canterbury city council

Draft Canterbury District

LOCAL PLAN 2040

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

March 2024

Contents

Introduction and consultation

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

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

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

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

A number of factors have changed since its adoption:

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

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

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

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

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

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

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

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

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

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

The council's new Corporate Plan recognises we need to tackle national and international issues affecting our residents at a local level and reflects the principles of the UN Sustainable Development Goals (SDGs) which are an international policy framework adopted by all UN members in 2015.

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

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

This Local Plan therefore sets out a positive vision for managing growth in the district to 2040, responding directly to these often competing priorities, and provides a strategy for high-quality growth which can deliver decisive improvements to our district's infrastructure while protecting and enhancing our unique natural and historic environments.

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

The structure of the Local Plan

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

Consultation

This consultation is taking place in line with the legal and regulatory requirements[1] and the council's Statement of Community Involvement (2019).

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

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

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

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

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

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

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

1. Spatial strategy for the district

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

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

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

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

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

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

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

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

1.9 The government's National Planning Policy Framework (NPPF), first introduced in 2012, has led to a step-change in the levels of growth the district is expected to deliver and the Canterbury District Local Plan (2017) identified a series of strategic development sites, predominantly around Canterbury, Herne Bay and Sturry to deliver the required levels of growth to 2031.

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

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

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

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

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

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

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

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

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

Vision for the district to 2040

A sustainable and resilient economy

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

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

A thriving environment

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

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

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

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

Improved connectivity

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

Healthy communities

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

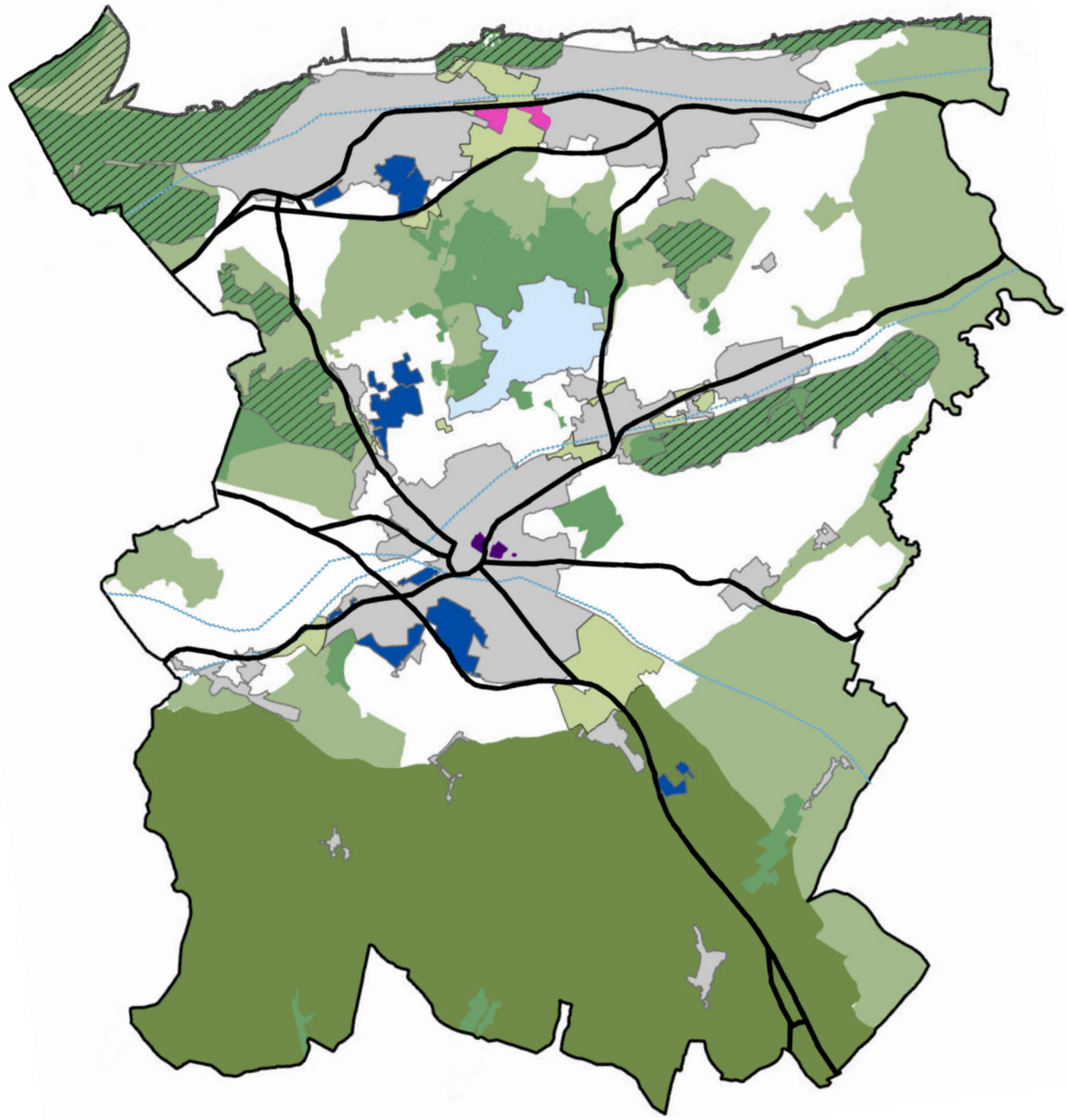
Regeneration of our city and town centres will support investment in cultural infrastructure while the delivery of new education facilities, including secondary school provision at the coast, will help to improve skills in our communities.

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

Strategic objectives for the district

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

District wide key diagram



Key

- A Roads
- Railway lines
- Urban areas and settlement boundaries
- International Wildlife Sites
- Area of Outstanding Natural Beauty
- Site of Special Scientific Interest
- National Nature Reserves
- Local Landscape Designations
- Green gaps
- Strategic development allocations
- Broad Oak Reservoir and Country Park
- World Heritage Sites
- New Secondary Schools

Environmental strategy for the district

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

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

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

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

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

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

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

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

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

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

Policy SS1 - Environmental strategy for the district

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

9. Opportunities for carbon sequestration and for the development of renewable and low-carbon sources of energy will be actively supported within all new developments. Large scale carbon sequestration and renewable power generation applications will be encouraged, in line with Policy DS25.

10. The council will continue to work with partners to explore the promotion of a Stour Valley Regional Park, to support the extension and improved connectivity of the Blean Woodland Complex and to enable the improvement of the Old Park and Chequer's Wood habitat.

Sustainable design strategy for the district

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

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

1.30 The design and layout of new communities must be carefully considered to maximise sustainability, such as by ensuring access to community facilities and services and providing easy and safe opportunities for walking and cycling with appropriate connectivity to the wider network.

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

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

Policy SS2 - Sustainable design strategy for the district

1. New residential and commercial development in the district should be designed to achieve net zero operational carbon emissions. Proposals for development should make efficient use of land, should be designed to maximise energy and water efficiency and should integrate sustainable drainage and water management measures.

2. New development should be responsive to the distinctive character and history of the district including the surrounding townscape and landscape setting, while incorporating appropriate innovation or change, such as in scale, form and density, and creating inspiring new buildings and places.

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

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

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

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

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

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

5. New development should ensure the delivery of the highest quality digital infrastructure including Fibre to the Premises (FTTP) broadband and support the highest possible standards of mobile data networks in line with Policy DS6.

6. High quality, accessible open space should be delivered in line with Policy DS24, and be incorporated into proposals with appropriate layouts, sizes and distances from highways to promote healthy lifestyles.

   This includes:

   (a) sports and leisure facilities for use by the whole community and co-located with other uses, such as schools, where appropriate

   (b) a wide range of high-quality and inclusive play opportunities which are challenging and fun for children of all ages and abilities, including youths, are accessible, safe and are well overlooked, with additional areas of public realm designed as places for incidental and independent play

   (c) integration of food growing opportunities at all scales such as planters, fruit trees, hedgerows, community orchards and allotments

   (d) natural and semi-natural greenspaces connecting communities to nature by supporting wildlife conservation, biodiversity and environmental education and awareness and spaces providing opportunities for informal recreation by the whole community

7. New communities of more than 300 homes will require a masterplan, prepared in collaboration with the community and be subject to a design review during the design process, prior to submission of a planning application. Design codes will be required as a condition of the planning permission for multi-phased developments. They should be developed through effective community engagement and reflect community aspirations for development in the area.

Development Strategy for the district

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

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

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

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

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

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

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

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

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

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

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

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

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

Canterbury District Settlement Hierarchy

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

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

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

Policy SS3 - Development Strategy for the district

1. Between 2020/21 and 2040/41 provision is made through the granting of planning permission and the allocation of sites for:

   (a) an average of 1,149 new dwellings per year including affordable housing, older persons housing and a range of sizes and types of housing to meet local needs;

   (b) 54 pitches for gypsy and traveller accommodation;

   (c) 30,780 sqm floorspace for office use;

   (d) 45,160 sqm floorspace for light industrial use;

   (e) 11,200 sqm floorspace for general industrial use;

   (f) 53,960 sqm floorspace for warehousing use;

   (g) 414 sqm floorspace for convenience retail use; and

   (h) 5,290 sqm floorspace for comparison retail use.

2. Canterbury Urban Area will be the principal focus for development in the district. New development will be supported on suitable sites within the urban area.

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

   A new rural settlement is planned for land north of the University of Kent campus, north of Canterbury, which will provide new homes, jobs, services and infrastructure.

3. Whitstable Urban Area and Herne Bay Urban Area will be the secondary focus for development in the district. New development will be supported on suitable sites within these urban areas.

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

   This plan allocates land for a Strategic Development Area at south Whitstable and identifies land for the delivery of two new coastal secondary schools with sixth forms at Whitstable and Herne Bay.

4. Sturry, Blean, Bridge, Chartham, Hersden and Littlebourne are identified as Rural Service Centres.

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

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

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

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

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

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

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

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

Movement and Transportation Strategy for the district

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

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

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

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

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

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

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

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

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

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

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

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

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

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

Policy SS4 - Movement and Transportation Strategy for the district

1. Working with partners, including Kent County Council, the council will deliver a comprehensive programme of sustainable transport infrastructure measures to improve neighbourhoods, accommodate new growth and to facilitate a significant shift to low-carbon and active travel journeys, particularly for short trips.

2. A new bus-led transport strategy will ensure people have high-quality sustainable transport options for travel that will reduce congestion, improve air quality and enhance the city centre environment and its heritage.
   Key infrastructure requirements include:

   (a) improved public transport connectivity across the district, with additional bus services, bus priority measures and enhanced park and ride infrastructure, and upgrades at railway stations in the district;

   (b) the delivery of a comprehensive city-wide network of segregated cycle lanes and cycle parking infrastructure, with links to the coast and rural areas;

   (c) enhanced public realm and pedestrian environment on key routes and within the city centre;

   (d) the reduction in capacity at some city centre car parks to reduce congestion on the ring road;

   (e) new A2 access to the Kent and Canterbury Hospital and links to the A28 at Thanington; and

   (f) upgrades at the A2 junction at Harbledown and at Rough Common Road.

3. Improvements to connectivity and public realm at the coastal towns, including the provision of a park and bus facility and new A299 access at Whitstable, completion of the Crab and Winkle Way cycle and pedestrian path to the harbour and improvements to traffic management will reduce congestion and help to improve the town centre environments.

   The delivery of a coastal network of segregated cycle lanes and cycle parking infrastructure will support an increase in active travel journeys, with improved connectivity to the city and rural areas.

4. The council will continue to work with partners to improve public transport connectivity in the rural areas and to maximise opportunities to improve walking and cycling routes to connect rural settlements with each other and to the urban areas within the district.

5. The council will promote the use of Park and Ride sites as transport hubs with links to alternative modes of transport and as centres for sustainable last-mile delivery solutions.

6. New development should ensure easy and safe pedestrian and cycle connectivity is available, including segregated cycle lanes where achievable, with high levels of connectivity to the wider network, including within and between neighbourhoods.

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

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

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

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

Infrastructure Strategy for the district

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

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

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

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

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

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

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

Policy SS5 - Infrastructure Strategy for the district

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

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

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

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

   (a) four new primary schools with early years provision, improvements to existing primary schools and two new six-form entry (SFE) secondary schools with sixth forms;

   (b) a new Special Educational Needs and Disabilities School;

   (c) a new primary healthcare facility and improvements to existing health infrastructure provision;

   (d) a new or improved Kent and Canterbury hospital;

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

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

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

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

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

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

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

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

2. Canterbury

Canterbury vision

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

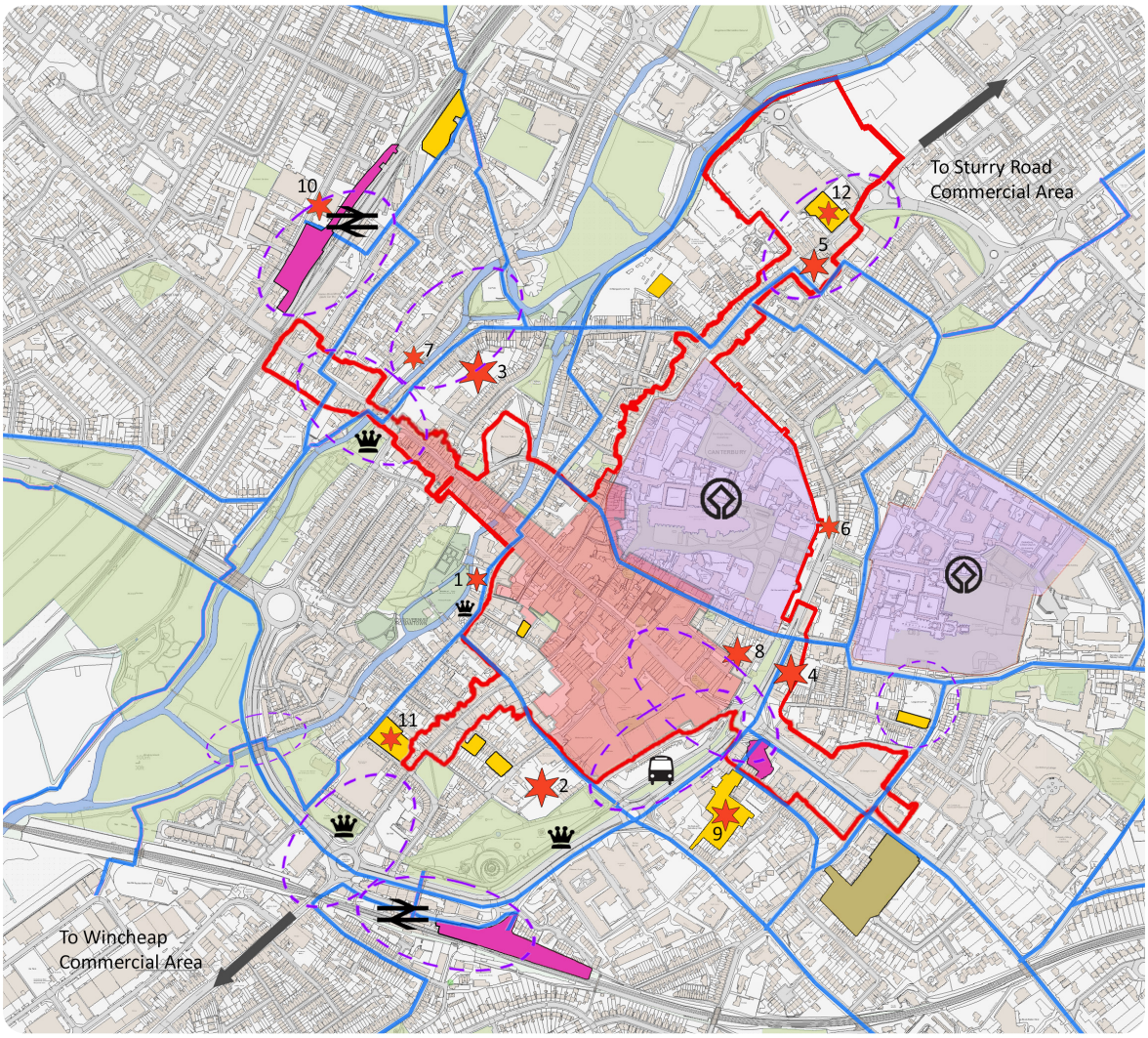
Improving the commercial offer, intensifying and capitalising on its unique heritage assets, rich townscape, and academic institutions will encourage innovative businesses to invest in the city, stimulate activity, grow footfall and contribute to the vibrancy and vitality of the centre.

