on public health;</del></li> <li><del>d. Impact on the landscape and visual amenity;</del></li> <li><del>e. Geology, hydrology and ground conditions;</del></li> <li><del>f. Ecology and nature conservation interests;</del></li> <li><del>g. Noise impact;</del></li> <li><del>h. Archaeology;</del></li> <li><del>i. Traffic generation and alternative methods of transportation of waste by means other than by road;</del></li> <li><del>j. Impact on residential amenity;</del></li> </ul> <p><del>Lifetime of the scheme and any subsequent restoration of the site.</del></p>

## Changes to Appendices

Reference	Appendix	Main Modification
MM 183	Appendix 1	<i>Remove the Indicative layouts for Strategic Development Sites and Insert a new Appendix 1 Garden City Principles</i>

### Appendix 1

#### Garden City Principles

- **Mixed-tenure homes and housing types that are genuinely affordable for everyone.**
- **A wide range of employment opportunities including local jobs within easy commuting distance of homes.**
- **Well-designed quality homes with gardens, combining the best of town and country to create healthy communities including opportunities to grow food.**
- **Development that enhances the natural environment, providing public open space and a comprehensive green infrastructure network and net biodiversity gains and energy-positive technology to ensure climate resilience.**
- **Strong cultural, recreational and shopping facilities in walkable, vibrant, sociable neighbourhoods.**
- **Integrated and accessible transport systems, with walking, cycling and public transport designed to be the most attractive forms of local transport.**

Reference	Appendix	Main Modification
MM 184	Appendix 2	Delete existing Schedule of Housing Allocations and Permissions and insert new Schedule as follows:

### Schedule of Housing Allocations and Permissions

#### Summary Table of Housing Land Supply

Components of Housing Land Supply	2015-16	2016-17	2017-18	2018-19	2019-20	2020-21	2021-22	2022-23	2023-24	2024-25	2025-26	2026-27	2027-28	2028-29	2029-30	2030-31	Total No. of units
Strategic Sites and Other Housing Allocations (inc PA)	0	105	395	1,247	1,494	1,465	1,269	1,220	1,030	811	736	560	500	460	370	370	<b>12,032</b>
Existing Allocations from 2006	0	5	28	106	159	0	40	40	189	5	0	0	0	0	0	24	<b>596</b>
Planning Permissions HIA 2015	182	247	270	274	153	30	30	27									<b>1,213</b>
Small Site Windfall Calculation				138	138	138	138	138	138	138	138	138	138	138	138	138	<b>1,794</b>
<b>Total</b>	<b>182</b>	<b>357</b>	<b>693</b>	<b>1,765</b>	<b>1,944</b>	<b>1,633</b>	<b>1,477</b>	<b>1,425</b>	<b>1,357</b>	<b>954</b>	<b>874</b>	<b>698</b>	<b>638</b>	<b>598</b>	<b>508</b>	<b>532</b>	<b>15,635</b>

### Strategic Allocations

Site name	2015-16	2016-17	2017-18	2018-19	2019-20	2020-21	2021-22	2022-23	2023-24	2024-25	2025-26	2026-27	2027-28	2028-29	2029-30	2030-31	Total No. of units
Site 1 Land at South Canterbury	0	0	100	300	300	300	300	300	300	300	300	300	300	300	300	300	4000
Site 2 Land At Sturry/Broad Oak		0	20	140	150	150	150	150	150	90							1000
Site 3A Land at Hillborough, Herne Bay	0	0		80	130	90	70	70	70	70	70	70	70	70	70	70	1000
Site 3 B Hillborough A E Estates				40	60	70	70	60									300
Site 4 Land at Herne Bay Golf Course, Herne Bay			30	80	80	80	80	100	20	51	51						572
Site 5 Land at Strode Farm, Herne Bay				30	80	80	80	80	80	80	80	80	80	50			800
Site 6 Land at Greenhill, Herne Bay				50	50	50	50	50	50								300
Site 7 North of Thanet Way, Whitstable		20	95	95	95	95											400
Site 8 Land North of Hersden				70	75	75	75	120	120	120	125	20					800
Site 9 Land at Howe Barracks, Canterbury		0	60	90	100	100	100	50									500
Site 10 Land at Ridlands Farm/Hospital site, Cant				50	50	50	50	50	60								310
Site 11 A Land at Cockerling Farm, Thanington			30	100	100	100	100	100	100	100	20						750
Site 11 B Cockerling Road Thanington					50	90	90	90	80								400
Site 12 Land South of Ridgeway (Grasmere pasture) Chestfield			20	100	100	80	0	0	0	0							300



### Other Housing Allocations

Site name	2015-16	2016-17	2017-18	2018-19	2019-20	2020-21	2021-22	2022-23	2023-24	2024-25	2025-26	2026-27	2027-28	2028-29	2029-30	2030-31	Total No. of units
St Martin's Hospital, Canterbury					55	55	54										164
Land at Bullockstone Road, Herne Bay	0										50	50	50	40			190
Spires, Land at Bredlands Lane, Sturry		40	40														80
Barham Court Farm, Barham	0	25															25
Land at Baker's Lane, Chartham	0	20															20
Kingsmead Field				15													15
HB Golf Driving range Greenhill (SHLAA 12)											20	20					40
Land adjacent to Herne Bay Golf Driving range Greenhill (SHLAA 199)											20	20					40
Land adjacent to Cranmer and Aspinall Close, Bekesbourne (SHLAA 171)				7	7												14
Land to rear of 51 Rough Common Road, Rough Common adj to existing allocation (SHLAA 78)*					12												12

**Local Plan Allocations carried forward from District Local Plan (2006)**

Site name	2015-16	2016-17	2017-18	2018-19	2019-20	2020-21	2021-22	2022-23	2023-24	2024-25	2025-26	2026-27	2027-28	2028-29	2029-30	2030-31	Total No. of units
<b>Canterbury</b>																	
CA481 Adj Canterbury West Station, Canterbury									20								20
CA480 Kingsmead depot, Canterbury				20	20												40
CA282 St Johns Lane Employment Exch, Canterbury																24	24
CA482 Canterbury East Station (North Side) Car Park					24												24
CA278 Northgate Car Park, Canterbury									21								21
CA507 Castle Street Car Park, Canterbury									54								54
CA503 BT Car Park, Upper Chantry Lane, Canterbury				20													20
CA477 Holmans Meadow Car Park, Canterbury									20								20
CA043B Rosemary Lane Car Park, Canterbury					20												20
CA554 8-12 Pilgrims Way, Canterbury			20														20
CA488 Land East of White Horse Lane, Canterbury					10												10
CA347 Ivy Lane North, Canterbury					10												10





CA1000503	Land West Of Mill Lane & North Of A299 Thanet Way		Herne Bay	2					2			
CA1000713	53 Joy Lane		Whitstable			0			0			
CA1001228	Land Rear Of 12 Gorse Lane		Herne			1			1			
CA1001299	Sweech Farm	Herne Bay Road	Broad Oak				2	2	4			
CA1001301	66 Eddington Lane		Herne Bay			2	2		4			
CA1001360	33a Borstal Hill		Whitstable				3		3			
CA1001644	Chestfield Farm	The Drove	Chestfield			2	2		4			
CA1001662	56-58 Central Parade		Herne Bay				5	5	10			
CA1100590	7-16 Stour Street		Canterbury				6	6	12			
CA1100660	Bigbury Gap Site	Land Between Bigbury House, Bigbury Cottage & Bigbury	Chartham Hatch					1	1			
CA1100747	55 Millstrood Road		Whitstable			2	4		6			
CA1100945	Cornerstone Maypole Lane	Hoath	Hoath		0				0			
CA1101128	Freshfields Westcourt Lane	Woolage Green	Womenswold		1				1			
CA1101190	156 Tankerton Road	Tankerton	Whitstable			6			6			
CA1101610	23 Stanley Road		Herne Bay			1			1			
CA1101627	57 Grand Drive		Herne Bay			2			2			
CA1101727	10 Longport		Canterbury				7		7			
CA1101879	2 Sturry Hill		Sturry	4	8				12			
CA1101885	The Thatched House	Gravel Castle Road	Barham		0				0			
CA1101902	2-4 St John's Road	Swalecliffe	Whitstable				3	6	9			
CA1102032	Land Adjacent To	40 Park View,	Sturry	1					1			

CA1102145	Land Adjacent To 6 The Avenue	Hersden	Sturry			1			1			
CA1102170	Land Adjacent To No 1 Clare Road		Whitstable			1			1			
CA1200019	The Old Malt House	Malthouse Road	Canterbury			7	7		14			
CA1200022	Downland Cycles Ltd	Malthouse Road	Canterbury				5		5			
CA1200087	62 Sturry Hill		Sturry			1	1		2			
CA1200136	15 The Friars		Canterbury			-1			-1			
CA1200140	Ridgeway Farm Bungalow	Ridgeway Road	Herne			0			0			
CA1200161	Tankerton Evangelical Church,	154 Northwood Road	Whitstable			5	6		11			
CA1200213	66-68 Shalmsford Street		Chartham			1			1			
CA1200256	Land Adjacent To 10 Cogans Terrace		Canterbury			1			1			
CA1200559	The Old Farm House	The Drive	Chestfield			1			1			
CA1200621	Almonry House	Monastery Street	Canterbury			2			2			
CA1200678	38b St Dunstan's Street		Canterbury			1			1			
CA1200689	64 High Street		Whitstable			1			1			
CA1200690	64 Mortimer Street		Herne Bay			2			2			
CA1200720	65-65a London Road		Canterbury			12			12			
CA1200731	Land At Junction Of Farleigh Rd Broad Oak Rd		Canterbury			2			2			
CA1200741	2 Chapel Street		Herne Bay			1			1			
CA1200810	7 Sea View Road		Herne Bay			0			0			
CA1200814	Land To The Rear Of Ilydene Montpellier Avenue		Whitstable			1			1			
CA1200831	34 St Anne's Road	Tankerton	Whitstable			2			2			

