

CANTERBURY DISTRICT LOCAL PLAN EXAMINATION 2015

ADDITIONAL PAPERS REFERRED TO BY J.D.I. BAKER (Respondent ID: 780828)

AT HEARING ON: 14 JULY 2015

1. Print-out from KCC's website dated 13th July 2015.

This contains the Decision of KCC's Cabinet Member for Environment and Transport on 6th July 2015 to endorse three principles of the Canterbury District Transport Strategy (CDLP 8.6), but not to support reduction in City Centre parking.

(This updates my Statements on Matters 4 and 5).

2. Papers from Canterbury City Council's Local Plan Steering Group meeting on 16th October 2012

Pages 2 - 3 of the report refer to the strategic rail service objective to reduce journey times on the Canterbury West line.

This is further emphasised on page 2 of the Minutes.

(This updates my Statement on Matter 4.)

Local Transport Strategies - Approval - Various. Current decision: Canterbury LTS

[Details](#)[History](#)[Decisions](#)[Meetings](#)

06/07/2015 - Local Transport Strategies - Approval - Various. Current decision: Canterbury LTS

The Cabinet Member for Environment and Transport has agreed to:

1. Endorse the principles of the Canterbury District Transport Strategy, namely:
 - a) That the car will be the primary mode of travel for the foreseeable future.
 - b) That significant investment in highway capacity will be funded largely by development. Where this is the case, Canterbury City Council and the developers must be legally bound to fund the necessary infrastructure at no cost to the public purse and before the development begins.
 - c) That to ensure that new additional capacity is not simply backfilled with additional traffic; the balanced approach of the draft strategy will absorb the increase in the demand to travel by increasing walking, cycling, public transport and home working.
2. Confirm that the County Council does not support reduction in City Centre parking and welcomes assurances received from the City Council that these will not be pursued without evidence of public support and adequate supply remaining.

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PROGRESS REPORT: LOCAL PLAN STEERING GROUP
16 OCTOBER 2012

What was agreed at LPSG workshop

The following points were agreed by a majority of the Group (as set out in the minutes):

Scale of development: it was agreed that the scale of development requirements should be set at the level of Scenario E in the NLP Report; that is, 15,600 dwellings over 20 years and just under 100,000sqm of employment floorspace over the same period.

Sites:

The following sites were agreed "in principle" for inclusion, subject to appropriate technical work:

- South Canterbury (206)
- St Martin's Hospital; Littlebourne Road, Canterbury (038)
- Hillborough (129)
- Strode Farm, Herne Bay (011)
- Greenhill Road /Junction Road, Greenhill (010)
- Herne Bay Golf Club (208)
- Land north of Thanet Way, Whitstable (001a)
- Ridgeway Chestfield (130) (subject to outcome of Village Green application)
- Broad Oak (northern site)(143)
- Bredlands Lane, Hersden (096)
- Baker's Lane, Chartham (036)
- Jubilee Road/The Hill, Littlebourne (090/091)
- Brickfield Farm, Bridge (186)
- Sturry/Broad Oak (177)
- Land north of Hersden (148)
- Former colliery site, Hersden (041)
- Island Road, Hersden (187)
- Ridlands Farm, Canterbury (190)/Langton Lane, Canterbury (123)

The following sites were agreed to not be included:

- Land at Maydowns Road/ Thanet Way, Chestfield (009/178)
- Land west of Rentain Road, Chartham (035)
- Herne Bay Road, Broad Oak (172)
- Grasmere Road, Chestfield (136)
- Land at Cockerling Farm, Cockerling Road, Thanington (070/084/106/137)
- Little Hall Farm, St Stephen's Hill, Canterbury (083)
- Land east of St Stephen's Hill, Tyler Hill (101)

- Hoades Wood, Sturry (085)

Distribution of development

In coming to a decision about the distribution of development, the Council needs to take into account its own evidence base and strategic guidance. Both point towards a substantial proportion of development at Canterbury, in terms of the Development Requirements Study, the Sustainability Appraisal of the Options document, transport modelling and the South East Plan.

Although the South East Plan is due to be abolished, the evidence base gathered for the Plan is still regarded as robust, and that indicated that a majority of new housing should be “focussed on Canterbury itself”.

If the Council is to depart from this position, it must have very good grounds for doing so.

Based on the discussions at the workshop, and calculating the distribution of the existing housing land supply and the likely distribution of windfalls, the distribution of housing development would be as follows:

Canterbury	Herne Bay	Whitstable	Larger Villages
5790	4062	2243	3159
38%	26%	15%	21%

Further work on transport issues

Sturry Crossing/Herne Relief Road:

As discussed at the LPSG workshop, officers have begun a series of meetings with agents of sites at Sturry/Broad Oak, Hersden and Herne Bay, to discuss joint approaches to the funding and delivery of the transport infrastructure requirements identified by Ruth Goudie (KCC Transport) at the workshop (notably the provision of an alternative route to Sturry Crossing). We are also seeking advice on the costs of this infrastructure.

We have had three initial meetings with some of the key agents, and so far there has been broad support for this approach. However, this is likely to be a complicated set of discussions, and we will report back further in due course.

Chislet Halt, Hersden:

A formal view is being sought from Network Rail in relation to the provision of a halt at Hersden to serve new development.

However, informal soundings through KCC transport officers who work directly with Network Rail on rail matters suggest that NR will be strongly opposed to any new halt on the Canterbury-Ramsgate section. Such a halt would compromise strategic rail service objectives to reduce journey times significantly between Ramsgate and St.Pancras.