Canterbury will experience significantly reduced traffic congestion through a decisive switch towards public transport and active travel which will improve health, quality of life and the environment. Taken with a high quality public realm that integrates public art, high quality landscaping and new green infrastructure the city will be an animated, safe and attractive place.

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

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

Canterbury city centre key diagram



Canterbury Key

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

Regeneration opportunity areas

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

Canterbury City Centre

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

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

Policy C1 - Canterbury City Centre Strategy

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

which would add to the vitality of the city centre.

7. The council will take a positive approach to the city centre's growth and adaptation to respond to changes in the retail and leisure industries. Proposals which enhance the established character and diversity of uses, including the cultural and creative offer and the night-time economy, will be supported provided there is no unacceptable impact on residential amenity.

8. The council will seek to protect, enhance and capitalise on the World Heritage Site, including improving pedestrian and cycle connectivity between the different elements, to deliver economic, social and environmental benefits for residents, business and visitors. The council will take a proactive approach to improving the public realm around and connecting key heritage assets, such as public space around Westgate Towers and the Guildhall, and key assets including Canterbury Cathedral, Canterbury Castle, the City Walls and the Poor Priests Hospital, in order to maximise the benefits of these important heritage assets. Proposals which seek to enhance heritage assets will be supported provided there is no substantial harm to any heritage assets or their settings.

9. All new development must incorporate shopfronts or have active frontages and be designed to contribute to the vitality and viability of the city centre. Well-designed storage space for refuse and recycling, and adequate access for servicing, should be incorporated. Waste storage should be located to the rear of buildings to not impact upon the street scene.

10. Existing open spaces, and green and blue infrastructure, such as Dane John Garden, Westgate Gardens and the River Stour, will be protected and enhanced to deliver social and environmental benefits. New developments will provide accessible multifunctional open space for existing and new communities, as well as green corridors to connect habitats and improve ecology.

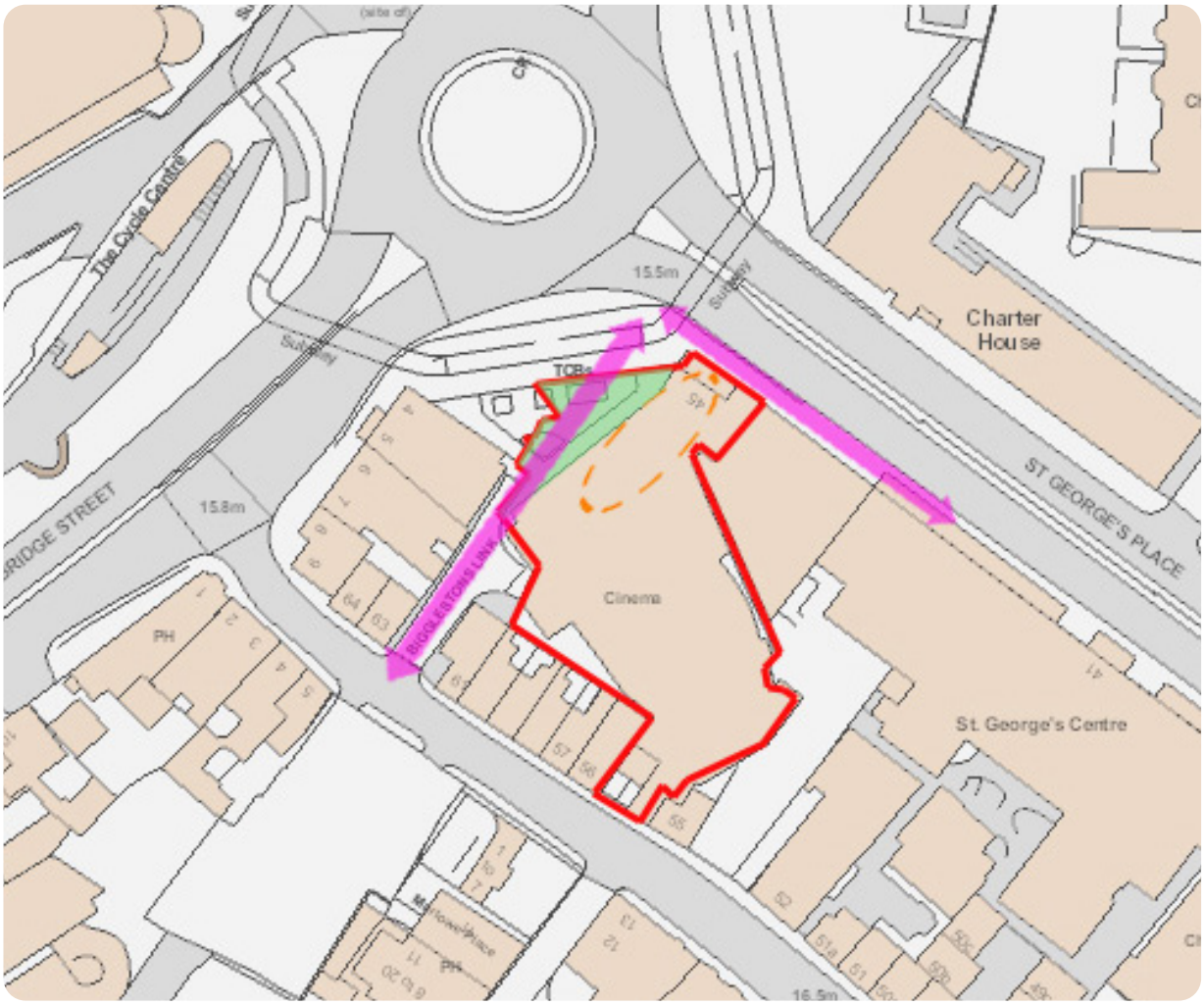
11. The implementation of the Canterbury District Transport Strategy will secure a high quality public transport network for the city, along with a comprehensive and attractive network for walking and cycling, to improve the environment for residents, businesses and visitors. Together with measures to moderate vehicular pressure on the city centre, this will reduce congestion on the ring road and radial routes and facilitate a series of regeneration opportunities within the city. The council will seek to manage the local implications of last mile deliveries to ensure the sustainable mobility of goods within the city centre.

12. Public realm and digital infrastructure will be improved across the city, including accessibility improvements at the bus station to enable this area to become a transport hub. Public realm enhancements, including at St. George's Street, Burgate Lane, the areas around St. Augustine's roundabout, St. George's roundabout, Kingsmead roundabout, Wincheap roundabout and Castle Street, Canterbury west station and Canterbury East station, will help to improve accessibility and connectivity between different areas in the city. Opportunities to provide for attractions, public art and events will be sought, such as at Dane John Gardens and the area around Westgate Towers, as well as pop-up and meanwhile uses, will help to add to the vitality of the city centre.

Canterbury City Centre Allocations

Policy C2 - 43 to 45 St George's Place

43 to 45 St George's Place – concept masterplan



Key

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

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

1. **Development mix**

   Across the site, the development mix will include:

   (a) Approximately 50 new dwellings including affordable housing, accessible housing and an appropriate housing mix in line with Policies DS1 and DS2.

   (b) Non-residential development:

      (i) Provision of new commercial facilities on the ground floor approximately 200sqm; and

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

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

2. **Design and layout**

   The design and layout of the site should:

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

   (b) Provide a landmark building of innovative design, including high quality detailing and materials;

   (c) Ensure that the scale, massing, form and frontages respond to surrounding character;

   (d) Assess Areas of Archaeological Importance and preserve and enhance nearby heritage assets including Old Dover Road, Oaten Hill and St Lawrence Conservation Area, and nearby Listed and Locally Listed Buildings on Dover Street; and

   (e) Provide high quality public realm and landscaping on and around the site, including improvements to accessibility.

3. **Landscape and green infrastructure**

   The green and blue infrastructure strategy for the site should:

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

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

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

4. **Access and transportation**

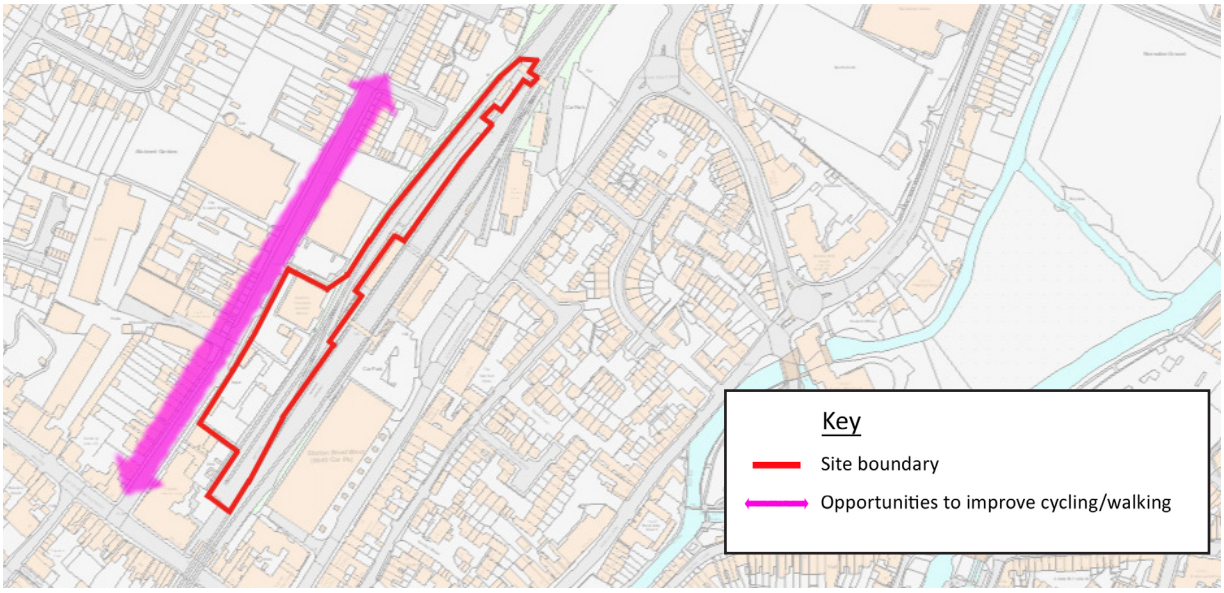
   The access and transport strategy for the site should:

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

2.3 Improvements are needed at Canterbury West Station, in line with the Draft Transport Strategy (2024) to improve its operational capacity and accessibility. The delivery of this project will help to support increased passenger numbers and may unlock opportunities for development on adjacent land as part of the wider Canterbury West Regeneration Opportunity Area.

Policy C3: Land north of Canterbury West Station

Land north of Canterbury West Station - concept masterplan



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

1. **Development mix**

   Across the site, the development mix will include:

   (a) Train station improvements, including platform extension to accommodate 12 coaches; and

   (b) An innovation hub building of a suitable scale to provide research and development and/or office space.

2. **Design and layout**

   The design and layout of the site should:

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

   (b) Respond to the site's prominent and sensitive immediate context, including the Canterbury Conservation Area;

   (c) Ensure that the scale, massing, form and frontages respond to surrounding character;

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

   (e) Assess Areas of Archaeological Potential and protect and enhance nearby heritage assets.