CA1200915	Land Adjacent To	38 Whitstable Road	Canterbury			3			3			
CA1200927	Land Adjacent To	31 Ulcombe Gardens And Rear Of 32 Ulcombe Gardens	Canterbury		2				2			
CA1200932	Coach House	55 London Road	Canterbury			2			2			
CA1201137	Bridge Methodist Chapel	Patricxbourne Road	Bridge	1					1			
CA1201138	The Coach House	Denne Hill Farm	Womenswold	1					1			
CA1201153	Land To Rear Of	137 Canterbury Road	Herne Bay			1			1			
CA1201169	Folly Farm	Headcorn Drive	Canterbury			4			4			
CA1201173	The Old Jolly Sailor	142 Joy Lane	Whitstable	1					1			
CA1201208	53 Dargate Road	Yorkletts	Whitstable			1			1			
CA1201405	Land Rear Of Homeside Farmhouse	The Street	Bossingham Upper Hard			1			1			
CA1201458	126 And Garages To Rear Of 128 Tankerton Road		Whitstable	8	5				13			
CA1201532	21-23 Whitstable Road		Canterbury			1			1			
CA1201608	38 Island Road	Sturry Road	Sturry			5			5			
CA1201615	140 Cromwell Road		Whitstable			1			1			
CA1201693	5 High Street		Whitstable			2	5		7			
CA1201698	Land At Sea Farm And Croft Farm	Dargate Road	Yorkletts			2	3		5			
CA1201715	Land At Farleigh Road		Canterbury			0	0		0			
CA1201722	North Barn	Home Farm House	Marshside			1			1			
CA1201775	National House	65 High Street	Herne Bay			6			6			
CA1201818	Neville House	90-91 Northgate	Canterbury	4	3				7			
CA1201865	Beltinge Lodge	Hillborough Road	Herne Bay			1			1			

CA1202029	The Local Ph	Cockering Road	Chartham			2			2			
CA1202037	35 Island Road		Sturry			2			2			
CA1202061	Denge Wood Farm	Flaxland Lane	Garlinge Green, Petham	0					0			
CA1202062	Land Adjacent To	74 Wincheap	Canterbury			3			3			
CA1202086	120 Blean Common		Blean	1					1			
CA1202104	74 The Broadway		Herne Bay		0				0			
CA1202108	Land Rear Of	36 St Martin's Road	Canterbury			1			1			
CA1202135	Woodlands	Fox's Cross Hill	Yorkletts		0				0			
CA1202145	23 St George's Avenue		Herne Bay			1			1			
CA1202220	Land Adjacent To	133 Reculver Road	Herne Bay					1	1			
CA1202243	38 Western Esplanade		Herne Bay		0				0			
CA1300002	Land Adjacent To No 11 Lismore Road		Whitstable	1					1			
CA1300031	Former Wyevale Garden Centre	London Road	Upper Harbledown		5	7	7		19			
CA1300058	44 Honey Hill		Blean		-1				-1			
CA1300098	32 High Street		Herne Bay			4	4		8			
CA1300153	Jersey Dairy Farm	80 Mill Lane	Herne	3	2				5			
CA1300195	Herne Bay Court	Canterbury Road	Herne Bay			10	30	30	70	30	30	27
CA1300299	61 Lansdown Road		Canterbury		1				1			
CA1300301	2 Beer Cart Lane & 70 Stour Street		Canterbury		7	7			14			
CA1300421	3 Argyle Road		Whitstable			1			1			
CA1300432	Land Adjacent To	64 Warwick Road	Canterbury			8			8			
CA1300439	55 Millstrood Road		Whitstable		1				1			
CA1300484	80 Herne Avenue		Herne Bay	1					1			
CA1300576	Horton Chapel	Cockering Road	Chartham	1					1			



CA1300600	102 New Dover Road		Canterbury			-1			-1			
CA1300606	8 High Street		Canterbury			4			4			
CA1300694	Barham Methodist Chapel	Derringstone Hill	Barham		1				1			
CA1300764	Folly Farm	Headcorn Drive	Canterbury			1			1			
CA1300773	Sea Pinks	Sunray Avenue	Whitstable	1					1			
CA1300787	37 Vauxhall Avenue		Herne Bay			0			0			
CA1300791	Bees End	Chapel Lane	Broad Oak		1				1			
CA1300833	226a And 226b	Tankerton Road	Whitstable			2	3		5			
CA1300853	Former Oil Depot	Union Road	Bridge		2	2			4			
CA1300868	190 Wincheap		Canterbury				5	5	10			
CA1301015	69-71 High Street		Whitstable		1				1			
CA1301033	Land Off Cranmer Close, Station Road		Bekesbourne			1			1			
CA1301110	Braymor House,	Queens Avenue	Canterbury			1			1			
CA1301132	Port & Starboard House	26 & 26a Admiralty Walk	Whitstable		-1				-1			
CA1301192	54 Sea View Road		Herne Bay			2			2			
CA1301205	10 Upper Bridge Street		Canterbury		8				8			
CA1301210	114a High Street		Herne Bay	1					1			
CA1301220	Broadway Green Farm	Broadway	Petham			1			1			
CA1301223	Land At Bakers Lane		Chartham			1			1			
CA1301266	St John Ambulance	St Marys Court, Church Lane	Canterbury			5	5		10			
CA1301269	The Marlowe Centre	St Peter's Lane	Canterbury	6	5				11			
CA1301335	Old Oast House	Hollow Lane	Canterbury			2			2			
CA1301336	Land At Woodside House	London Road	Harbledown			1			1			
CA1401386	Land Between The	Island Road	Hersden		5	5			10			

	Sycamore And Chequer Tree Close											
CA1301391	Sparrow Court	Gravel Castle Road	Barham	0					0			
CA1301413	16 Dover Street		Canterbury		1				1			
CA1301491	12 Lower Chantry Lane		Canterbury			7	15	10	32			
CA1301521	Downland Cycles Ltd	Malthouse Road	Canterbury			7	7		14			
CA1301525	Springfield Nurseries	Bekesbourne Lane	Bekesbourne	0					0			
CA1301582	115 High Street		Herne Bay			2			2			
CA1301617	Land At Calcott Hall	Calcott Hill	Sturry		1	2			3			
CA1301700	Land Adjacent To Rosary Farmhouse	Church Road	Hoath			1			1			
CA1301717	62 Burgate		Canterbury		1				1			
CA1301718	Land And Garages At 41 Shalmsford Street		Chartham		1				1			
CA1301727	15 Albion Place		Canterbury		1				1			
CA1301729	Dempseys Removals	Diamond Road	Whitstable	22					22			
CA1301862	6 Teynham Road		Whitstable		1				1			
CA1301863	68 Old Dover Road		Canterbury					5	5			
CA1301865	73 Sweechgate		Broad Oak			2			2			
CA1301875	Oriel Lodge	3 Queens Avenue	Canterbury			1			1			
CA1301876	19 South Canterbury Road		Canterbury			1			1			
CA1301886	6 Dargate Road	Yorkletts	Whitstable			0			0			
CA1301945	Unit 3 Towergate House	Chaucer Business Park	Wraik Hill			5	10		15			
CA1301949	Land Adjoining 5 And 6 Thornden Wood Road		Herne Bay			2	2		4			
CA1302036	32 Jubilee Road		Littlebourne		2				2			
CA1302053	Units 1, 2 3 Hoath Farm	Bekesbourne Lane	Canterbury	1					1			

CA1302094	St Andrews House	Station Road East	Canterbury				10	15	25			
CA1302111	7 Vinten Close		Herne		1				1			
CA1302177	Buckholt Barn	Anvil Green Road	Waltham		1				1			
CA1302197	Ford Manor Farm Oast	Ford Hill	Hoath		1				1			
CA1302201	1-6 Manwood Hospital	St. Stephens Green	Canterbury		4				4			
CA1302245	Land Adjacent To Southern Water Pump House	Nethergong Hill	Chislet			1			1			
CA1302269	Sturry Fire Station	High Street	Sturry				7		7			
CA1302308	130-132 Tankerton Road		Tankerton		3				3			
CA1302353	Units 7 Hoath Farm	Bekesbourne Lane	Canterbury	1					1			
CA1302377	The Loft, Little Bursted Farm	Lynsore Bottom	Upper Hard		0				0			
CA1peter	Land At Gordon Road	Wincheap	Canterbury			7	7		14			
CA1302396	Beechmount	Conyngham Lane	Bridge		0				0			
CA1302403	47 Castle Street		Canterbury		0				0			
CA1400001	108 High Street		Herne Bay			6			6			
CA1400032	The Coach House	7 Mill Road	Sturry			3			3			
CA1400091	57 New Dover Road		Canterbury	-1					-1			
CA1400172	Land Adjacent To 36 Bellevue Road		Whitstable		2				2			
CA1400276	26 Daytona Way		Studd Hill	1					1			
CA1400304	10 Station Road West		Canterbury	1					1			
CA1400311	32 Oxford Street		Whitstable			1			1			
CA1400319	212 Tankerton Road		Whitstable		1				1			
CA1400322	85 High Street		Herne Bay			1			1			
CA1400327	Land Adjoining 54 Mill Lane		Harbledown			1			1			