Other meetings

Kent County Council:

Planning Policy officers met with officers from KCC to discuss a number of issues. Two issues dominated the agenda – transport issues and education. The transport issues are discussed above.

In relation to education, it was suggested to KCC officers that one solution to both education and transport issues was to create a grammar school at the coast. KCC officer advice is that the Sevenoaks case is unlikely to be resolved for about 3 years, beyond the Local Plan preparation process. It is unlikely that the Local Plan can specify a new grammar school at the coast at this point.

Furthermore, the threshold of development for a new secondary school is approximately 5,000 dwellings (equivalent to Chilmington Green at Ashford). Otherwise, new development should contribute to the expansion/upgrading of existing school premises. Most secondary school capacity is currently at Canterbury.

Natural England:

Officers have also met with Natural England to discuss the implications of Sustainability Appraisal and the Habitat Regulations for Local Plan allocations. A summary of the Natural England advice is attached at Annex 1.

The Habitat Regulations is a particularly strong piece of legislation which requires local planning authorities to consider the impacts of development on sites of international wildlife importance, both individually and cumulatively. Where there are likely to be significant environmental effects, LPAs need to consider whether there are other, more suitable sites; and if not, whether sufficient mitigation can be achieved to minimise environmental effects.

NE have raised particular concerns about Stodmarsh, which is a National Nature Reserve and identified as a Special Area of Conservation, a Special Protection Area and a Ramsar Site. It is a wetland site resulting in part from subsidence under the valley of the Great Stour in Kent and aggregate extraction but lies within the natural floodplain of the river. There are a range of wetland habitats including open water, reedbeds, grazing marsh and alder. The site supports a number of uncommon wetland invertebrates and plants, and provides breeding and wintering habitats for important assemblages of wetland bird species, particularly waterfowl. The site supports six British Red Data Book wetland invertebrates,

CANTERBURY CITY COUNCIL

LOCAL PLAN STEERING GROUP

**Minutes of a meeting held on Tuesday, 16th October, 2012
at 2.15 pm in Marion Attwood Room, Council Offices**

Present: Councillor Gilbey (Chairman)

Councillor Baldock
Councillor Doyle
Councillor Eden-Green
Councillor Law
Councillor Samper
Councillor A Taylor
Councillor Vickers

In attendance -

Officers: Colin Carmichael - Chief Executive
Ian Brown - Head of Planning and Regeneration
Adrian Verrall - Planning Policy Manager
Richard Moore - Transportation Manager
Gary Peskett - Housing Strategic Policy Manager
Janet Taylor - Deputy Head of Legal Services
Graham Finch - Senior Democratic Services Officer
(Executive & Council)
Nick Churchill - Economic Development Project Officer
Ruth Goudie - Strategic Transport Planner (KCC)

1 DECLARATION OF ANY INTERESTS BY MEMBERS OR OFFICERS

There were no declarations for the meeting.

2 MINUTES

The minutes of the meeting of the Group held on 22 September 2012 were agreed as a true record subject to the following errata items -

In Minute No 2 insert the word "interest" after the word "personal".

In the fifth paragraph of Minute No. 5 delete the word "on".

3 MATTERS ARISING

At the request of one member of the Group there had been circulated for the meeting a paper which set out the ideas of a political group about the long list of SHLAA sites which it wished to see considered further. An Officer response had also been circulated prior to the meeting. Members had had the opportunity to review these.

The Chairman indicated that it was necessary to reach agreement, as a Steering Group, on the site allocations that were best for the District, which could be justified at the examination stage of the Local Plan.

The Chairman also emphasised the confidentiality of the site allocation issues currently being considered by the Group. He outlined the concerns about the issues being considered outside meetings of this Group and he explained the reasons why the suggested ideas, now referred to, could not be considered by the Group.

The Member indicated that there was significant areas of disagreement and explained that, in order to reach a consensus, it was necessary for Members to discuss the issues with their political group.

The Chairman said that he hoped all members of the Steering Group would agree on the Local Plan issues in order to make progress on getting the Plan finalised.

4 **PROGRESS REPORT**

The paper for the meeting set out the points which were agreed by the majority of the Group at the last meeting regarding the following issues

1. The scale of development.
2. The site allocations agreed, in principle, for inclusion subject to appropriate technical work.
3. The sites which should not be included.
4. The distribution of development.

The paper updated the Group on the discussions of the Planning Policy Officers with KCC on transport and education issues and with Natural England regarding the implications of the Sustainability Appraisal and the Habitat Regulations for the Local Plan allocations.

The outstanding issues for the Steering Group were

to finalise identification of a set of sites to be included in the draft Local Plan;
to agree Local Plan Chapters (currently being prepared).

Further work was required on transport issues.

Other issues yet to be resolved were listed in the paper.

The Head of Planning and Regeneration took the Group through the issues set out in the paper.

The following points were made during the discussion on the issues set in the paper.

1. KCC had discussed with Network Rail the idea of a new halt at Hersden to serve new development. Network Rail considered that such a halt would interfere with the strategic priority to improve the journey time on the Canterbury – Ramsgate railway line. Confirmation was awaited regarding Network Rail's view.
2. The road network at Hersden / Sturry / Broad Oak is a key issue and in particular the level crossing at Sturry. Meetings were taking place with the