3. **Landscape and green infrastructure**

   The green and blue infrastructure strategy for the site should:

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

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

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

4. **Access and transportation**

The access and transportation strategy for the site should:

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

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

Canterbury City Centre Opportunity Areas

Policy C4 - Canterbury City Centre Regeneration Opportunity Areas

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

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

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

Canterbury Urban Area

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

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

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

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

Policy C5 - Canterbury Urban Area

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

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

Canterbury Strategic Development Areas

South West Canterbury

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

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

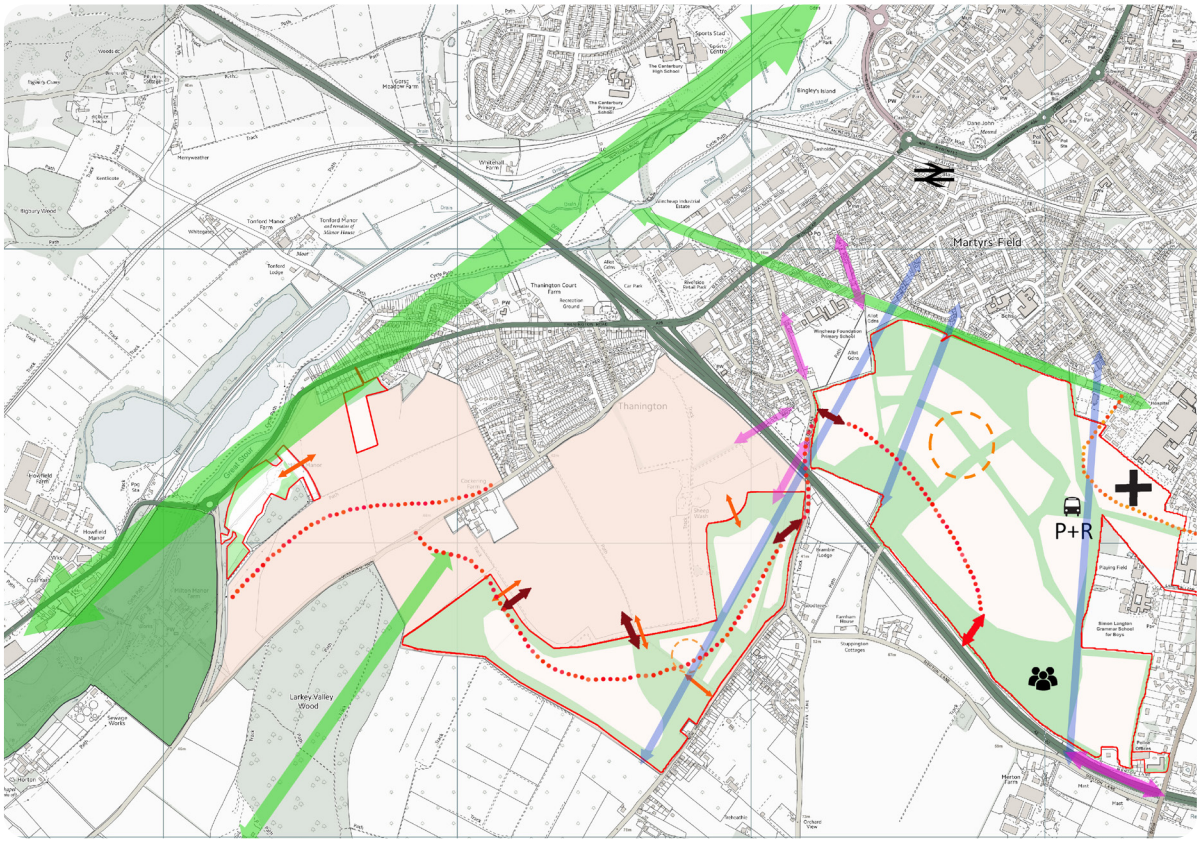
2.10 The NHS is currently considering proposals for a new and improved Kent and Canterbury Hospital within this SDA, and these allocations would help to facilitate the hospital provision and a new direct access from the A2. Land is also identified for the provision of a new Sports Hub within the SDA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

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

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

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

South West Canterbury Strategic Development Area - concept masterplan



Key

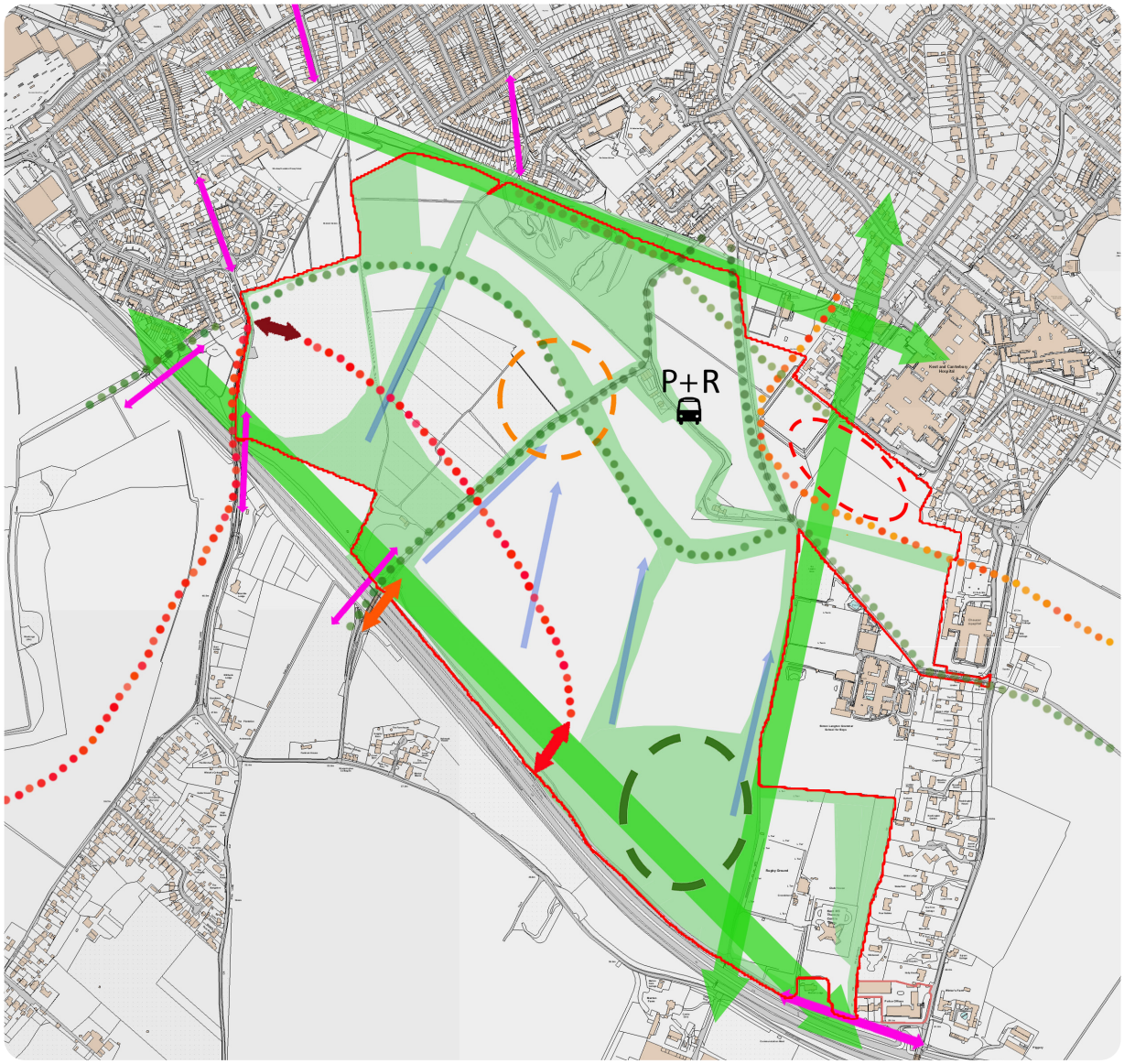
- Site boundary
- Open space/ biodiversity opportunities- Indicative locations
- Opportunities for green corridors
- Community hub- Indicative location
- Potential new hospital facilities
- New sports hub- indicative location
- Carried Forward 2017 Local Plan strategic site allocations
- South west Canterbury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

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

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

Policy C6 - Land at Merton Park

Merton Park - concept masterplan



Key

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

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

1. **Development mix**

   Across the site the development mix will include:

   (a) Approximately 2,250 new dwellings including affordable housing, older persons housing, accessible housing, self building housing and an appropriate housing mix in line with Policies DS1 and DS2.

   (b) Non-residential development:

   (i) Provision of a new hospital extension and associated facilities (approximately 6ha);

   (ii) Provision of new Sports Hub for the City (approximately 6.67ha) to include:

   (1) New and improved rugby club facilities (to include re-provision of the existing number and size of pitches as a minimum); and

   (2) A new football stadium (Category C (Step 3) FA graded ground as a minimum).

   (ii) Provision of a new Park and Ride facility for a minimum of 500 spaces (approximately 1.5ha), with cycle parking provision and dedicated bus lane connection to the fast bus link;

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

   (1) Local centre including commercial (minimum 1,500sqm) and local shopping and community uses (minimum 600sqm);

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

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

   (v) Provision of a new 3FE Primary School with early years provision (3ha), located adjacent to the community hub;

   (vi) Improvements to the existing Lime Kiln Road play area;

   (vii) Provision of a new high quality waste water treatment works at an appropriate location within the site, or in combination with Site C7; and

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

   (c) Open space: on-site open space, which includes the new football stadium, will be provided in line with Policy DS24 and should:

   (i) Be provided in addition to the retention of the existing amenity space at Lime Kiln Road (0.36ha) and the existing Stuppington Lane Green Corridor; and

   (ii) Ensure that NEAPs and destination play facilities include a new skatepark of at least 0.15ha.

2. **Design and layout**

The design and layout of the site should:

(a) Be developed with garden city principles and be in accordance with a masterplan and detailed design code, demonstrating a comprehensive approach to development, long-term management and stewardship. Masterplans should coordinate with proposals for neighbouring sites where appropriate, including Site C7 and Sites 1 and 11 in Policy CF1;

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

(c) Provide a high quality built environment, in line with Policy DS6, with an average net density of around 45 dph outside of the community hub. Higher density development will be encouraged in the central and northern parts of the site, closer to the city centre and Wincheap and within and around the community hub;

(d) Safeguard land for a new hospital in the north-eastern part of the site, adjacent to the existing hospital;

(e) Retain and enhance the existing rugby club facilities or ensure re-provision and enhancement of rugby club facilities in a suitable and accessible location within the site;

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

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

(h) Older persons housing should be located within the community hub, taking account of any specific identified needs;

(i) Mitigate any adverse noise impacts from the adjacent A2; and

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

3. **Landscape and green infrastructure**

The green and blue infrastructure strategy for the site should:

(a) Provide a comprehensive, coordinated and multi-scale sustainable urban drainage network, including a linear park with integrated SUDS components running through the development using the existing valley formation running through the centre of the site;

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

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

(d) Retain substantial areas of the existing tree cover and incorporate opportunities for landscape and

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

(e) Provide the majority of the natural and semi natural open space at the southern boundary of the site to provide a substantial landscape buffer and contribute towards noise mitigation from the A2;

(f) Provide the new allotment pitches adjacent to the existing Wincheap allotment site to the north;

(g) Retain and enhance elements of historic landscape including field boundaries, hedgerows, footpaths and lanes, and incorporate these where possible and appropriate into the design and layout of the development;

(h) Incorporate parts of existing orchards for their landscape, biodiversity, historic and social value, where possible and appropriate, into the layout of the development;

(i) Retain existing hedgerows, trees and vegetation at Cooper's pit RIGS. The site should be incorporated into the wider Green Infrastructure and / or Open Space Strategy and enhanced;

(j) Enhance the existing Stuppington Lane green corridor and provide further habitat, pollinator and ecological connectivity across the site and with the surrounding landscape, including enhancements to the potential habitat connectivity offered by the disused Elham Valley Railway line to the north of the site and Priority Habitats;

(k) Preserve and enhance views towards the City and World Heritage Site with provision of viewing corridors from open space and PRoWs crossing the site;

(l) Provide a landscape buffer to the elevated areas to the south of the site to reduce visual and landscape impact of the development. Visual integration of development edges should be provided to transition the surrounding rural dip slope landscape, and ensure that the surrounding landscape continues to play a role in providing a rural separation between Canterbury City and the outlying settlements of Bridge, Patrixbourne and Lower Hardres; and

(m) Conserve or enhance the PRoW network across the site ensuring key views from the network are protected and that the walking, cycling and PRoW network provides multiple benefits such as being designed as part of ecological corridors.

4. **Access and transportation**

The access and transport strategy for the site should:

(a) Provide safe and convenient pedestrian and cycle connectivity including:

(i) New and improved walking and cycling connections to A28 Wincheap and Great Stour Way via Hollow Lane, Birch Road and Victoria Road;

(ii) New and improved cycle connections to the city centre and South Canterbury development (Policy CF1) using the fast bus route;

(iii) New and improved cycle connections to Canterbury East station;

(iv) New and improved walking and cycling connections to school locations, both within the site and surrounding communities;

(v) New and improved walking and cycling connections to the wider countryside to the south and south-east;

(vi) A direct cycle greenway between proposed Site C7 and the Kent and Canterbury Hospital; and

(vii) Improvements to the PRoW network crossing and around the site as required.

(b) Provide improvements to Canterbury East Station to include facilities for cycle parking and passenger flows;

(c) Provide new access from and to the coastbound A2 carriageway to serve the site and provide vehicular connectivity to Site C7;

(d) Provide new Park and Ride facilities containing a minimum of 500 car parking spaces, located on the eastern side of the site to connect to the fast bus link and the Sports Hub and incorporating cycle parking provision;

(e) Provide a dedicated fast bus link connecting Nackington Road and South Canterbury Road;

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

(g) Convert Stuppington Lane within the site to non-motorised/ recreational use/ access only, in combination with opportunities for similar changes with other historic lanes around the site.

5. **Phasing and delivery**

(a) Waste water treatment works should be delivered at the earliest possible stage in the development.

(b) New access from the A2 should be delivered prior to occupation of any dwellings. Connectivity to Site C7 Hollow Lane should be provided prior to occupation of 25% of the total dwellings.

(c) The Park and Ride facilities, including the fast bus link to the A28 Wincheap via Hollow Lane, should be delivered prior to the occupation of 50% of the total dwellings.

(d) The Local Centre, including commercial and community space, must be delivered prior to occupation of 25% of the total dwellings.

(e) The business space should be provided as fully serviced land prior to the occupation of 50% of the total dwellings together with a robust Delivery Strategy.

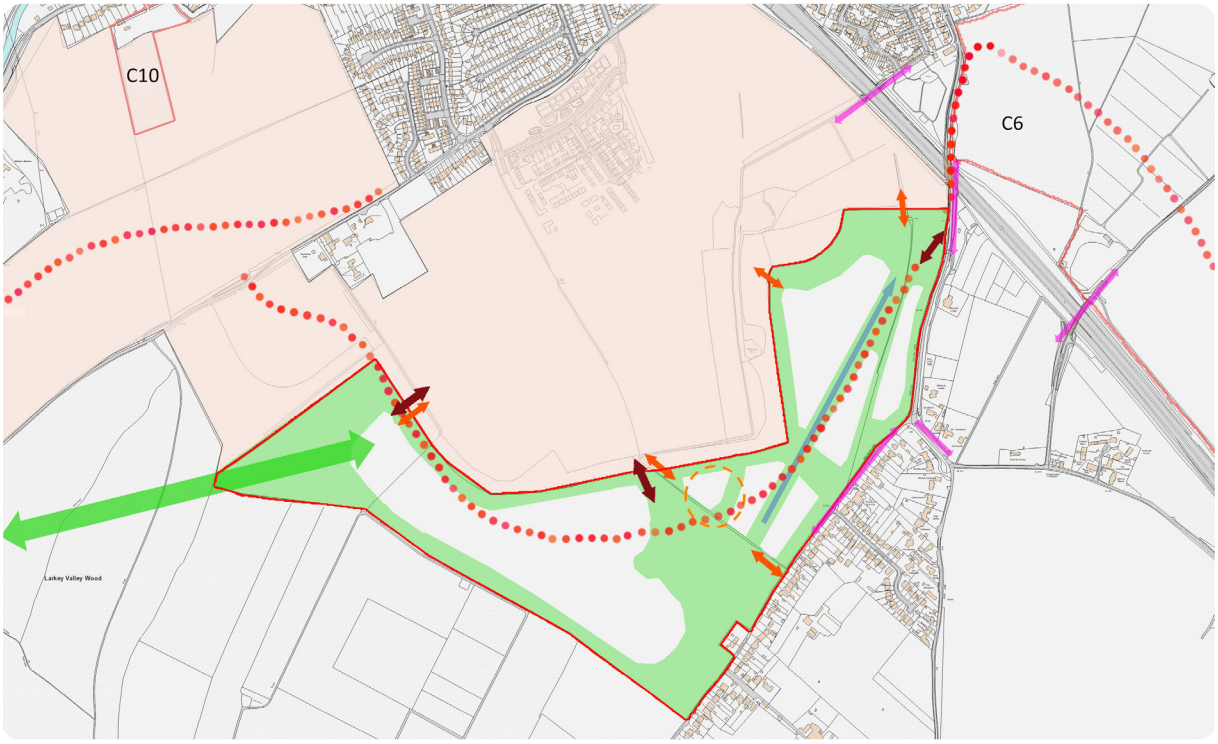
(f) The hospital extension must be provided prior to the occupation of 50% of the total dwellings. Should the NHS choose not to proceed with the Canterbury hospital option then the land would be available for residential development and supporting infrastructure, to complement the overall site masterplan.