CA1400346	26 Golden Hill		Whitstable			1			1			
CA1400349	Anester Cottage	London Road	Harbledown	1					1			
CA1400479	St Joseph's Hall	River View	Sturry	3					3			
CA1400480	Land Adjacent To 7 West Cliff Gardens		Herne Bay	1					1			
CA1400499	Land Adjacent To 21 Pretoria Road		Canterbury			1			1			
CA1400549	93 Osborne Gardens			2	0				2			
CA1400550	Blackman House	6a St Peter's Lane	Canterbury			1			1			
CA1400580	Land Adjacent To 49 Queensbridge Drive		Herne Bay	1					1			
CA1400604	Barretts	Pound Lane	Canterbury			1	10		11			
CA1400621	Deeson's,	25-27 Sun Street	Canterbury			-1			-1			
CA1400654	Roseacre	Trenley Drive	Canterbury	0					0			
CA1400682	Land Rear Of 43 Old Dover Road		Canterbury			1			1			
CA1400716	Lesser Knowlesthorpe	Barton Mill Road	Canterbury	9					9			
CA1400747	The Treasury	The Street	Ickham			1			1			
CA1400765	Marsh House	St Peter's Road	Whitstable			3			3			
CA1400861	Duckpitts Farm	Wingham Road	Bramling Ickham	1					1			
CA1400933	Artichoak Cottage	Island Road	Upstreet			-1			-1			
CA1400994LB	Flat 12/13 Chantry Hall	Dane John	Canterbury	2					2			
CA1400999	87 High Street		Herne Bay			1			1			
CA1401001	127 Spring Lane		Canterbury	1					1			
CA1401020	Ibis Rising	Worcester Lane	Canterbury	0					0			
CA1401025	54 Northgate		Canterbury	2					2			
CA1401028	15 William Street		Herne Bay			-1			-1			
CA1401066	56-58 Bentley Avenue		Herne Bay			1			1			

CA1401091	Mount Charles House, 5 Mount Charles Walk	Union Road	Bridge		1				1			
CA1401094	Northgate House	115-120 Northgate	Canterbury				10	14	24			
CA1401110	Hickling	Manwood Avenue	Canterbury	1					1			
CA1401113	St Aubins	60 Sturry Hill	Sturry			1			1			
CA1401125	159 Ashford Road		Thanington			2			2			
CA1401129	Land Rear Of Hollydene	Staines Hill	Sturry			1			1			
CA1401165	103b Tankerton Road		Tankerton			1			1			
CA1401173	40 Railway Avenue		Whitstable			1			1			
CA1401200	62 And 64 Blean Common		Blean	-1					-1			
CA1401207	Four Seasons	Bigbury Road	Chartham Hatch			1			1			
CA1401219	6-9 Larkey View,		Chartham Hatch			2			2			
CA1401333	2 Becketts Wood	Upstreet	Chislet				1		1			
CA1401347	The Retreat And Beach Cottage	Seasalter Beach	Whitstable			-2			-2			
CA1401357	7 Busheyfields Road	Herne	Herne	0					0			
CA1401422	Telephone Engineering Centre	Littlebourne Road	Canterbury	16	53	20	4		93			
CA1401493	103 St John's Road		Swalecliffe			1			1			
CA1401495	103 St John's Road		Swalecliffe			2			2			
CA1401501	Little Well Farm	Fleets Lane	Tyler Hill			1			1			
CA1401502	First Floor And Second Floor Flat	114 Whitstable Road	Canterbury	1					1			
CA1401503	Land At Farleigh Road		Canterbury		12				12			
CA1401506	11 Admiralty Walk		Whitstable		0				0			
CA1401527	Land Adjacent To The	Hatch Lane	Chartham		1	1			2			

	Royal Oak											
CA1401551	Land At 7 Valkyrie Avenue		Whitstable			1			1			
CA1401569	8 Admiralty Walk		Seasalter	1					1			
CA1401594	Land Adjacent 1 Studds Cottages,	Whitstable Road	Herne Bay		1				1			
CA1401601	Seacroft	10a Dargate Road	Yorkletts,			1			1			
CA1401609	Rear Of 10 Station Road West		Canterbury	1					1			
CA1401708	Land Rear Of Elliot Close And East Street,		Canterbury		5	5			10			
CA1401753	Melbury	Maypole Lane	Hoath			1			1			
CA1401762	11 Richmond Drive		Herne Bay	1					1			
CA1401774	Land Adjacent To 10 Brabourne Close		Canterbury		1				1			
CA1401861	Broomfield Orchard	Broomfield Road	Herne			0			0			
CA1401868	Herne Bay Musical Theatre Society,	28 Arkley Road	Herne Bay				3		3			
CA1401908	2 Victoria Road		Canterbury			1			1			
CA1401931	Land Adjacent To 40 Grasmere Road		Whitstabe			1			1			
CA1401937	Land Adjoining 140 Cromwell Road		Whitstable		1				1			
CA1401939	Park End	Station Chine	Herne Bay		1				1			
CA1401955	130 Tankerton Road		Tankerton			0			0			
CA1401969	111-113 Carlton Hill		Herne Bay			2			2			
CA1401980	Peggatty House	68 Marine Parade	Whitstable			1			1			
CA1401983	The Bungalow	North Stream	Marshside		0				0			
CA1402004	77-79 Castle Street		Canterbury		2				2			
CA1402054	11-12 Orchard Street		Canterbury	-1					-1			

CA1402071	Sydney House	Sydney Road	Whitstable			1			1			
CA1402072	Sercos Yard	St Peters Place	Canterbury	2	2				4			
CA1402075	Land Adj	2 Cobblers Bridge Road	Herne Bay			1			1			
CA1402094	47 Old Bridge Road		Whitstable			2			2			
CA1402157	Longshot	Maypole Lane	Hoath			0			0			
CA1402202	7 Bicknor Close		Canterbury			1			1			
CA1402203	Hillside Cottage	Wood Hill	Tyler Hill			0			0			
CA1402205	Woodways	Clapham Hill	Whitstable		0				0			
CA1402214	Methodist Church	Glenbervie Drive	Herne Bay			1			1			
CA1402235	Plot At Meadow View	Herne Common	Herne	1					1			
CA1402238	Durham House	69 Canterbury Road	Herne Bay				9		9			
CA1402244	Land To The Rear Of	19 And 21 Chestfield Road	Chestfield			1			1			
CA1402245	Westbrook Farmhouse	Sea Street	Herne Bay				7		7			
CA1402295	38 Whitstable Road		Canterbury				4		4			
CA1402299	49 Hillman Avenue		Herne Bay		0				0			
CA1402301	Victoria Lodge, Victoria Mews	Regent Street	Whitstable			1			1			
CA1402317	Two Ac	Hard Court Road	Upper Hard			1	3		4			
CA1402318	20 Talbot Avenue		Herne Bay	0					0			
CA1402333	Rear Of 115 High Street		Herne Bay		2				2			
CA1402382	2 The Halt		Whitstable		1				1			
CA1402408	57a New Dover Road		Canterbury		-1				-1			
CA1402428	49 Hillman Avenue		Studd Hill			1			1			
CA1402452	27-28 Burgate		Canterbury			2			2			
CA1402476	51 Wolseley Avenue		Studd Hill		0				0			
CA1402480	6 Preston Parade		Seasalter			1			1			

CA1402565	16 Grafton Rise		Herne Bay			1			1			
CA1402578	Land West Of Huntsman And Horn Public House	Margate Road	Broomfield		4	4			8			
CA1402582	66 Poplar Drive		Greenhill		1				1			
CA1402603	Sunnybank	Iffin Lane	Thanington		0				0			
CA1402653	Sydney House	Sydney Road	Whitstable	1					1			
CA1402679	Sunnyside	Rayham Road	Whitstable			2			2			
CA1402696	100 Queens Road		Whitstable	0					0			
CA1500008	Durleigh	1 The Circus	Herne Bay		1				1			
CA1500019	Talltrees	Albion Lane	Herne		1				1			
CA1500080	45 St Peters Street		Canterbury			2			2			
CA1500091	61 Wolseley Avenue		Herne Bay		0				0			
CA1500123	Land At Croft View	Dargate Road	Yorkletts			1			1			
CA1500153	97 Fairview Gardens		Sturry			1			1			
CA1500179	Land Adjacent, 9 The Fairway		Herne Bay	1	1				2			
CAE0300009	Blue Anchor Caravan Park (Beach Court)	Faversham Road	Seasalter	2	8				10			
CA1400801	62 London Road		Canterbury		1				1			
CA1401768	Brook House	Reeves Way	Chestfield				20	27	47			
CA1402270	Beckett House	New Dover Road	Canterbury				25	28	53			
CA1500185	Holme Lodge Farm	Pean Hill	Blean			3			3			
CA1402034	St James House	77-79 Castle Street	Canterbury		10				10			
CA1500065	The Coach House	7 Mill Road	Sturry			3			3			
			<b>Totals</b>	<b>182</b>	<b>247</b>	<b>270</b>	<b>274</b>	<b>153</b>	<b>1126</b>	<b>30</b>	<b>30</b>	<b>27</b>





Reference	Appendix	Main Modification
MM 186	Appendix 4	<i>Remove Schedule of Employment Allocations and insert a new Appendix 4 Canterbury City Council Local Parking Standards</i>
<p><b>Appendix 4</b>  <b>Canterbury City Council Local Parking Standards</b></p>		
<p><b>Canterbury City Council</b>  <b>Local Parking Standards</b></p> <p>The parking standards set out below are based on the Kent vehicle parking standards set out in KCC Supplementary Planning Guidance 4 (2006) and KCC Interim Guidance Note 3 (2008)</p>		



## Land Use Class A1: Shops

Development of retail premises for the sale, display or provision of goods and services (except hot food) to visiting members of the public. Such development includes:

- grocers, green grocers, butchers, supermarkets, superstores, hypermarkets
- non-food retail warehouses but excluding retail warehouse clubs
- electrical goods and hardware stores
- garden centres/DIY stores
- pet shops/stores
- post offices
- ticket sales or travel agencies
- sale of sandwiches or other cold food for consumption off the premises
- internet (cyber) cafes
- hairdressers/beauty salons
- funeral directors
- hire of domestic or personal goods
- washing or cleaning of clothes/fabrics on the premises

### Maximum Goods Vehicle & Car Parking Standards

	Goods Vehicle Parking	Car Parking
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.  
For all large retail establishments the provision for goods vehicles only applies up to
3. 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

	Short to medium stay (collection/ delivery/ shopping)	Medium to long stay (staff)
Up to 1,000m <sup>2</sup>	1 space per 200m <sup>2</sup>	1 space per 200m <sup>2</sup>
Up to 5,000m <sup>2</sup>	1 space per 400m <sup>2</sup>	1 space per 400m <sup>2</sup>
Over 5,000m <sup>2</sup>	Minimum of 12 spaces	

## Land Use Class A2: Financial and Professional Services

Uses include:

- banks, building societies, bureaux de change
- estate agents
- employment agencies
- solicitors and accountants
- betting offices
- tourist information centres
- travel agencies

Most Class A2 uses are located in town centres where the provision of dedicated on-site car or cycle parking may not be appropriate or possible. Such developments will be assessed on a case by case basis taking into account the public parking provision available.

### **Maximum Car Parking Standards**

	Car Parking
All developments	1 space per 20m <sup>2</sup>

Note

1. Car parking provision covers spaces for both staff and visitors/ customers.

### **Minimum Cycle Parking Standards**

	Short to medium stay (collection/ delivery)	Medium to long stay (staff)
All developments	1 space per 1,000m <sup>2</sup>	1 space per 200m <sup>2</sup>
	Minimum of 2 spaces to be provided	

## Land Use Class A3: Restaurants and Cafés

Class A3 uses may be located in town centres where the provision of dedicated on-site car or cycle parking may not be appropriate or possible. Such developments will be assessed on a case by case basis taking into account the public parking provision available.

### Maximum Goods Vehicle & Car Parking Standards

	Goods Vehicle Parking	Car Parking	
		Employees	Customers
Restaurants and Cafés <sup>(2)</sup>	See note 1	1 space per 2 staff	1 space per 6m <sup>2</sup>
Transport Cafés <sup>(3)</sup>	1 lorry space per 5m <sup>2</sup>	1 space per 2 staff	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 highway.
2. Includes roadside restaurants
3. Car parking provision for customers should be contained within the allocated space for lorry parking

### Minimum Cycle Parking Standards

	Short to medium stay (collection/ delivery)	Medium to long stay (staff)
All developments	1 space per 10 seats	1 space per 20 seats
Minimum of 2 spaces to be provided		

## Land Use Class A4: Drinking Establishments

Class A4 uses may be located in town centres where the provision of dedicated on-site car or cycle parking may not be appropriate or possible. Such developments will be assessed on a case by case basis taking into account the public parking provision available.

### Maximum Goods Vehicle & Car Parking Standards

	Goods Vehicle Parking	Car Parking	
		Employees	Customers
Public Houses, Licenced Bars and Banqueting Halls <sup>(2)</sup>	See note 1	1 space per 2 staff	1 space per 10m <sup>2</sup>

#### Notes:

- 1 Adequate facilities should be provided to enable delivery vehicles to park and manoeuvre clear of the highway.
2. Includes bars open to non-residents in hotels and non-diners in restaurants.

### Minimum Cycle Parking Standards

	Short to medium stay (collection/ delivery)	Medium to long stay (staff)
All developments	1 space per 10 seats	1 space per 20 seats
Minimum of 2 spaces to be provided		

## Land Use Class A5: Hot Food Takeaways

This use class caters specifically for takeaways and fast food premises and are differentiated from A3 uses as they raise different traffic and parking demands

Class A5 uses may be located in town centres where the provision of dedicated on-site car or cycle parking may not be appropriate or possible. Such developments will be assessed on a case by case basis taking into account the public parking provision available.

### Maximum Goods Vehicle & Car Parking Standards

	Goods Vehicle Parking	Car Parking	
		Employees	Customers
Takeaways <sup>(2)</sup>	See note 1	1 space per 2 staff	1 space per 8m <sup>2</sup>

#### Notes:

- 1 Adequate facilities should be provided to enable delivery vehicles to park and manoeuvre clear of the highway.
2. Includes drive-in or drive-through restaurants. These establishments must also provide sufficient on-site waiting space for vehicles to wait clear of the public highway.

### Minimum Cycle Parking Standards

	Short to medium stay (collection/ delivery)	Medium to long stay (staff)
All developments	1 space per 10 seats	1 space per 20 seats
Minimum of 2 spaces to be provided		

## Land Use Class B1: Business

This use class includes office development, other than the uses which are set out in use class A2, research and development and light industrial uses which could be carried out in a residential area without detriment to the amenity of the area. Offices will normally have a higher employment density and therefore a higher parking requirement than light industry or research uses. In particular B1 uses outside town centres will normally require a higher parking provision than general industrial uses in use class B2.

The variations in employment density between the use classes incorporated with the B1 use class and the location of the development will mean that there is scope for each case to be assessed individually taking into account the public parking provision available.

### Maximum Goods Vehicle & Car Parking Standards

	Goods Vehicle Parking	Car Parking
Offices up to 500m <sup>2</sup>	See note 1	1 space per 20m <sup>2</sup>
Offices 500m <sup>2</sup> 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/ Light Industrial	1 space per 200m <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 highway.
2. For large developments the provision for goods vehicles applies up to a maximum of 6 spaces. For sites where a greater provision is likely to be required the actual number should be determined through the consideration of operational requirements and demonstrated through a transport assessment.

### Minimum Cycle Parking Standards

	Short to medium stay (collection/ delivery)	Medium to long stay (staff)
All developments	1 space per 1,000m <sup>2</sup>	1 space per 200m <sup>2</sup>
Minimum of 2 spaces to be provided		



## Land Use Class B2: General Industrial

This use class covers development of any size to accommodate industrial processes which do not meet the residential amenity test of use class B1. The standard should be applied with discretion to industrial premises that will demonstrate a high employee density, comparable, for example with B1 High Tech and Research.

### **Maximum Goods Vehicle & Car Parking Standards**

	Goods Vehicle Parking	Car Parking
Development up to 200m <sup>2</sup>	See note 1	3 spaces
Development 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 highway.
2. For large developments the provision for goods vehicles applies up to a maximum of 6 spaces. For sites where a greater provision is likely to be required the actual number should be determined through the consideration of operational requirements and demonstrated through a transport assessment.

### **Minimum Cycle Parking Standards**

	Short to medium stay (collection/ delivery)	Medium to long stay (staff)
All developments	1 space per 1,000m <sup>2</sup>	1 space per 200m <sup>2</sup>
Minimum of 2 spaces to be provided		

## Land Use Class B8: Storage and Distribution

This use class covers storage and distribution of food and other products and wholesale trade of those products, but excluding retail to the general public or shopping discount clubs which are covered by A1 uses.

The standard should be applied with discretion to industrial premises that will demonstrate a high employee density, for example with sophisticated storage and tracking of high value products. The office component of use class B8 should be assessed as B1 development in addition.

### Maximum Goods Vehicle & Car Parking Standards

	Goods Vehicle Parking	Car Parking
Storage and 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 in Land use class B1.

### Minimum Cycle Parking Standards

		Medium to long stay (staff)
All developments		1 space per 200m <sup>2</sup>
	Minimum of 2 spaces to be provided	

## Land Use Class C1: Hotels

This use class covers development providing accommodation for payment (including self-catering accommodation) which cannot be classed as residential and where there is no significant element of care provided. This includes caravan or chalet parks, but not individual premises which are classed under use class C3. Residential hostels are excluded and are considered to be unclassified and dealt with on a case by case basis.