(g) The primary school site must be transferred to KCC at 'nil consideration' and fulfil KCC's General Transfer Terms, prior to the occupation of 100 dwellings.

(h) The Sports Hub should be provided prior to the occupation of 25% of the total dwellings. At no time should the Rugby Club facilities be lost from the site; the new facility must be operational prior to redevelopment of the existing rugby club facilities.

Policy C7 - Land to the North of Hollow Lane

Land to the North of Hollow Lane - concept masterplan



Key

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

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

1. **Development mix**

   Across the site the development mix will include:

   (a) Approximately 800 new dwellings including affordable housing, older persons housing, accessible housing, self building housing and an appropriate housing mix in line with Policies DS1 and DS2.

   (b) Non-residential development:

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

   (1) Local centre including commercial uses (minimum

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

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

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

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

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

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

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

2. **Design and layout**

The design and layout of the site should:

(a) Be developed with garden city principles and be in accordance with a masterplan and detailed design code, demonstrating a comprehensive approach to development, long-term management and stewardship. Masterplans should coordinate with proposals for neighbouring sites where appropriate, including Site C6 and Site 11 in Policy CF1;

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

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

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

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

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

hub, taking account of any specific identified needs; and

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

3. **Landscape and green infrastructure**

The green and blue infrastructure strategy for the site should:

(a) Provide a comprehensive, coordinated and multi-scale sustainable urban drainage network which makes use of the existing topography and natural features of the site where appropriate;

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

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

(d) Incorporate opportunities identified within the Local Character Area H4: Nackington Farmlands set out in Canterbury Landscape Character and Biodiversity Appraisal;

(e) Retain, enhance and incorporate existing features within the site such as field patterns, hedgerows, trees and shelterbelts into the development, where possible;

(f) Provide a sensitive and visually integrated edge with the surrounding rural area, with open space, hedgerow and tree planting to soften edges and provide a transition to the wider landscape;

(g) Protect and enhance the ancient woodland and priority habitats, and include measures to strengthen connectivity to Larkey Valley Wood, a SSSI and Local Nature Reserve containing ancient woodland;

(h) Provide natural and semi-natural open space to the western part of the site to provide a landscape buffer to the ancient woodland at Larkey Valley Wood;

(i) Provide habitat, pollinator and ecological connectivity across the site and with the surrounding landscape, including with ancient woodland and priority habitats;

(j) Preserve and enhance views towards the City and World Heritage Site with provision of viewing corridors from open space and PRoWs crossing the site; and

(k) Conserve or enhance the PRoW network across the site ensuring key views from the network are protected and that the walking, cycling and PRoW network provides multiple benefits such as being designed as part of ecological corridors.

4. **Access and transportation**

The access and transport strategy for the site should:

(a) Provide safe and convenient pedestrian and cycle connectivity including:

(i) New and improved cycle connections to A28 Wincheap and Great Stour Way via Hollow Lane, Birch Road and Victoria Road;

(ii) New and improved cycle connections to city centre, Site 11 in Policy CF1 and Site C6;

(iii) New and improved walking and cycling connections to school locations, both within the site and surrounding communities;

(iv) New and improved walking and cycling connections to the wider countryside to the south and east including to Larkey Valley Woods; and

(v) Improvements to the PRoW network crossing and around the site as required.

(b) Provide improvements to Canterbury East station to include facilities for cycle parking and passenger flows;

(c) Provide good public transport facilities through the site with a new bus route connecting residential areas and the community hub to adjacent local areas and the city centre;

(d) Provide primary vehicle access to the site through the provision of a South West Canterbury Link Road connecting Site 11 (Policy CF1), and Site C6;

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

(f) Provide improvements to New House Lane, including footways and crossings as appropriate.

5. **Phasing and delivery**

(a) Waste water treatment works should be delivered at the earliest possible stage in the development.

(b) Connectivity to Site C6 and new access to the A2 contained within Site C6 should be delivered prior to the occupation of any dwellings on the site.

(c) The Local Centre, including commercial and community space, must be delivered prior to occupation of 25% of the total dwellings.

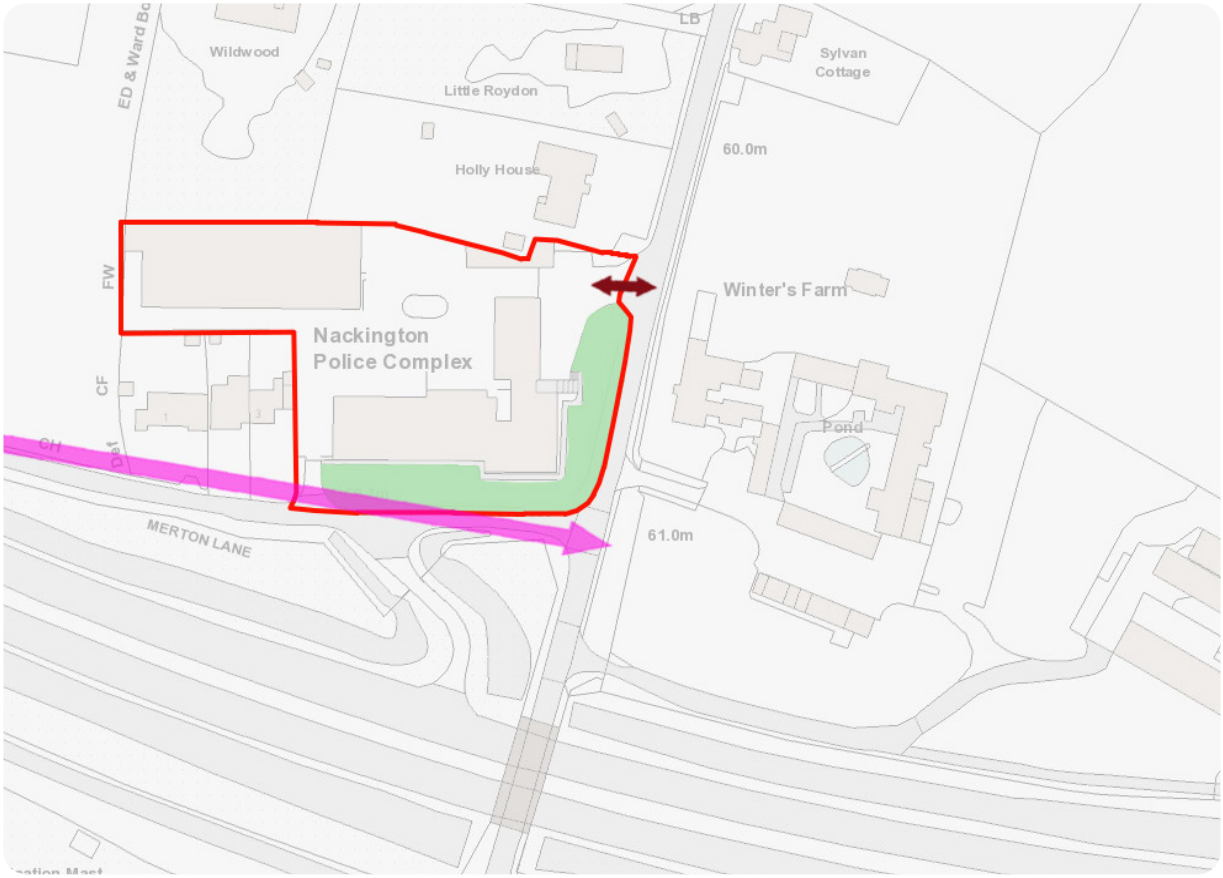
(d) The business space should be provided as fully serviced land prior to the occupation of 50% of the total dwellings together with a robust Delivery Strategy.

(e) The primary school site must be transferred to KCC at 'nil consideration' and fulfil KCC's General Transfer Terms, prior to the occupation of 100 dwellings.

(f) The primary health care facility site must be transferred to NHS Kent and Medway ICB, its successor, or its nominee, as fully serviced land at 'nil consideration', prior to the occupation of 100 dwellings.

Policy C8 - Nackington Police Station

Nackington Police Station - concept masterplan



Key

Site boundary

Open space/ retention of existing trees

Opportunities to improve cycling/walking access and safety

Vehicle access - Indicative location

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

1. **Development mix**

   Across The Site, The Development mix Will Include:

   (a) Approximately 20 new dwellings, including affordable housing, accessible housing and an appropriate housing mix in line with Policies DS1 and DS2.

   (b) Proportionate land and build contributions towards early years, primary, secondary and SEND

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

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

2. **Design and layout**

The design and layout of the site should:

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

(b) Provide development which relates to the existing pattern, scale and character of development in the area; and

(c) Protect and enhance nearby heritage assets including the Grade II Listed Winters Farmhouse.

3. **Landscape and green infrastructure**

The green and blue infrastructure strategy for the site should:

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

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

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

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

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

4. **Access and transportation**

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

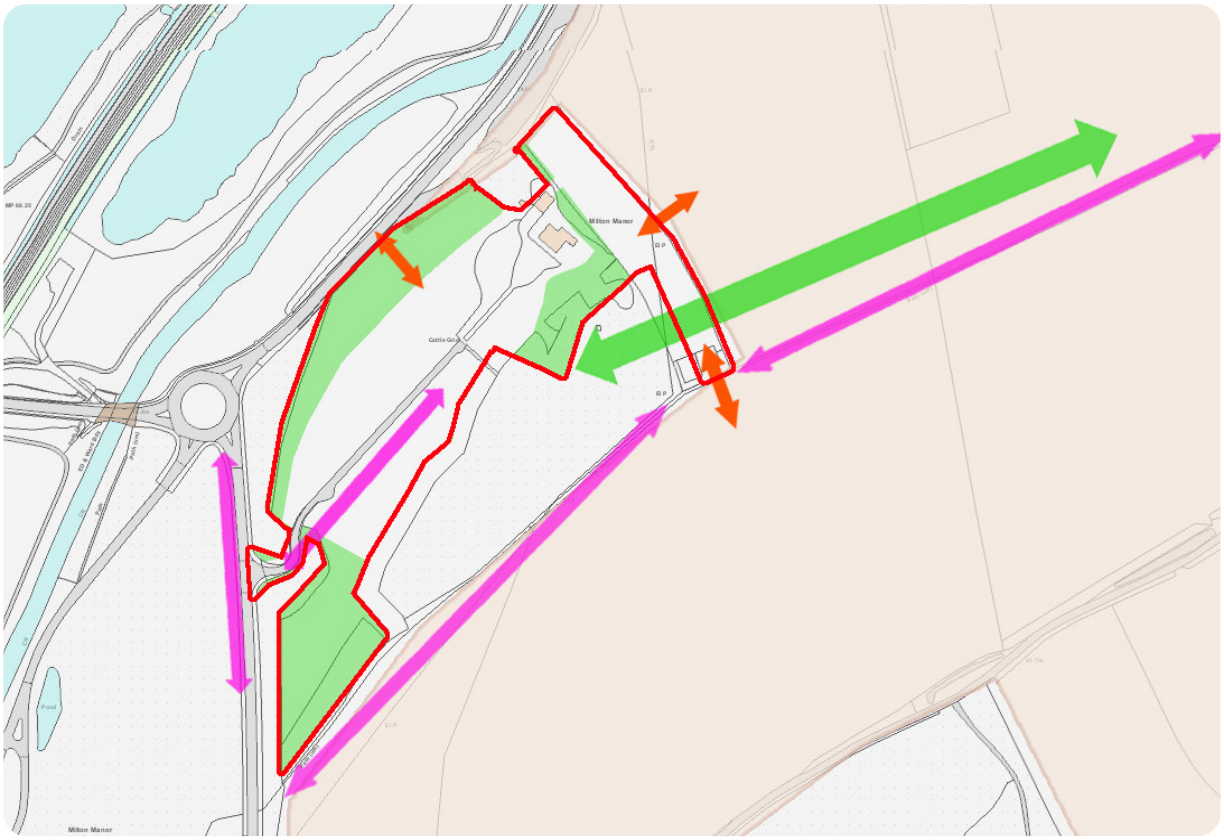
(b) Provide vehicle access via Nackington Road following closure of the existing access from Merton Road;

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

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

Policy C9 - Milton Manor House

Milton Manor House - concept masterplan



Key

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

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

1. Development mix

   Across the site, the development mix will include:

   (a) Approximately 95 new dwellings including affordable housing, accessible housing and an appropriate housing mix in line with Policies DS1 and DS2;

   (b) Proportionate land and build contributions towards early years, primary, secondary and SEND

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

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

2. **Design and layout**

The design and layout of the site should:

(a) Be coordinated with proposals for neighbouring sites, including Cockering Farm (Site 11, Policy CF1);

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

(c) Reflect the landscape character of the immediate context. Development should be of an appropriate scale, position and appropriately screened by planting to avoid being visually prominent in the open valley landscape, given the height and topography of the site;

(d) Mitigate any adverse noise impacts from the adjacent A28;

(e) Assess Areas of Archaeological Potential and protect and enhance nearby heritage assets; and

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

3. **Landscape and green infrastructure**

The green and blue infrastructure strategy for the site should:

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

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

(c) Incorporate opportunities identified within the Local Character Areas H4: Nackington Farmlands and F7: Stour Valley West set out in Canterbury Landscape Character and Biodiversity Appraisal;

(d) Conserve and enhance the biodiversity interest of existing habitats and provide opportunities for habitat, pollinator and ecology connectivity, including with Larkey Valley Wood SSSI to the south-east of the site and Great Stour Local Wildlife Site to the north-west;

(e) Retain and enhance the areas of ancient woodland which covers a section in the south of the site and Natural England priority habitat which covers sections on the north and south of the site. Provide a landscape buffer to ancient woodland, containing natural and semi-natural open space;

(f) Provide sensitive and visually integrated development edges with the surrounding landscape, and mitigate the landscape and visual impact on the surrounding countryside. Ensure development is sympathetic to the rural character of the landscape, and does not contribute to coalescence of Chartham and Canterbury City; and

(g) Consider the protection, enhancement and restoration of Turtle Dove habitats within the site, consistent with RSPB guidance.