Where hotels are proposed to be located in town centres the provision of dedicated on-site car or cycle parking may not be appropriate or possible. Such developments will be assessed on a case by case basis taking into account the public parking provision available.

The use class includes:

- hotels, motels, boarding and guest houses.
- Holiday/ touring caravan sites and campsites

### Maximum Goods Vehicle & Car Parking Standards

	Goods Vehicle and Coach Parking	Car Parking	
		Employees	Guests/ visitors
Hotels, Motels, Boarding and Guest Houses	See notes 1 and 2	1 space per 2 staff	1 space per bedroom (see note 3)
Other C1 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 highway.
2. For developments exceeding 20 bedrooms suitable provision should be made for coaches by either:  
Facilities to drop off and pick up guests off the public highway or by utilisation of the car parking area, or
3. Off street coach parking provision of 1 space per 20 bedrooms contained within the allocated space for car parking.  
An additional provision should be made where bars and restaurant facilities are open to the general public of one third of the appropriate standard under Class A3.  
For bars this equates to 1 space per 12m<sup>2</sup> and for restaurants 1 space per 15m<sup>2</sup>

### Minimum Cycle Parking Standards

All developments	1 space per 10 beds, units or pitches.
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## Land Use Class C2: Residential Institutions

This use class covers development providing residential accommodation which includes an element of care, hospitals and residential accommodation for an educational establishment

### Maximum Goods Vehicle & Car Parking Standards

	Goods Vehicle and Coach Parking	Car Parking	
		Employees	Residents/ visitors
Nursing/ Residential care homes	Minimum of 1 space for an ambulance and See note 1	1 space per resident staff + 1 space per 2 other staff	1 space per 6 beds or residents
Hospitals and Hospices	See notes 1 and 2	1 space per 2 staff	2 spaces per 3 beds
Residential schools, colleges or training centres	See notes 1 and 3	1 space per resident staff + 1 space per 2 other staff	1 space per 15 students

#### Notes:

- 1 Adequate facilities should be provided to enable delivery vehicles to park and manoeuvre clear of the highway.
2. Sufficient ambulance bays and/or parking should be provided to meet the operational needs of the development. Site specific details should be agreed with the Local Planning Authority  
At special schools there is a need to include appropriate additional spaces for ambulances, taxis and coaches.
- 3.

### Minimum Cycle Parking Standards

Hospitals and other residential units offering a level of care	1 space per 10 beds
Residential schools, colleges or training centres	1 space per 5 students

## Land Use Class C3: Dwellings

This use class covers dwellings for occupation by single persons or families, shared accommodation where up to 6 people live together as a single household, self-contained individual accommodation with a resident warden (sheltered accommodation) and static residential caravan sites.

### Car Parking Standards

Location	Town Centre	Edge of Centre	Suburban	Suburban Edge/ Village/ Rural
On–street controls	On street controls preventing long stay parking	On street controls, residents’ scheme or existing saturation (Note 3)	None, or very limited	None or very limited
Nature of Guidance	Maximum (Note1)	Maximum	Minimum (Note 6)	Minimum (Note 6)
1 and 2 bed flats	1 space per unit Controlled (Note 2)	1 space per unit Not allocated	1 space per unit Not allocated	1 space per unit Not allocated
1 and 2 bed houses	1 space per unit Controlled (Note 2)	1 space per unit Allocation possible	1 space per unit Allocation possible	1.5 spaces per unit Allocation of 1 space per unit possible
3 bed houses	1 space per unit Controlled (Note 2)	1 space per unit Allocation possible	1.5 spaces per unit Allocation of 1 space per unit possible	2 independently accessible spaces per unit Allocation of one or both spaces possible
4+ bed houses	1 space per unit Controlled (Note 2)	1.5 spaces per unit Allocation of 1 space per unit possible	2 independently accessible spaces per unit Allocation of both spaces possible (Note 7)	2 independently accessible spaces per unit Allocation of both spaces possible (Note 7)
Are garages acceptable? (Note 4)	Yes	Yes, but not as a significant proportion of the overall provision	In addition to standards given above	In addition to standards given above
Additional visitor parking (Note 5)	Public car parks	Communal areas 0.2 per unit max.	On- street areas 0.2 per unit	On- street areas 0.2 per unit

Notes:

1. Reduced or nil provision is encouraged in support of demand management and efficient use of land.
2. Parking or garage courts with controlled entry.
3. .Reduced or nil provision is acceptable in rented properties subject to tenancy controls
4. Open car port or car barns are acceptable at all locations, subject to good design
5. Visitor parking may be reduced where the main provision is not allocated. May not be required for flats
6. A lower provision may be acceptable if vehicular trip rate constraints are to be applied in connection with a binding and enforceable travel plan.
7. Best provided side by side or in another independently accessible form. Tandem parking arrangements are often under- used.

**Minimum Cycle Parking Standards**

Individual residential dwellings (1)	1 space per bedroom
Flats and maisonettes (2)	1 space per unit
Sheltered accommodation (2)	1 space per 5 units

Notes:

1. Cycle parking should normally be provided within the curtilage of the dwelling. Where a garage is provided it should be of a suitable size to accommodate the cycle parking provision.
2. Cycle parking should be provided as a secure covered communal facility if a suitable individual alternative is not available.

## Land Use Class D1: Non Residential Institutions

This use class covers development where there is no residential element, which is not used principally as a place of entertainment but where members of the public have access eg education and health facilities. It includes day centres, adult training centres and other premises for the provision of non-resident social services as well as non-residential schools and colleges. The car parking standards are maxima, and more stringent provision may be appropriate for the allocation of spaces to pupils and students.

### Maximum Vehicle Parking Standards

	Goods Vehicle Parking	Car Parking	
		Employees	Pupils, visitors, clients
Primary and Secondary Schools	See notes 1, 2, 3 and 6	1 space per staff + 10%	
Further and Higher Education	See notes 1, 2 and 3	1 space per 1 staff	1 space per 7 students
Libraries, art galleries, museums, public exhibition halls	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 and 4	1 space per 2 staff	4 spaces per consulting/ treatment room
Nurseries/ Crèches/ Playschools	See notes 1 and 3	1 space per 2 staff	1 space per 4 children
Day care centres	See notes 1 and 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 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 children in a safe environment and in a manner that does not unduly interfere with the operation and use of the public highway.  
Provision should be made to accommodate ambulances where appropriate.
- 4 Provision within the overall allocation for car parking should be made for mini buses where these are used to transport people to and from day care centres.
- 5 At special schools there is a need to include appropriate additional spaces for ambulances, taxis and coaches
- 6

### **Minimum Cycle Parking Standards**

Junior Schools	1 space per 50 pupils
Secondary schools, further and higher education	1 space per 7 students rising to 1 space per 5 students as demand dictates
Medical centres, surgeries	1 space per 2 consulting/ treatment rooms
Other non-residential institutions	1 space per 50 seats or per 100m <sup>2</sup>

#### Notes

Cycle parking that is intended for long stay use at schools or for staff at other establishments should be secure and covered.



## Land Use Class D2: Assembly and Leisure

This use class covers development of sites for leisure, recreation and entertainment purposes (excluding libraries, art galleries, museums and exhibition halls which are covered by use class D1, and theatres and casinos which are unclassified)

### Maximum Vehicle Parking Standards

	Car Parking
Cinemas, concert halls, conference centres, bingo halls	1 space per 5 seats
Social Clubs, discos, dance halls, ballrooms	1 space per 22m <sup>2</sup>
Multi activity sports and leisure centres, swimming pools, ice rinks, health and fitness centres, gymnasiums	1 space per 22m <sup>2</sup> + 1 space per 15 seats if appropriate
Marinas and other boating facilities	1 space per mooring or berth
Stadia	1 space per 15 seats or 1 coach space per 300 seats
Bowling greens/ centres/ alleys, snooker halls, tennis/ squash/ badminton clubs	3 spaces per lane/ court/ table + 1 space per 15 spectators if required
Outdoor sports facilities, playing fields	1 space per 2 participants + 1 space per 15 spectators
Golf courses and driving ranges	3 spaces per hole/ bay
Equestrian centres, riding stables	1 space per stable
Historic house and gardens, country parks	1 space per 400 visitors per annum + 1 coach space per 5000 visitors per annum
Theme parks, leisure parks	1 space per 200 visitors per annum + 1 coach space per 5000 visitors per annum
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 highway.
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### **Minimum Cycle Parking Standards**

	Short stay (visitors, spectators)	Long stay (staff)
Leisure and entertainment venues	1 space per 300 seats	1 space per 300 seats
Sports facilities and venues	1 space per 10 participants + 10%	1 space per 10 staff

**Notes**

Cycle parking that is intended for long stay use should be secure and covered.

## Unclassified Land Uses

There are miscellaneous developments that do not fall into any of the main use classes.

Some of these unclassified uses may be located in town centres where the provision of dedicated on-site car or cycle parking may not be appropriate or possible. Such developments will be assessed on a case by case basis taking into account the public parking provision available.

### **Maximum Vehicle Parking Standards**

	Car Parking	
	Employees	Customers/ visitors
Car sales (including auctions)	1 space per 2 staff	1 space per 50m <sup>2</sup>
Petrol filling stations	1 space per 20m <sup>2</sup> (see note 2)	
Night clubs/ casinos	1 space per 22m <sup>2</sup>	
Theatres	1 space per 5 seats	
Retail warehouse clubs	1 space per 25m <sup>2</sup> + 1 HGV space per 500m <sup>2</sup>	
Amusement arcades	1 space per 22m <sup>2</sup>	
Residential hostels	1 space per resident staff + 1 space per 2 other staff	1 space per 6 residents
Vehicle servicing and repair	1 space per 2 staff	4 spaces per service bay
Taxi and Vehicle hire, coach and bus depots	1 space per 2 staff	1 space per 4 registered vehicles
Open commercial use (eg scrap yards, recycling centres (see note 3))	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 highway.
2.	Applies to retail areas only and not to filling station forecourts
3.	Provision for goods vehicle parking to be determined on a site by site basis

### **Minimum Cycle Parking Standards**

Cycle parking will be determined on a site by site basis.

## Parking at Railway Stations

Provision for parking at or close to railway stations and integrated with public transport access is considered to be appropriate including at rural stations. Any increase in parking should be part of a package that also seeks to enhance access by bus, cycling and walking so that railway stations can become integrated transport hubs.

## Design Guidance

This guidance is provided to ensure that new developments, or extensions to existing developments, incorporate the determined level of vehicular parking in a manner that is safe, easy to use and does not unduly interfere with the operation and use of the public highway.

The aim of this design guidance is to enable a consistent approach to parking provision whilst allowing sufficient flexibility for developers and local authorities to adapt the guidance to local circumstances and individual site constraints.

## Garages

Experience has shown that garages provided for individual residential dwellings are unlikely to be used for the parking of a vehicle unless sufficient space is also incorporated within the garage for storage. This may have less relevance for garages that are provided as a communal facility for residential accommodation. However, the needs of the mobility impaired, either as a driver or as a passenger, should also be considered in the design of garages and sufficient space should also be allowed to enable a garage to be used as a secure location for any cycle parking provision.

Taking these factors into account the preferred internal dimensions of a garage that should be considered for residential developments are:

Preferred garage size for a single car	5.5m length x 3.6m width
Preferred garage size for 2 cars	5.5m length x 6.0m width

Where it can be demonstrated that cycle parking is provided elsewhere width of garage can be reduced.

## Driveways and Manoeuvring on Site

The provision of driveways for residential dwellings needs to be treated with caution and take into account the principles of Kent Design. Driveways that are provided need to consider:

- (a) The impact on the setting of the property
- (b) Its relationship to garage provision
- (c) The impact of its use on the public highway

Driveways that are provided as an alternative to a garage should have the same dimensions as the preferred size of a car parking bay. This should ensure that vehicles parked on driveways do not cause any obstructions to footways, verges or the carriageway. Where driveways are provided in front of garages these should be of sufficient length to allow a vehicle to be parked whilst the garage doors are opened or closed. Otherwise, during such manoeuvres the vehicle may cause a temporary

obstruction of the carriageway or any footway or verge situated between the road and the property. Where parking or garaging for more than two cars is provided this should not be met by constructing the garage or parking area one vehicle wide by the number of vehicles long. Driveways associated with garages and parking areas for two cars should be double width.

Where developments require access by goods vehicles site layouts should include adequate standing and manoeuvring space for vehicles waiting to unload. This may utilise areas provided for car parking if the peak times for cars and goods vehicles do not coincide. To eliminate reversing movements onto the public highway, space for the manoeuvring of goods vehicles should ideally be provided clear of the highway.

## Parking Bay Sizes

The dimensions of a car vary considerably with current vehicles ranging from 2.5m to 5.6m in length and 1.7m to 2.4m in width. The average dimensions of a car based on those currently available on the market is around 4.4m in length and 2.0m in width. Design Bulletin

32 (DB32) sets a minimum parking bay for cars of 4.8m x 2.4m. This would provide approximately 0.2m (8 inches) clearance around an average car. There are circumstances, particularly those involving the loading and unloading of vehicles, when a larger parking bay size than that set out in DB32 would be preferable.

The preferred sizes for parking bays to be provided as part of development proposals are:

	Length	Width
Powered 2 wheelers (1)	2.5m	1.5
Cars (2)	5.0m	2.5m
Disabled badge holders	5.5m	3.6m
Light goods vehicles	7.5m	3.5m
Minibuses (3)	8.0m	4.0m
Coaches (3)	14.0m	4.0m
Rigid heavy goods vehicles	12.0m	3.5m
Articulated heavy goods vehicles	16.0m	3.5m

### Notes

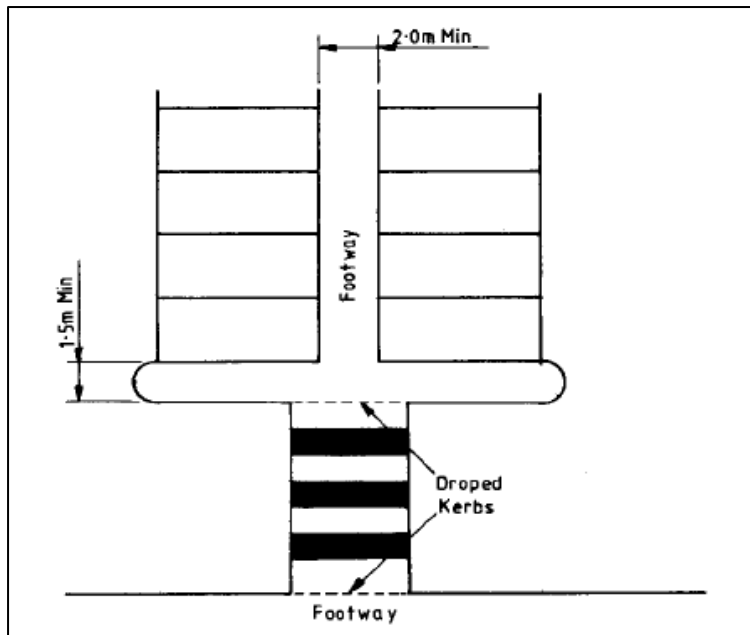
1. A minimum space of 1.0m should be allowed between each motorcycle
2. Where car parking spaces are provided parallel to and abutting a carriageway, aisle or drive the preferred bay size should be 6.0 x 2.5m to allow vehicles to manoeuvre into the bay when adjoining bays are occupied. The width of end spaces abutting an enclosed boundary should be increased to 2.7m
3. A width of 4.0m is the minimum necessary to allow passengers to embark and disembark safely.

## Planning for Pedestrians

The needs of pedestrians should be taken into account when designing the layout of parking areas. This should include both those who have parked within the car park and those who are accessing the development by foot. Pedestrian access both to the development and across a car park should, wherever possible, be provided along the pedestrian desire lines.

Within the car park, provision should be made to allow pedestrians to walk through it easily and

safely. The provision of raised footways through the car park and crossing points across main vehicle routes will help to alleviate conflict between pedestrians and vehicles. A typical layout is shown below. Pedestrian routes should also incorporate measures to assist the mobility impaired.



Typical layout of footways in parking areas

### Access/Egress to Parking Areas

Access to car parks from the public highway will require the provision of adequate sight lines to ensure that highway safety is not compromised. Suitable provision should also be made to enable pedestrians, especially the mobility impaired, to cross a car park access.

Within the parking area developers will need to provide a balance between the following conflicting requirements:

- Adequate visibility for the safe manoeuvring of vehicles.
- Safety of any pedestrian movements that are likely to occur.
- Landscaping of the parking area
- Personal security issues.
- Efficient operation of the parking area.

When parking is proposed immediately adjacent to the public highway, either at the rear of the footway or carriageway, right angled parking spaces with direct access should not be used, except in the case of private dwellings.

### Cycle Parking

The parking needs of cyclists vary depending on the purpose of their trip:

- **Collection & Delivery** – parking for short stay users needs to be near the entrance to, or inside, the place visited, and may be less secure than long stay provision.
- **Shopping** – Groups of cycle stands should be located at regular intervals so that the bicycle does not have to be parked more than a short walk from the final destination and ideally should be within sight of the owner.
- **Meetings & Appointments** – use is often irregular and can be for long periods, up to a whole day.

Users favour locations where lighting and surveillance are perceived to be good, usually at or near to main building entrances and preferably covered.

- **Workplace** – use is generally all day and on a regular basis. Demand is more likely to justify grouping of racks, often within areas where there is controlled access, CCTV monitoring or individual lockers.

- **Residential** – requires high standards of security and should avoid the need to take bicycles a long way into a building.

In addition to the provision of secure cycle parking, developers will be required to consider the additional needs of cyclists (such as lockers, changing and shower facilities where appropriate), the access to cycle parking and the interaction between cyclists and other highway users.

The location of cycle parking provides a key role in persuading cyclists to use it. Cycle parking that is not convenient to the cyclist's ultimate destination or where security is perceived to be poor will often stand empty and be subject to vandalism. Depending on the purpose of the trip the following locational requirements should be considered:

- Obvious and well signed
- Near to the entrance of the premises being visited
- Visible and attractive
- Well lit
- An appropriate level of surveillance and security
- Good weather protection
- Off street location with good and safe access, separated from parking vehicles
- Situated close to well used thoroughfares
- Well maintained

Where a development provides more than one access to a building, or group of buildings, it may be preferable to have small groups of cycle parking facilities spread around the development rather than a single central location. The emphasis should be on providing the most convenient locations for the users.