4. **Access and transportation**

The access and transport strategy for the site should:

(a) Provide safe and convenient pedestrian and cycle connectivity including:

(i) A new pedestrian and cycle access from the site to Ashford Road;

(ii) Walking and cycle connections to, and improvements at Great Stour Way, including a crossing on Milton Manor Road;

(iii) New and improved walking and cycle connections to the adjacent Cockering Farm development; and

(iv) Improvements to the PRoW network crossing and around the site as required.

(b) Provide improvements to Canterbury East station to include facilities for cycle parking and passenger flows;

(c) Provide new bus stops on Ashford Road to serve the site;

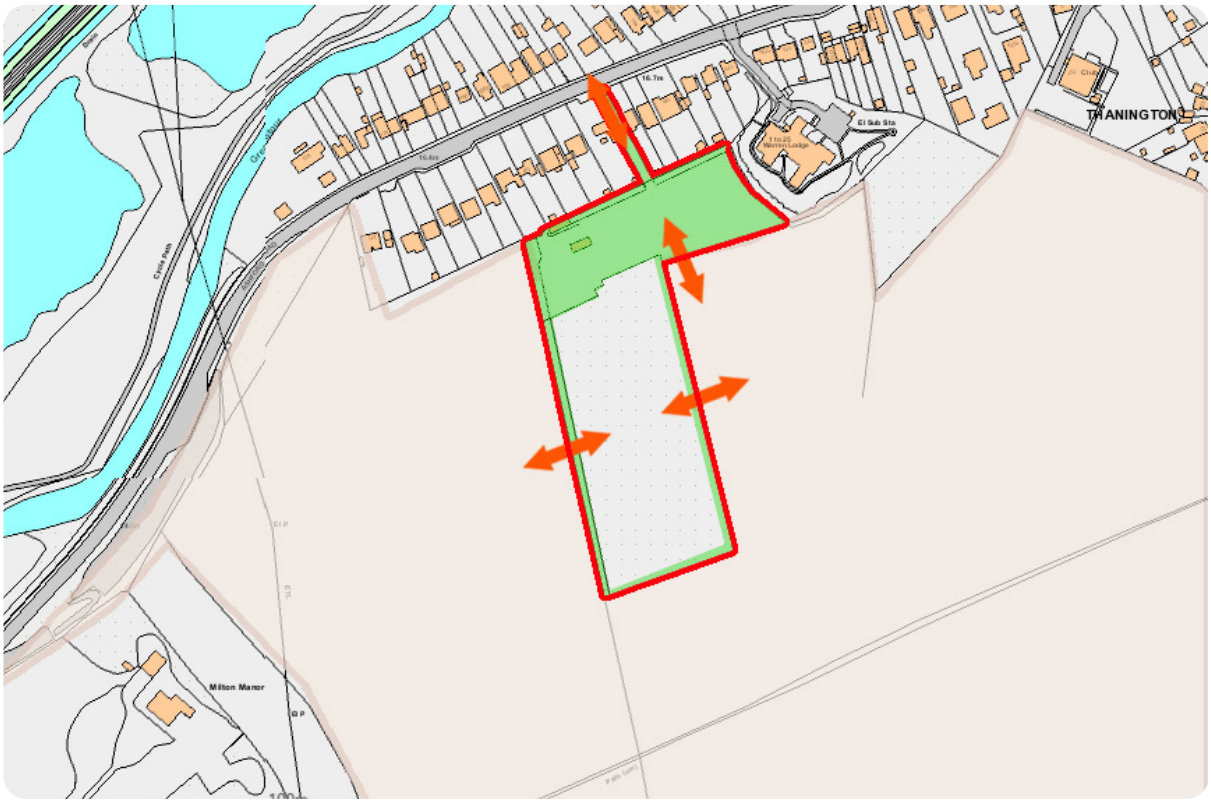
(d) Upgrade access as required from Milton Manor Road to serve the site;

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

(f) Provide a proportionate contribution to the A2 junction improvements contained within Site C6.

Policy C10 - Land to North of Cockering Road

Land to North of Cockering Road - concept masterplan



Key

Site boundary

Open space/ landscape buffer - Indicative locations

Carried Forward 2017 Local Plan strategic site allocations /Other sites

Opportunities for new cycling/walking connections

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

1. **Development mix**

   Across the site, the development mix will include:

   (a) Approximately 36 new dwellings including affordable housing, accessible housing and an appropriate housing mix in line with Policies DS1 and DS2.

   (b) Proportionate land and build contributions towards early years, primary, secondary and SEND education plus proportionate

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

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

2. **Design and layout**

The design and layout of the site should:

(a) Be coordinated with proposals for neighbouring sites, including Site 11 in Policy CF1 and Site C9;

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

(c) Provide development in the southern part of the site and provide open space on the steep northern part of the site in order to provide a landscape buffer with existing development; and

(d) Assess Areas of Archaeological Potential and protect and enhance nearby heritage assets.

3. **Landscape and green infrastructure**

The green and blue infrastructure strategy for the site should:

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

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

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

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

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

4. **Access and transportation**

The access and transport strategy for the site should:

(a) Provide safe and convenient pedestrian and cycle connectivity including:

(i) A new pedestrian and cycle access from the site to Ashford Road; and

(ii) New and improved walking and cycle connections to the adjacent Cockering Farm development (Site 11 in Policy CF1).

(b) Provide primary access via Site 11 in Policy CF1.

Policy C11 - South West Canterbury Link Road

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

Land north of the University of Kent campus

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

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

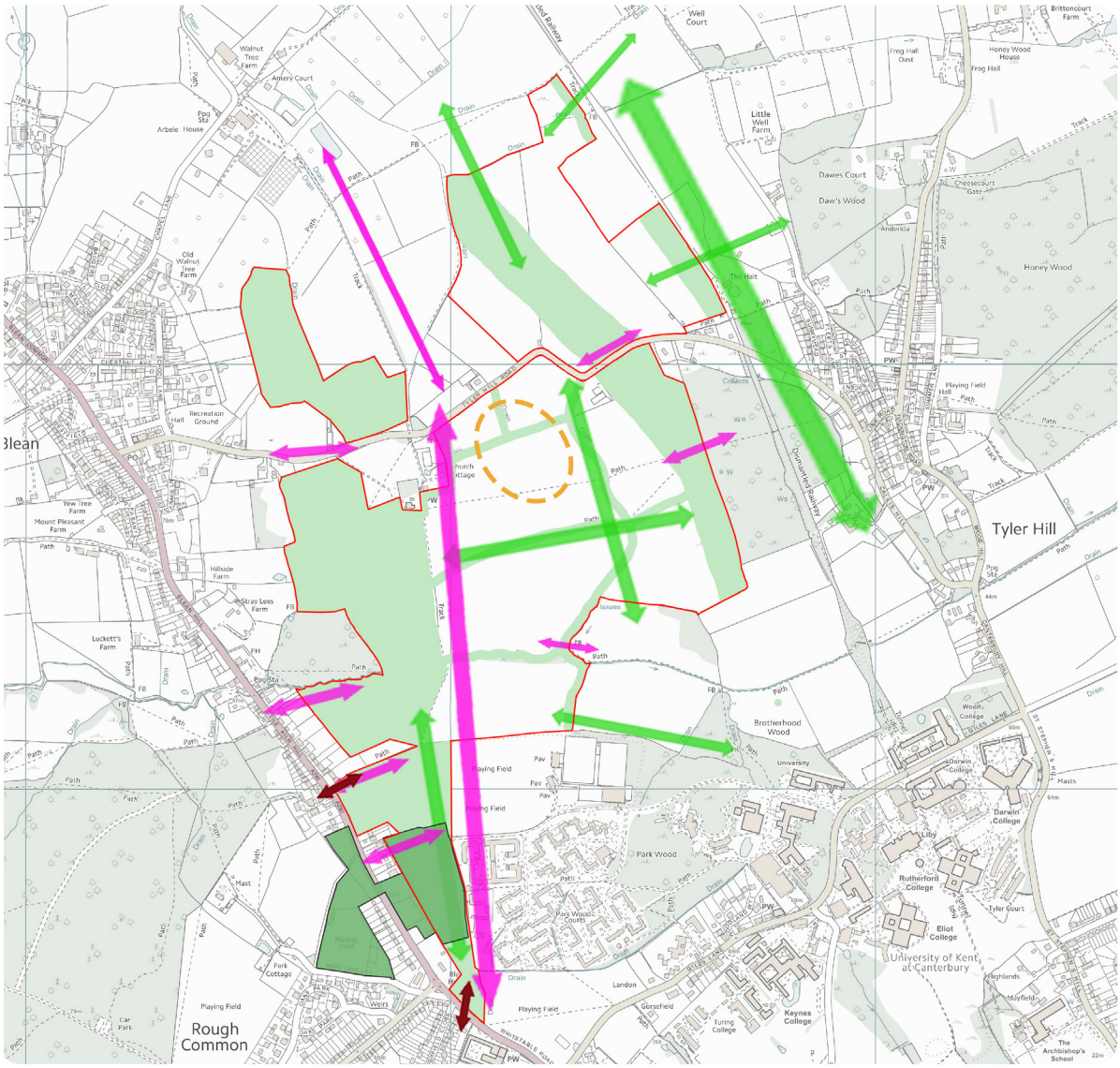
2.17 The new rural settlement will take a linear form and provides important opportunities to create large new areas of open spaces, creating significant separation from Blean and Tyler Hill, and improved ecological connectivity to key natural assets in the area, including Blean Woods.

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

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

Policy C12 - Land north of the University of Kent

Land north of the University of Kent - concept masterplan



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

1. **Development mix**

   Across the site the development mix will include:

   (s) Approximately 2,000 new dwellings including affordable housing, older persons housing, accessible housing, self building housing and an appropriate housing mix in line with Policies DS1 and DS2.

   (b) Non-residential development:

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

   (1) Local centre including commercial (minimum 1,250sqm) and local shopping and community uses (minimum 500sqm);

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

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

   (ii) Provision of a new 3FE Primary School (3 ha) with early years provision, located adjacent to the community hub;

   (iii) Resiting and provision of a new 2FE Primary School (2.05ha) to replace existing capacity at Blean Primary School;

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

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

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

2. **Design and layout**

   The design and layout of the site should:

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

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

   (c) Provide a high quality built environment, in line with Policy DS6, with an average net density of around 35dph outside of the community hub. Higher density development will be encouraged within and around the community hub;

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

(e) Older persons housing should be located within the community hub, taking account of any specific identified needs; and

(f) Assess Areas of Archaeological Potential and mitigate any impacts on heritage assets such as the scheduled ancient monument adjacent to the St Cosmus and Damian church, the Grade II* listed church and other Grade 2 Listed Buildings adjacent to the site, and Conservation Areas within and adjacent to the site.

3. **Landscape and green infrastructure**

The green and blue infrastructure strategy for the site should:

(a) Provide a comprehensive, coordinated and multi-scale sustainable urban drainage network, including a linear park with integrated SUDS components running through the development using the existing valley formation running through the centre of the site;

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

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

(d) Retain substantial areas of the existing tree cover and incorporate opportunities for landscape and biodiversity enhancements identified within the Local Character Areas F2: Stour Valley Slopes and E3: Amery Court Farmlands set out in Canterbury Landscape Character and Biodiversity Appraisal;

(e) Provide the majority of open space in the western part of the site, to avoid coalescence with the settlement of Blean and to minimise adverse impacts on the Blean Conservation Area. No residential development shall take place within 400m of the Blean Woods SAC;

(f) Provide green corridors to link wider countryside to the city centre including enhancements to the potential habitat connectivity offered by the disused Crab and Winkle railway and along the Sarre Penn valley;

(g) Minimise and where necessary mitigate damage to the Blean and Rough Common Green Gap through the provision of the primary access;

(h) Minimise loss of or damage to ancient woodland at "Long Thin Wood" through the provision of the primary access. Retain all other ancient woodland and ancient or veteran trees, ensuring they are not damaged nor is their future retention threatened, unless there are wholly exceptional reasons, in line with Policy DS18;

(i) Ensure that development does not adversely affect the landscape, ecology or setting of the Blean Woodland Complex, in line with Policy DS23;

(j) Enhance biodiversity interest from watercourses, and conserve, enhance and create neutral grassland, heathland and deciduous woodland, where appropriate. Expand and enhance fragmented areas of woodland to improve connectivity;

(k) Conserve and enhance historic field patterns and features, including the earthworks at St Cosmus and Damian church (Scheduled Monument) and other isolated boundaries and features representing the Medieval landscape pattern. Retain parts of existing orchards on the site for their landscape, biodiversity, historic and social value where appropriate;

(l) Conserve the PRoW network across the site ensuring key views from the network are protected and that the network provides multiple benefits such as being designed as part of a green ecological corridor; and

(m) Provide visual integration of development edges, through native wooded boundaries and mature trees to provide screening and reduce visual and landscape impact.

4. **Access and transportation**

The access and transport strategy for the site should:

(a) Provide safe and convenient pedestrian and cycle connectivity including:

(i) Improved walking and cycle connections to the city centre via the Crab and Winkle cycle route and PRoWs through the UoK estate;

(ii) Improved cycle connections to Whitstable via Crab and Winkle cycle route;

(iii) New and improved walking and cycling connections to Blean, Tyler Hill, Broad Oak and the wider countryside to the east; and

(iv) Improvements to PRoWs within and around the site as required.

(b) Provide a Transport Hub within the site to facilitate good access to public transport facilities for new residents, with a new bus route connecting residential areas and the community hub to Canterbury West railway station and the city centre;

(c) Provide improvements to Canterbury West Station to include facilities for cycle parking and passenger flows;

(d) Provide a primary access point to the site at the junction of Whitstable Road and Rough Common Road and secondary access to the site from Whitstable Road through land at Blean Primary School;

(e) Minimise traffic flow onto Tyler Hill Road in both directions;

(f) Provide an all-movement junction at A2 Harbledown through the provision of additional slip roads;

(e) Provide highways improvements to Rough Common Road; and

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

5. **Phasing and delivery**

(a) Waste water treatment works should be delivered at the earliest possible stage in the development.