The location of cycle parking facilities should not present a hazard to pedestrians, especially the mobility impaired. There are several measures that can be taken to minimise the conflict between pedestrians and cyclists:

- Tactile surfaces around cycle parking.
- Raised plinths with a feathered edge in contrasting colours to the existing footway.
- Cycle parking placed on the median zone between the carriageway and the footway.
- Hoops to deflect pedestrian flow around cycle stands.
- Providing a tapping rail (with a maximum height above ground of 150mm) so that an empty rack cannot be walked into.
- Incorporating advertising and lighting with stands.

The provision of cycle parking facilities should fully complement cycle access opportunities to the development. This should include appropriate links to any local cycle network that either already exists or is proposed in an adopted local transport strategy.

A variety of devices and systems are currently available to meet the needs of cyclists.

In general the equipment used to provide secure cycle parking should have the following requirements:

- Easy to use.
- Enable bicycles to be supported without being damaged.
- Vandal proof.
- Have a good finish, clean and with no sharp edges.
- Allow use of cyclist's own locks where appropriate.
- Have the ability to secure the frame and both wheels.

- Allow storage of helmet and other accessories where appropriate.

### **Wall Loops**

These are a simple, cheap and convenient alternative to stands which can be used where there is limited space and a substantial length of wall. A relatively low level of maintenance is generally required. They should be set 700–750mm from the ground, project no more than 50mm from the wall and set at a minimum pitch to park a bicycle every 1800mm. They are not a suitable option for long stay parking.

### **Sheffield Stands.**

These have the virtue of simplicity and value for money and are ideal for short-term parking. They are not always the best option for long stay and/or high-density parking.

Stands with heights over 800mm should be avoided, as they do not support smaller bicycles.

A lower crossbar or panel can be provided to support smaller children's bicycles.

Stands should be 900–1200mm long to support the bicycle at or near axle centres. Suitable space should be provided between stands to allow cyclists to get alongside the bicycle to lock it.

When considering the location of cycle parking using this type of stand it is important to remember how far the bicycle will extend beyond the stand itself. The angling of stands can reduce their width as an obstacle.

### **Lockable Cycle Stands**

These secure both the frame and wheels of a bike and generally have a lower parking density than Sheffield stands. They offer greater levels of security and can be quicker to use.

### **Lockers**

These combine speed of parking with weather protection and high levels of security. They require the greatest level of management commitment and opportunities for abuse can be greater. The liability for securing contents must be clearly defined. The most widely preferred system is a medium/long term hire regime, which requires an explicit agreement with users. A clearance under the units will help to make the locker unattractive for warehousing or sleeping, assist in cleaning operations and provide ventilation.

### **Staffed Facilities**

There is little potential for such facilities to be commercially viable and they are mainly associated with a bike shop or some other compatible outlet.

### **Unstaffed Facilities**

These are mostly associated with provision for employees although they could potentially also be used at public transport boarding points. They generally consist of secure cages or buildings with access allowed through the use of a key or swipe card. Full enclosure of such facilities will offer better weather protection and it is prudent to limit the number of users of the facility. Where a large number of parking spaces are required then more than one facility should be considered, which could then be sited at more convenient locations within the development compared with a larger centrally located facility.

### **Parking for the Mobility Impaired**

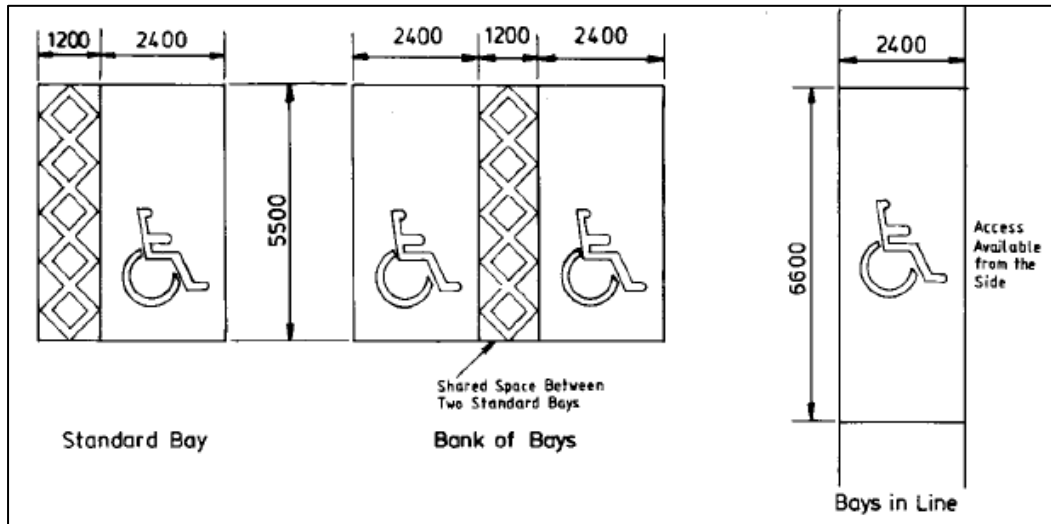
Parking bays for the mobility impaired should be conveniently located and clearly signed. Their location should take into consideration the distances that potential users may be capable of walking to reach the facilities they desire. The generally accepted guidelines of walking distances for different degrees of mobility are:



Visually impaired 150 metres  
 Wheelchair users 150 metres  
 Ambulatory impairment without a walking aid 100 metres  
 Ambulatory impairment with a walking aid 50 metres

Parking bays for the mobility impaired should be designed so that drivers and passengers, either of whom may be impaired, can get in and out of the vehicle easily and safely. They need to be designed to encompass a wide range of mobility impairments. They should also ensure easy access to and from the side and rear of the vehicle and protect the mobility impaired from moving traffic.

Typical layouts of parking bays for the mobility impaired are shown below:



Off-street parking bays that are parallel to the access aisle, making access available from the side, should be at least 6.6m long and 2.4m wide. The additional length will allow access to the rear of the vehicle where wheelchairs are often stored. Access from the side should be unencumbered by street furniture.

Off-street parking bays that are perpendicular to the access aisle should be at least 5.5m long and 2.4m wide with an additional width of at least 1.2m along one side. This should allow sufficient width for wheelchair access between vehicles and enable vehicle doors to be fully opened. Where bays are adjacent to each other the 1.2m access area can be utilised to serve parking bays on either side.

Parking bays for the mobility impaired should be located as near as possible to a suitably designed entrance/exit to the development. Access to and from the parking bays should also be free from steps, obstructions and steep slopes.

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 with 40 to 200 spaces	4 designated spaces or 5% of the total capacity, whichever is greater
Car parks with greater than 200 spaces	6 designated spaces + 2% of the total capacity

For Shopping, Recreation and Leisure (Land Use Classes A1, A3, A4, A5, C1, D1, D2 & Unclassified)

Car Parks up to 50 spaces	1 designated space + 2 spaces of sufficient size but not specifically designated.
Car Parks with 50 to 200 spaces	3 designated spaces or 6% of the total capacity, whichever is greater
Car parks with 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.

Any new development which includes off-street parking should have at least one parking space that is either designated for the mobility impaired or, if not specifically designated, is of sufficient size to be used by the mobility impaired. Where provision for the mobility impaired is not to be provided as part of the development the local planning authority may seek a contribution from the developer towards the provision, operation and maintenance of parking bays either on-street or in public off-street car parks.

## Motorcycle Parking

Provision should be made for motorcycle parking at all new developments in order to enable the use of this mode of transport. As with cycle parking the level of provision required will vary depending on the purpose of the trip. The availability of secure parking is particularly important in areas where medium to long term parking is anticipated.

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 made for motorcyclists within non- residential developments:

Non-residential developments	1 space + 1 space for every 20 car parking spaces provided
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Where communal parking facilities for residential developments are provided the above standards will also apply.

In locating motorcycle parking, sites should be chosen that are well drained, particularly if ground anchors are provided. The surface should, as far as practical, have no, or only a slight, gradient, have a non-slip surface and be firm enough to prevent stands sinking into the ground. Parking areas should only be provided to the rear of footways in exceptional circumstances and under the condition that they would not interfere with pedestrian movements or jeopardise pedestrian safety.

Motorcyclists are prone to the same personal security concerns as other transport users. Hence, good lighting will increase confidence in both personal and vehicle security. Where possible the parking should be located in areas that will regularly be observed and consideration should be given to protecting areas with bollards or some similar restriction to discourage theft.

It is often not possible to pass a lock through a motorcycle frame. Hence any anchor point needs to be at a suitable height for locking the wheel. Two basic types of anchor points can be used to provide secure parking for motorcyclists:

**Ground Level** – the anchor point remains below the surface, often concealed by a hinged steel plate set flush with the surface. The plate is raised by the user allowing a loop to be lifted up and the users own lock passed through. Consideration should be given to the potential hazard that could be caused as a result of the anchor being left upstanding or jammed in the raised position. Anchor points of this type will require regular maintenance.

**Raised** – a horizontal bar is provided at a height of approximately 400-600mm above ground. This is generally provided at the edge of the carriageway. It can represent a trip hazard or impediment if installed along the edge of footways. Provision should be integrated with pedestrian railings or protected by means to safeguard pedestrians, particularly those with impaired vision.