(b) Secondary access should be delivered at an early stage of the development and, in any case, prior to occupation of 300 dwellings.

(c) The Harbledown slip roads and Rough Common Road improvements should be delivered prior to occupation of 50% of the total dwellings.

(f) The Local Centre, including commercial and community space, must be delivered prior to occupation of 25% of the total dwellings.

(e) The business space should be provided as fully serviced land prior to the occupation of 50% of the total dwellings together with a robust Delivery Strategy.

(g) The new primary school site must be transferred to KCC at 'nil consideration' and fulfil KCC's General Transfer Terms, prior to the occupation of 100 dwellings.

(h) The new facility for Blean Primary School should be provided prior to the occupation of 25% of the total dwellings. The new facility must be operational prior to redevelopment of the existing school facilities.

Canterbury Urban Area Allocations

Policy C13 - Becket House

Becket House – concept masterplan

Key

Site boundary

Opportunities for new cycling/walking connections

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

1. **Development mix**

   Across the site, the development mix will include:

   (a) Approximately 67 new dwellings including affordable housing, accessible housing and an appropriate housing mix in line with Policies DS1 and DS2.

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

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

2. **Design and layout**

The design and layout of the site should:

(a) Provide conversion of Becket House into apartments, or new build if conversion is not feasible, and provide an appropriate mix of types of homes to the remainder of the site. The applicant should consider if there are opportunities to increase the density to make efficient use of the land;

(b) If new build is proposed, provide a suitably scaled and proportioned facade, of high quality materials and detailing, facing onto New Dover Road;

(c) Ensure that the scale, massing, form and materials respond to surrounding context and character;

(d) Assess Areas of Archaeological Importance/Potential and protect and enhance nearby heritage assets including New Dover Road and St Augustine's Road Conservation Area, Old Dover Road, Oaten Hill and St Lawrence Conservation Area and the Grade 2 Listed 2-7 Oaten Hill; and

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

3. **Landscape and green infrastructure**

The green and blue infrastructure strategy for the site should:

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

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

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

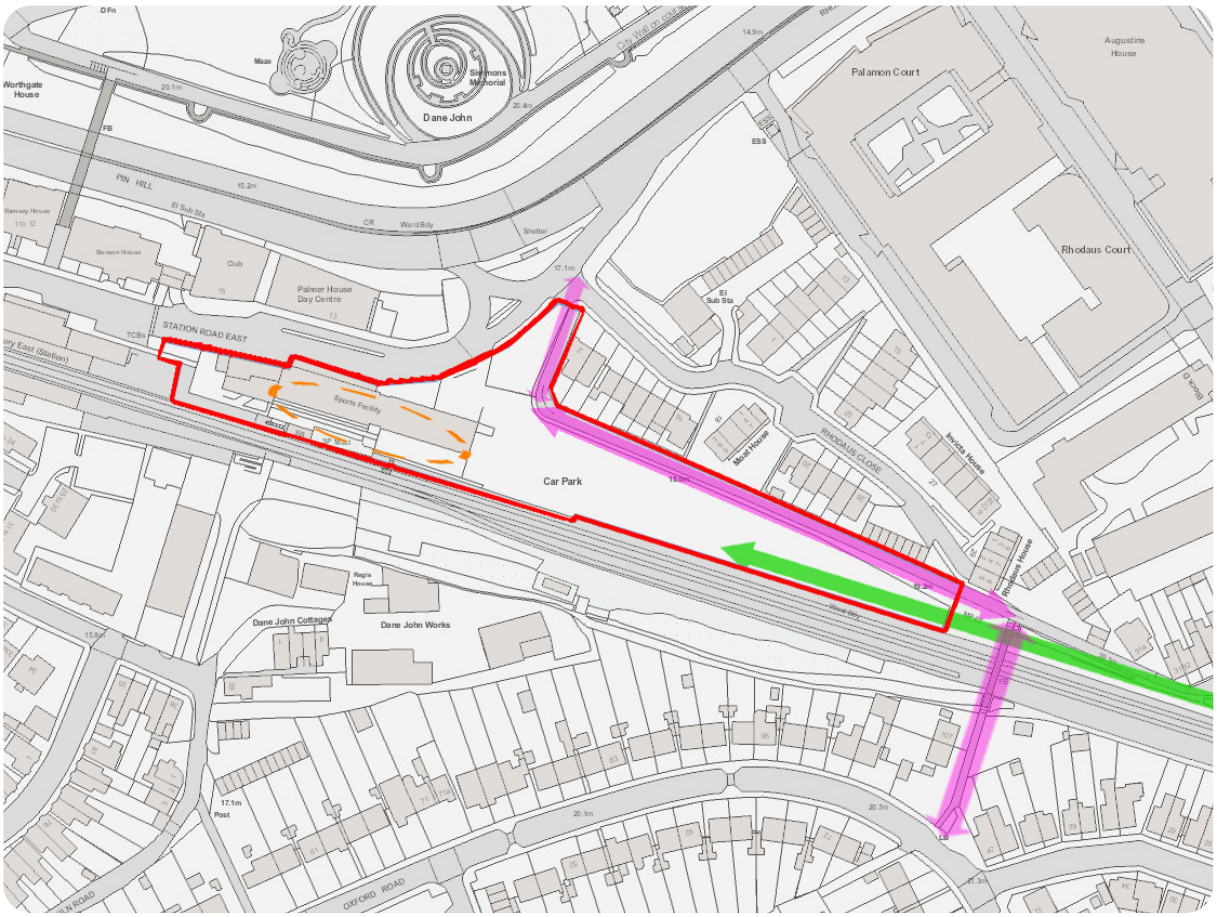
4. **Access and transportation**

The access and transport strategy for the site should:

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

Policy C14 - Land at Station Road East

Land at Station Road East – concept masterplan



Key

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

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

1. **Development mix**

   Across the site, the development mix will include:

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

appropriate housing mix in line with Policies DS1 and DS2.

(b) Non-residential development:

(i) Reprovision of existing leisure use or provision of new commercial facilities on the ground floor with a frontage on Station Road East approximately 875sqm; and

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

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

2. **Design and layout**

The design and layout of the site should:

(a) Provide dwellinghouses to the eastern side of the site and provide apartments above the leisure/ commercial use to the western part of the site fronting new Station Road east;

(b) Provide high quality architecture, detailing and materials, and ensure that the scale, massing, form and frontage responds to surrounding character;

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

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

3. **Landscape and green infrastructure**

The green and blue infrastructure strategy for the site should:

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

(b) Provide 20% biodiversity net gain, in line with Policy DS1; and

(c) Provide habitat, pollinator and ecological connectivity across the site and with the surrounding landscape, including with the tree belt alongside the railway line.

4. **Access and transportation**

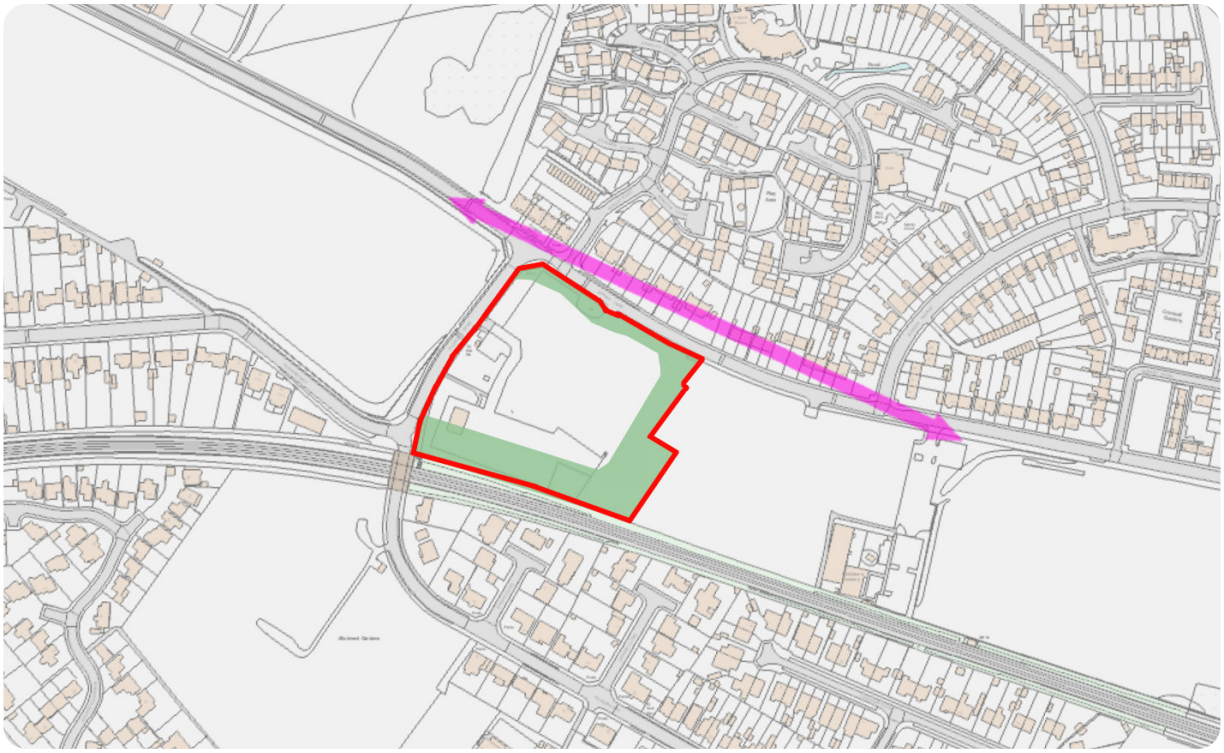
The access and transport strategy for the site should:

(a) Ensure adequate car parking arrangements for the train station remains in place following the development; and

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

Policy C15 - Land at the Former Chaucer Technology School

Land at the former Chaucer Technology School – concept masterplan



Key

Site boundary

Open space/ landscape buffer - Indicative locations

Opportunities to improve cycling/walking access and safety

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

1. **Development mix**

   Across the site, the development mix will include:

   (a) A minimum of around 70 new dwellings including affordable housing, accessible housing and an appropriate housing mix in line with Policies DS1 and DS2.

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

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

2. **Design and layout**

   The design and layout of the site should:

   (a) Provide a high quality built environment, in line with Policy DS6, with flats at an average net density of 80 dph; and

   (b) Ensure that the scale, massing and form respond to surrounding context and character; and

   (c) Ensure that consideration is given to the adjacent school to prevent overlooking.

3. **Landscape and green infrastructure**

   The green and blue infrastructure strategy for the site should:

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

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

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

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

4. **Access and transportation**

   The access and transport strategy for the site should:

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

Policy C16 - Land at Folly Farm

Land at Folly Farm – concept masterplan

Key

Site boundary

Open space/ landscape buffer - Indicative locations

Opportunities for new cycling/walking connections

Vehicle access - Indicative location

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

1. **Development mix**

   Across the site, the development mix will include:

   (a) Approximately 17 new dwellings including affordable housing, accessible housing and an appropriate housing mix in line with Policies DS1 and DS2.

   (b) Proportionate land and build contributions towards early years, primary, secondary and SEND education plus proportionate

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

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

2. **Design and layout**

The design and layout of the site should:

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

(b) Ensure that the scale, massing and form responds to surrounding character and topography of the site; and

(c) Assess Areas of Archaeological Potential and protect and enhance nearby heritage assets.

3. **Landscape and green infrastructure**

The green and blue infrastructure strategy for the site should:

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

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

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

(d) Provide a landscape buffer containing natural and semi natural open space to the south-east of the site to provide a buffer to the railway line.

4. **Access and transportation**

The access and transport strategy for the site should:

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

Land at Canterbury Business Park

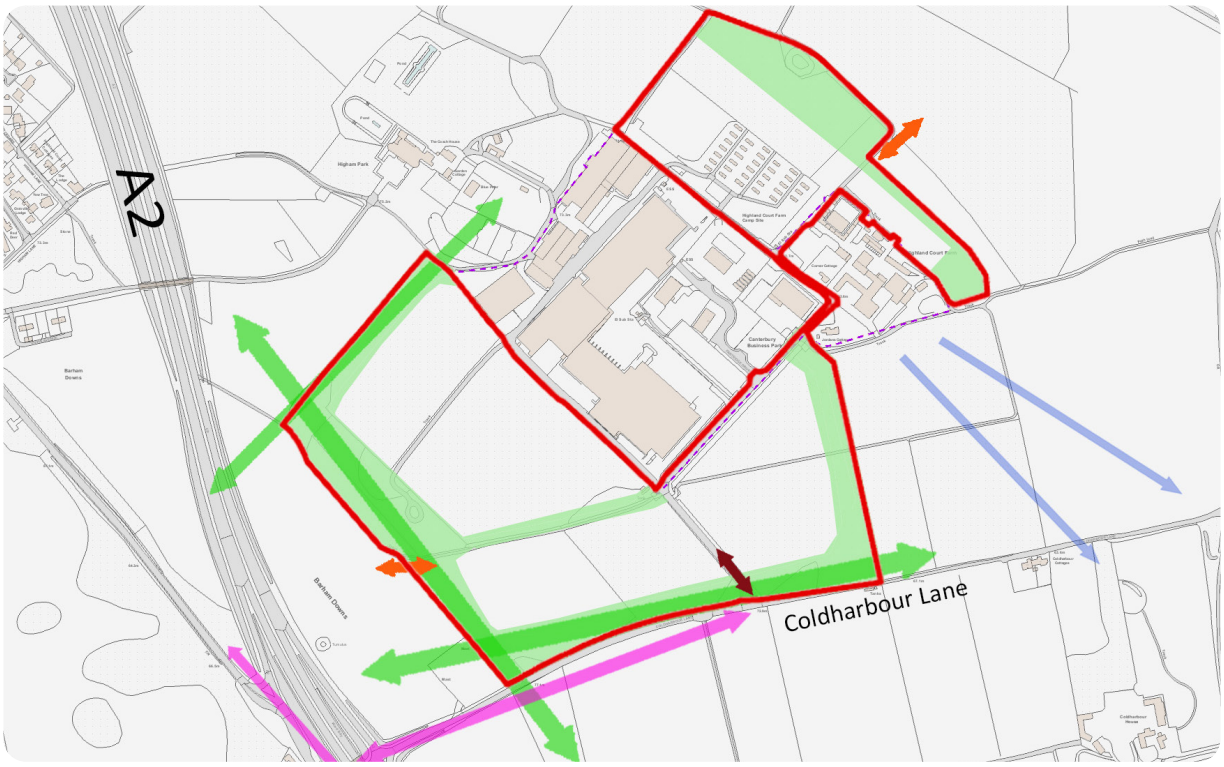
2.20 Canterbury Business Park is an existing employment site which has an established link to the agricultural, food and drink sectors. There is potential for the site to expand to comprise of further larger-scale commercial and business uses, including an opportunity for the creation of a viticulture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

2.21 There is a growth in viticulture and wine tourism in the south east and the creation of a viticulture hub at Canterbury Business Park could bring together various aspects of the winemaking process, such as production, research and storage and distribution. Alongside the main viticulture facilities, there is also an opportunity for smaller-scale associated commercial and business uses, such as those operating in the food and drink sectors.