Reference	Appendix	Main Modification
MM 187	Appendix 7	Insert new Appendix 7 – List of Superseded Policies

### List of Superseded Policies

Adopted 2006 Local Plan Policy	2006 Local Plan Policy Title	Superseded by 2014 Local Plan Policy	2014 Local Plan Policy Title
H1	Residential development on allocated sites	HD1	Housing Allocations
H2	Reserve Housing Allocation		
H4	Affordable Housing	HD2	Affordable Housing
H6	Loss of Residential Accommodation	HD8	Retention of Housing Accommodation
H7	Empty homes back in use	HD9	Empty Residential Property
H9	Residential development in excess of minor development in villages on PDL		
ED1	Employment Clusters- retention of employment land	EMP4	Protection of Employment Sites
ED2	Highland Court	EMP1	Employment Land Allocations
ED3	St Augustines Hospital		
ED5	Canterbury East Regeneration Zone office sites		
ED6	New employment land – Eddington Lane Herne Bay	EMP4	Protection of Employment Sites
ED7	New /extended/protection of existing touring caravan sites	TV4	Touring and Static Caravan Tourist Sites
ED8	UK Business Innovation Park	EMP1	Employment Land Allocations
ED9	Office Nodes Policy	EMP4	Protection of Employment Sites
ED10	Protection of office accommodation	EMP4	Protection of Employment Sites
ED11	General economic development policy		
TC1	Town Centre vitality and viability	TCL1	Town Centres

TC2	Out of town centre development	TCL(A)	Retail Hierarchy and Network
TC3	Mixed use developments in and adjacent to town centres	TCL2	Primary Shopping Frontages
		TCL3	Mixed Shopping Frontages
TC4	Mixed use allocations	TCL10	Mixed Use Development
TC5	Retail Core areas	TCL(A)	Retail Hierarchy and Network
TC6	Local centres	TCL5	Local Centres
TC7	New tourism development	TV2	New Tourism Development
TC8	Loss of visitor accommodation	TV3	Visitor Accommodation
TC10	Town centre night time and evening development	TCL12	Evening and Night-time Economy
TC11	Accessibility across and to town centres		
TC12	Canterbury West Regeneration Zone		
TC13	Kingsmead and Riverside Regeneration Zone	TCL10	Mixed Use Development
TC14	St Georges to Canterbury East Regeneration Zone	TCL10	Mixed Use Development
TC15	Wincheap Regeneration Zone	TCL7	Wincheap Retail Area
TC16	New Developments in targeted neighbourhoods		
TC17	Retail development in Canterbury	TCL1	Town Centres
TC18	Local centres of Wincheap, St Dunstons and Northgate	TCL5	Local Centre
TC20	Leisure and tourism proposals for Herne Bay		
TC21	Hotel allocation at Herne Bay golf club		
TC25	Whitstable harbour	TCL10	Mixed Use Development
TC26	Herne Bay and Whitstable Green gap	OS7	Herne Bay and Whitstable Green Gap
TC27	Retail development (Herne Bay and Whitstable)	TCL1	Town Centres
R1	Conversion of rural buildings	HD5	Conversion of Rural Buildings
R2	New agricultural buildings	HD4	New Dwellings in the Countryside

R3	Conversion of existing rural buildings for diversification	TV7	Rural Tourism
		TV8	Rural Tourist Accommodation, Attractions and Facilities
R4	New rural buildings for diversification	TV8	Rural Tourist Accommodation, Attractions and Facilities
R5	Farm shops	QL4	Farm Shops
R6	Special landscape areas	LB2	Areas of High Landscape Value
R7	Area of High Landscape Value	LB2	Areas of High Landscape Value
R8	Green Gaps	OS6	Green Gaps
R9	Rural tourist accommodation	TV8	Rural Tourist Accommodation, Attractions and Facilities
R10	Loss of village and community facilities	QL3	Loss of Village and Community Facilities
R11	Use of properties for shops and local services	QL2	Village Services and Facilities
R12	Sports and recreation facilities	OS8	Sports and Recreation in the Countryside
R13	Reculver	TV6	Reculver Country Park
R14	Keeping and riding of horses	EMP15	Horse-related Development
BE1	Design and sustainability	DBE1	Sustainable Design and Construction
BE2	Public realm	DBE11	Public Realm
BE3	Design statement and Developments briefs	SP3	Strategic Site Allocations
		SP4	Strategic approach to location of development
BE4	World Heritage Site	HE2	World heritage Site and Buffer Zone
		HE3	Significant Views of the City and World Heritage Site
BE5	Listed and locally locally listed buildings	HE4	Listed Buildings
		HE5	Development Affecting and Changes to Listed Buildings
BE6	Listed buildings	HE4	Listed Buildings
		HE5	Development Affecting and Changes to Listed Buildings

BE7	Development in conservation areas	HE6	Conservation Areas
BE8	Demolition in Conservation areas	HE1	Historic Environment and Heritage Assets
BE9	Article 4.1 and 4.2 directions		
BE10	Historic Landscape	HE13	Historic Landscapes, Parks and Gardens
BE11	Shopfronts of visual or historic interest	HE10	Shopfronts
BE12	Advertisements	HE9	Advertisements Affecting Heritage Assets
BE13	Blinds, awnings and security shutters	HE9	Advertisements Affecting Heritage Assets
BE14	Scheduled Ancient Monument	HE1	Historic Environment and Heritage Assets
BE15	Potential site of Archaeological Interest	HE12	Area of Archaeological Interest
BE16	Archaeological sites	HE11	Archaeology
NE1	Protected habitats or species	LB9	Protection, Mitigation, Enhancement and Increased Connectivity for Species and Habitats of Principal Importance
NE2	Loss of semi-natural habitats	LB9	Protection, Mitigation, Enhancement and Increased Connectivity for Species and Habitats of Principal Importance
NE3	Enhancement of biodiversity	LB9 OS12	Protection, Mitigation, Enhancement and Increased Connectivity for Species and Habitats of Principal Importance Green Infrastructure
NE4	Seasalter and Graveney levels		
NE5	Retention of trees, hedgerows, woodland and other landscape features	LB10	Trees, Hedgerows and Woodland
C1	The Canterbury District Transport Action Plan	T1	Transport Strategy

C2	Bus and Rail Transport	T3	Bus Improvement Measures
		T4	Rail Improvement Measures
C3	Cycling and Walking	T2	Pedestrian and Cycle Routes
C4	Travel Plans	T17	Transport Assessments and Travel Plans
C5	Road Building	T11	Wincheap Traffic Management Scheme
		SP3	Strategic Site Allocations
C6	Park and Ride Harbledown		
C7	Park and Ride Sturry Road Extension	T6	Sturry Road Park and Ride
C8	Park and Ride at the coast	T8	Whitstable Park and Ride
C9	Public and private parking – vehicle parking standards	T9	Parking Standards
C10	Public and private parking- Town centres and park and ride contributions	T9	Parking Standards
C11	Buildings or uses to provide social infrastructure	QL1	Social Infrastructure
C12	Land allocated for community purposes	QL7	Community Allocations
C13	Loss of buildings or uses for community purposes	QL6	Loss of Community Buildings and Community Sites
C14	Provision of health facilities	QL10	Medical Health and Social Care Facilities
C15	Land allocated for health related development	QL9	Kent and Canterbury Hospital
C16	Provision for education needs arising from housing developments	SP3	Strategic Site Allocations
C18	Safeguarding sites for education purposes	EMP10	Hadlow College
C19	Land allocated for college campus		
C20	Development at University of Kent at Canterbury	EMP7	University of Kent
C21	Development of new higher education campus or expansion of existing campus	EMP8	Canterbury Christ Church University
C22	Proposals involving the loss of institutional land or buildings		



C24	Proposals that would involve the loss of existing local space	OS9	Protection of Existing Open Space
		OS10	Loss of Open Space
C25	Land allocated as proposed open space		
C26	Protection of riverside corridor. Open space footpath allocations.	OS13	Riverside Strategy
C27	Proposals that would result in the loss of playing fields	OS2	Playing Fields
C28	Provision of new outdoor playing space as a result of development	OS11	Outdoor Space Provision
C29	Land allocated for a future allotments site	OS14	Allotment Allocation
C30	Proposals that would involve the loss of allotment land	OS15	Allotments
C31	Drainage impact assessments	CC4	Flood Risk
C32	Development of land not previously developed in zones 2 or 3 or within overtopping hazard zones.	CC5	Flood Zones
		CC7	Overtopping Hazard Zones
C35	Coastal protection zone	CC10	Coastal Protection Zones
C36	Undeveloped Coast	LB3	Undeveloped Coast
C37	Provision of water and sewerage infrastructure	CC11	Sustainable Drainage Systems
C38	Renewable energy sources	CC1	Renewable and Low Carbon Energy Development
C39	Development that could result in worsening air quality	QL11	Air Quality
C40	Development which could potentially result in pollution	QL12	Potentially Polluting Development
C41	Proposals for waste disposal, incineration, energy generation from waste etc.		
C42	Proposals for telecommunications development	EMP6	New Digital Infrastructure
IMP1	Use of CPOs and partnership working		
IMP2	Development Contributions	SP3	Strategic Site Allocations

**Key:**

Shaded box = no equivalent policy in 2014 Local Plan