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

Policy C17 - Land at Canterbury Business Park

Land at Canterbury Business Park – concept masterplan



Key

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

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

1. **Development mix**

   Across the site, the development mix will include:

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

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

2. **Design and layout**

   The design and layout of the site should:

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

(b) Respond positively to the context and character of the landscape, in addition to mitigating negative visual or landscape impacts;

(c) Assess Areas of Archaeological Potential and protect and enhance nearby heritage assets including Highland Court Conservation Area and Grade 2* Listed Highland Court Hospital; and

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

3. **Landscape and green infrastructure**

The green and blue infrastructure strategy for the site should:

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

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

(c) Respond to the surrounding landscape character and provide an appropriate landscape framework for the site to minimise adverse impacts on the Kent Downs AONB;

(d) Retain and enhance the existing trees along the western boundary as part of a landscape buffer along the ridgeline to minimise the adverse impact of the development on long distance views and views from surrounding PRoW; and

(e) Provide habitat, pollinator and ecological connectivity across the site and with the surrounding landscape, including with priority habitats and fragmented woodland.

4. **Access and transportation**

The access and transport strategy for the site should:

(a) Provide safe and convenient pedestrian and cycle connectivity, including:

(i) New and improved walking and cycling connections within the site connecting the different land uses;

(ii) New and improved walking and cycling connections to Bridge and existing bus stops on Coldharbour Lane to the south of the A2, including crossings as appropriate;

(iii) New and improved cycling connections to Regional Cycle Route 16 (Canterbury to Dover) and improvements to that route as appropriate; and

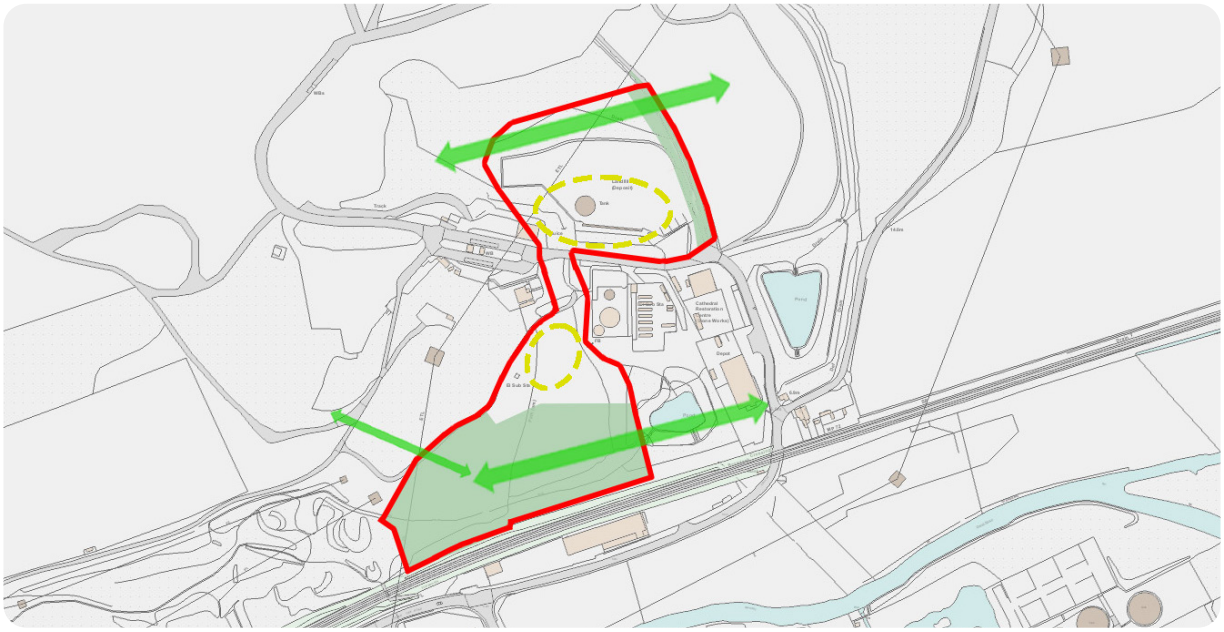
(iv) Improvements to PRoWs crossing and around the site as required.

(b) Provide primary vehicle access from Cold Harbour Lane; and

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

Policy C18 - Land on the eastern side of Shelford Landfill

Land to the eastern side of Shelford Landfill – concept masterplan



Key

Site boundary

Open space/ biodiversity opportunities - Indicative locations

Opportunities for green corridors

Employment space

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

1. **Development mix**

   Across the site, the development mix will include:

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

2. **Design and layout**

   The design and layout of the site should:

   (a) Provide development that reflects the design, scale and massing of the edge of settlement location;

   (b) Provide development in the centre of the site, adjacent to the existing uses (approximately 2ha);

   (c) Assess Areas of Archaeological Potential and protect and enhance nearby heritage assets; and

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

3. **Landscape and green infrastructure**

The green and blue infrastructure strategy for the site should:

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

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

(c) Incorporate opportunities for landscape and biodiversity enhancements identified within the Local Character Area F2: Stour Valley Slopes set out in Canterbury Landscape Character and Biodiversity Appraisal;

(d) Provide habitat, pollinator and ecological connectivity across the site and with the surrounding landscape, including with priority habitats and existing fragmented woodland to the east and west;

(e) Conserve or enhance the PRoW network within and adjacent to the site ensuring key views are protected;

(f) Conserve areas of tree cover to the north and north-east of the site; and

(g) A substantial landscape buffer should be provided on the southern part of the site between the development and existing railway line.

4. **Access and transportation**

The access and transport strategy for the site should:

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

Wincheap Commercial Area

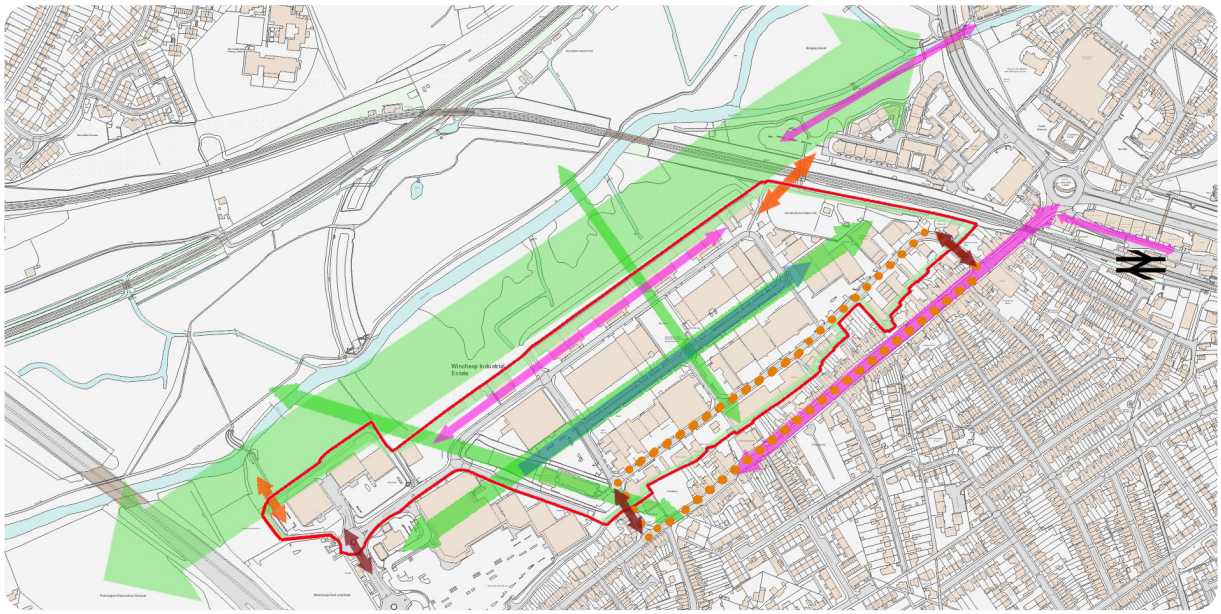
2.23 The Wincheap Commercial Area is located in a highly sustainable location, in close proximity to the city centre, Canterbury East station, Park and Ride facilities and the Canterbury to Chartham riverside cycleway. The area is an important commercial centre; the Canterbury District Local Plan (2017)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

2.24 As a sustainable brownfield location, the site presents new opportunities for redevelopment and has been identified as a broad location for mixed use development, retaining the existing level of business, commercial and leisure floorspace and for residential development which should be compatible with the primary commercial function of the site. The council, as majority landowner, will work with promoters, key stakeholders and the local community to prepare an SPD to support the re-development of the estate.

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

Policy C19 - Wincheap commercial area

Wincheap commercial area – concept masterplan



Key

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

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

1. **Development mix**

   Across the site, the development mix will include:

   (a) Non-residential development:

   (i) Reprovision of the equivalent of the existing level of business, commercial and leisure floorspace; and

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

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

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

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

2. **Design and layout**

The design and layout of the site should:

(a) Be developed in accordance with a masterplan and detailed design code, demonstrating a comprehensive approach to development, long-term management and stewardship;

(b) Provide a complete, compact and well-connected neighbourhood at an appropriate and optimal density and scale, which makes efficient use of land and has a distinct identity;

(c) Incorporate long distance views to the city and World Heritage Site;

(d) Assess Areas of Archaeological Potential and protect and enhance nearby heritage assets including the World Heritage Site, Listed Buildings along Wincheap and Canterbury City Conservation Area;

(e) Older persons housing should be located within the community hub, taking account of any specific identified needs;

(f) Ensure that residential development is carefully designed and located to ensure any potential conflicts with neighbouring commercial uses are minimised; and

(g) Ensure that for any residential development located within Flood Zones 2 and 3, only non-habitable rooms are located at ground floor.

3. **Landscape and green infrastructure**

The green and blue infrastructure strategy for the site should:

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

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

(c) Ensure a substantial landscape buffer between any development and the Whitehall Meadows Local Nature Reserve and Great Stour, Ashford to Fordwich Local Wildlife Site;

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

(e) Provide an undeveloped section of land which shall be landscaped appropriately to protect the amenity and privacy of existing neighbouring residents and future residents.

4. **Access and transportation**

The access and transport strategy for the site should:

(a) Provide safe and convenient pedestrian and cycle connectivity including:

(i) New and improved cycle connections to A28 Wincheap and Great Stour Way;

(ii) New and improved walking and cycle connections to Canterbury East station;

(iii) Improved walking and cycling connections between Cotton Road and St Andrews Close; and

(iv) Improvements to the PRoW network crossing and around the site as required.

(b) Facilitate delivery of the Wincheap one-way gyratory scheme with dedicated bus lane to provide access to the city centre; and

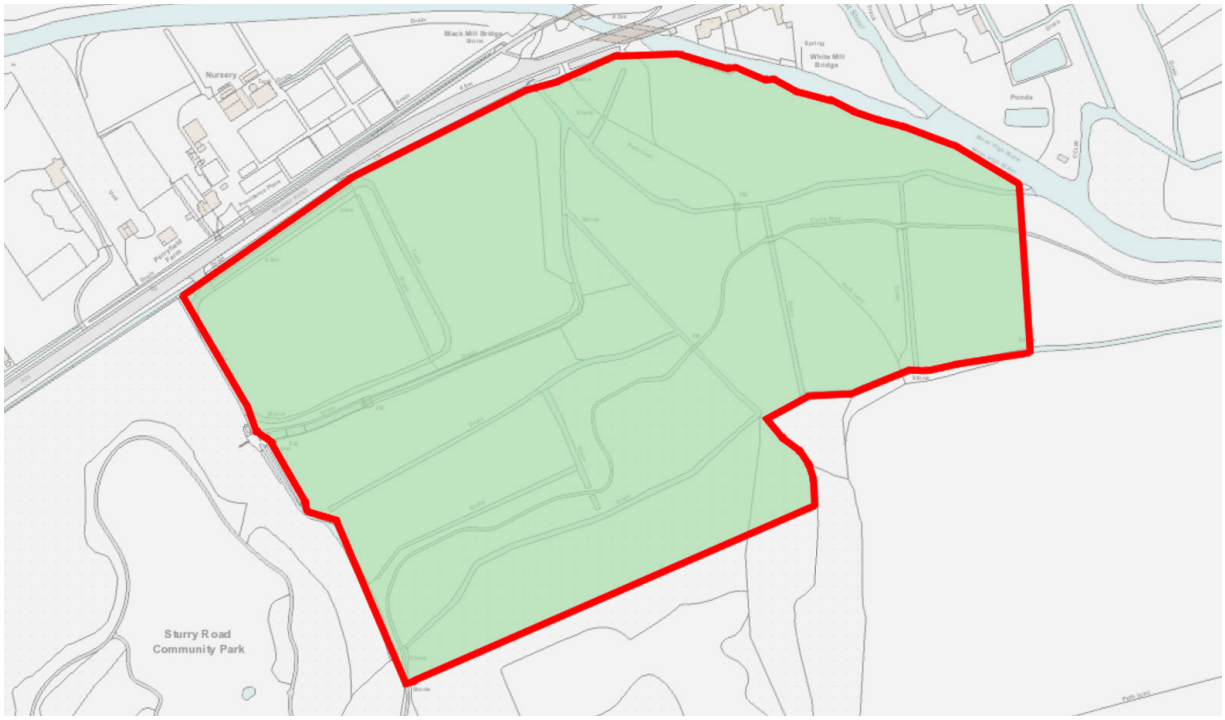
(c) Provide a Transport Assessment to demonstrate the connectivity of the site with the existing highway network, any necessary mitigation and measures to minimise the need for use of private cars.

Strategic wetland mitigation

2.26 The Canterbury Nutrient Mitigation Strategy identifies a need for strategic wetland to offset the impact of development on the nitrogen and phosphate levels at Stodmarsh, a site of national and international importance for water dependent habitats and wildlife. Site C20 is ideally located immediately upstream of the Stodmarsh site and presents an important opportunity to deliver strategic mitigation to facilitate residential development in the catchment ahead of the recovery of this important habitat site.

Policy C20 - Land to the south of Sturry Road

Land to the south of Sturry Road – concept masterplan



Key

Site boundary

Open space/ biodiversity opportunities - Indicative locations

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

Planning permission will be granted for a wetland subject to:

(a) The walking and cycling route being accommodated or relocated; and

(b) No adverse effects on the groundwater quality, in line with Policy DS20 and DM16.

Other Canterbury opportunity areas

Policy C21 - Canterbury urban area regeneration opportunity areas

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

1. Military Road

3. Whitstable

Whitstable vision

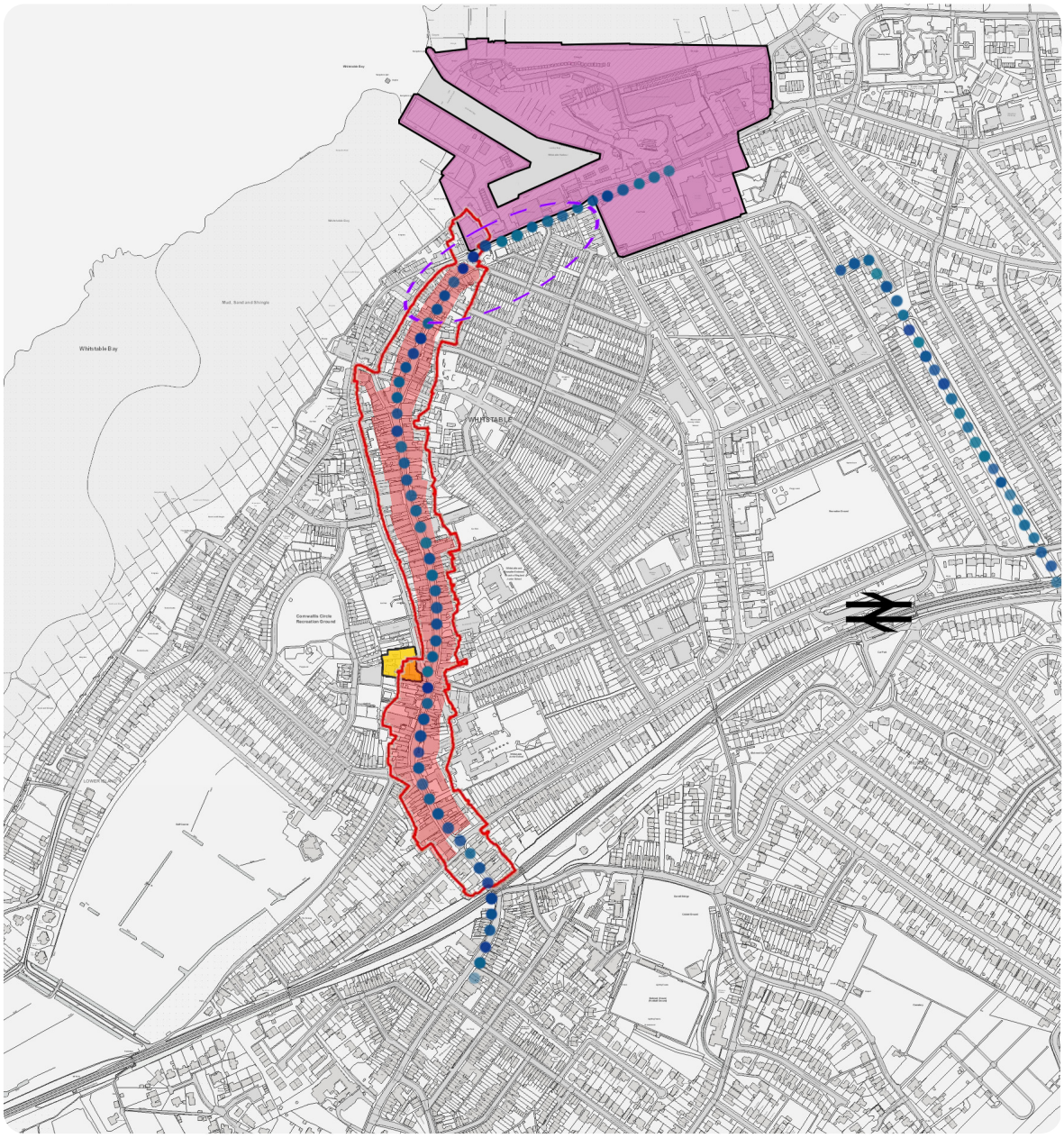
The vision for Whitstable is to build its success as an attractive, distinctive coastal town offering a variety of independent businesses and services for residents and visitors.

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

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

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

Whitstable Town centre key diagram



Whitstable Key

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

Whitstable town centre

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

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

Policy W1 - Whitstable Town Centre Strategy

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

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

7. All new development must incorporate shopfronts or have active frontages and be designed to contribute to the vitality and viability of the town centre. Well-designed storage space for refuse and recycling, and adequate access for servicing, should be incorporated.

8. The council will seek to protect and enhance existing open space, and blue and green infrastructure, such as Cornwallis Circle and Whitstable beach, to deliver environmental, social and health benefits to communities. New developments will provide or contribute towards accessible multifunctional open space for existing and new communities, as well as green corridors to connect habitats and improve biodiversity. Developments should minimise and mitigate climate change impacts by using sustainable construction methods and design to minimise carbon emissions and risk of flooding.

9. The council will seek opportunities to improve the town centre environment, including through opportunities for improvements to the public realm at Oxford Street, High Street, Harbour Street and Tower Parade, reducing the dominance of traffic, and providing new and improved cycle and walking networks, including the completion of the Crab and Winkle Way. Enhanced public realm and digital infrastructure will further increase accessibility and connectivity between different areas providing for shopping, public art, community and leisure events and festivals.

Whitstable town centre allocations

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

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

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

Policy W2 - Whitstable Harbour

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

Appropriate uses for the site may include fishing, commercial, business, employment, leisure, community facilities and services, parking and residential, along with improvements to public realm and accessibility for walking and cycling. However, the balance of uses will need to be considered through the SPD process. Proposals for residential development in the area, in advance of this SPD, will not be supported.

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

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

Whitstable urban area

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

3.7 The strategy for Whitstable is to focus development where it can unlock opportunities for significant infrastructure investment; namely a new secondary school to the north of Chestfield, new A299 slip roads to the south of Chestfield to relieve congestion and a new park and bus facility to the south of Duncan Down to serve the town centre.

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

Policy W3 - Whitstable urban area

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

South Whitstable - strategic development area

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

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

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

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

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

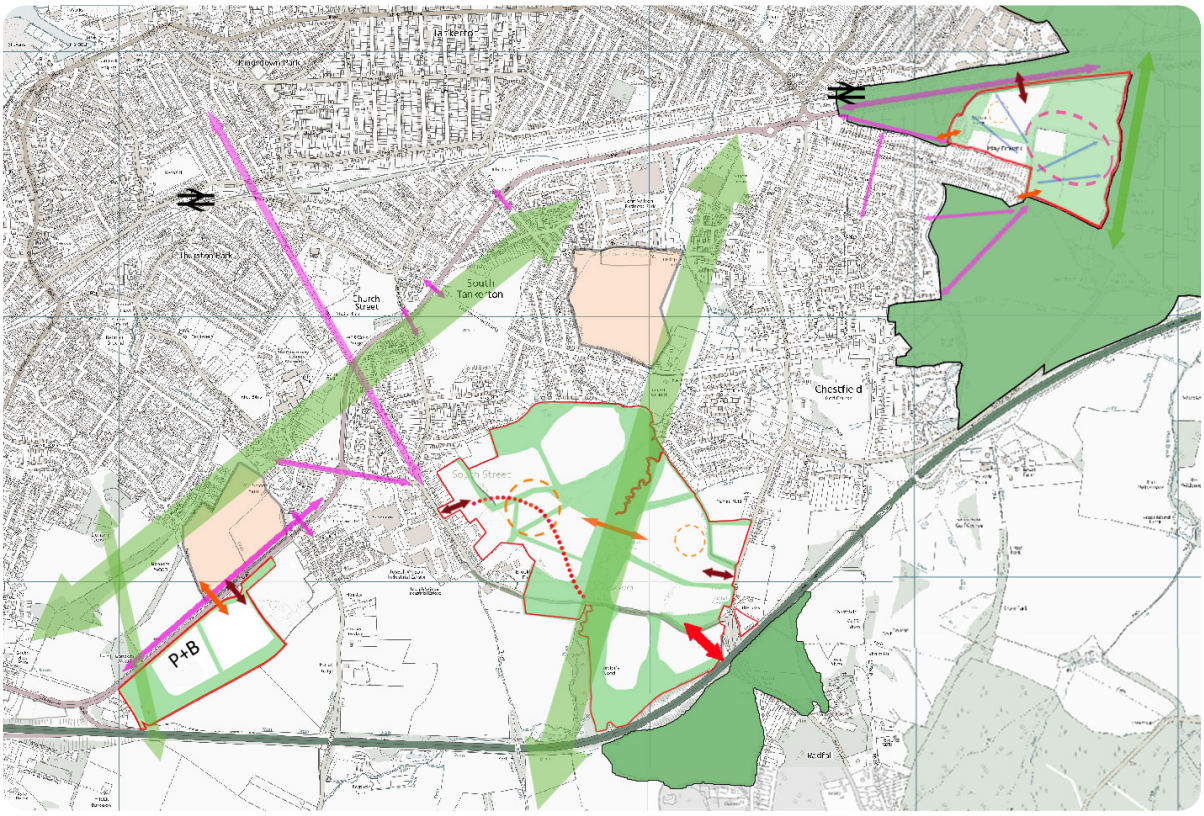
3.14 These areas of land help to sustain the rural character of this edge-of-urban location and contribute significantly to the sense of place along this corridor. The protection of this land is particularly important where new development has been located on one side of the Thanet Way and this Local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

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

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

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

South Whitstable strategic development area – concept masterplan



Key

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

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

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

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

Policy W4 - Land at Brooklands Farm

Brooklands Farm - concept masterplan

Key

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

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

1. **Development mix**

   Across the site the development mix will include:

   (a) Approximately 1400 new dwellings including affordable housing, older persons housing, accessible housing, self building housing and an appropriate housing mix in line with Policies DS1 and DS2.

   (b) Non-residential development:

   (i) Provision of a community hub on the western part of the site as focal area for the community containing a mix of uses including:

   (1) Local centre including commercial (minimum 880sqm) and local shopping and community uses (minimum 350sqm);

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

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

   (ii) Provision of a new 2FE Primary School (3ha) with early years provision, located adjacent to the community hub;

   (iii) Provision of a SEND School (2.05ha), at an appropriate location within the site;

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

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

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

2. **Design and layout**

   The design and layout of the site should:

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

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

   (c) Focus development to the west as an extension of South Street, and in the east as an extension of Chestfield. To the south of South Street, development should be focused to

the north and wrap-around areas of higher topography;

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

(e) Provide a high quality built environment, in line with Policy DS6, with an average net density of 35dph outside of the community hub. Higher density development will be encouraged in the western part of the site and within and around the community hub. Lower density development should be provided nearer to the Chestfield Conservation Area;

(f) Assess Areas of Archaeological Potential and mitigate any adverse impacts on nearby heritage assets. A landscape buffer should be provided to the Grade II listed buildings and any curtilage listed buildings at Brooklands Farm to the west of the site and Rayham Farm & Barn to the north of the site;

(g) Older persons housing should be located within the community hub, taking account of any specific identified needs;

(h) Mitigate any adverse noise impacts from the nearby A299;

(i) No residential development shall be located within Flood Zones 2 and 3; and

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

3. **Landscape and green infrastructure**

The green and blue infrastructure strategy for the site should:

(a) Provide a comprehensive, coordinated and multi-scale sustainable urban drainage network, including open space with a network of integrated SUDS components running through the development making use of the existing valley formations on the site;

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

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

(d) Retain substantial areas of existing tree cover and incorporate opportunities for landscape and biodiversity enhancements identified within the Local Character Area C2: Chestfield Farmland as set out in Canterbury Landscape Character and Biodiversity Appraisal;

(e) Retain all ancient woodland and ancient or veteran trees, ensuring they are not damaged nor is their future retention threatened, in line with Policy DS18;

(f) Provide the majority of the natural and semi natural open space running north-south through the site to provide a substantial landscape buffer and enhancement to the existing ancient woodland at Convict's Wood;

(g) Provide an area of amenity open space and/or parkland containing a play area at the northern of site adjacent to Rayham Road, providing long distance views to countryside to the south of the site;

(h) Conserve wooded stream networks which form important biodiversity corridors. Restore and create woodland and hedgerow habitat in the form of hedgerows and shelterbelts that increase connectivity to the existing woodland network. Conserve and enhance grassland, and create grassland and/or heath habitat where appropriate;

(i) Incorporate the natural and man-made pattern and structure of the existing landscape into masterplan proposals, including hedgerow and shelterbelt features to enhance historic field patterns and strengthen habitat connectivity, and the use of native hedgerow planting for boundary treatments to soften impact of development;

(j) Provide habitat, pollinator and ecology connectivity across the site and with the surrounding landscape, including with Convict's Wood;

(k) Preserve and enhance long distance views including towards the Blean Woods complex and countryside to the south of the site, with provision of viewing corridors from open space and PRoWs crossing the site;

(l) Provide a landscape buffer to the south of the site to reduce visual and landscape impact of the development. Visual integration of development edges should be provided to transition the surrounding rural landscape;

(m) Conserve or enhance the PRoW network across the site ensuring key views from the network are protected and that the walking, cycling and PRoW network provides multiple benefits such as being designed as part of ecological and pollinator corridors; and

(n) Maximise allotment provision and food growing opportunities on site to meet demand for allotment space in Whitstable.

4. **Access and transportation**

The access and transport strategy for the site should:

(a) Provide safe and convenient pedestrian and cycle connectivity including:

(i) Walking and cycle connections to Chestfield and to the Crab and Winkle Way including upgrade of CW21 and upgrade of CW38;

(ii) New and improved cycle connections to Whitstable via the Crab & Winkle Way including extension of the Crab & Winkle Way traffic free route to the harbour and pedestrian/cycle bridge from Old Bridge Road to Teynham Road;

(iii) New and improved walking and cycle and walking connections to Site 12 in Policy CF1;

(iv) New and improved walking and cycling connections to school locations, both within the site and surrounding communities;

(v) New and improved walking and cycling connections to Herne Bay via A2990 Thanet Way and including the investigation of downgrading Molehill Road to a green lane; and

(vi) Improvements to the PRoW network crossing and around the site as required.

(b) Provide good public transport facilities through the site with a new bus route connecting residential areas and the community hub to adjacent local areas and Whitstable town centre;

(c) Provide primary vehicle access from new east facing junctions on/ off the A299 New Thanet Way;

(d) Provide pedestrian and cycle only access from Rayham Road;

(e) Provide a diversion of South Street through the site; and

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

5. **Phasing and delivery**

(a) New access from the A299 should be delivered at an early stage of the development and, in any case, prior to occupation of 50% of the total dwellings.

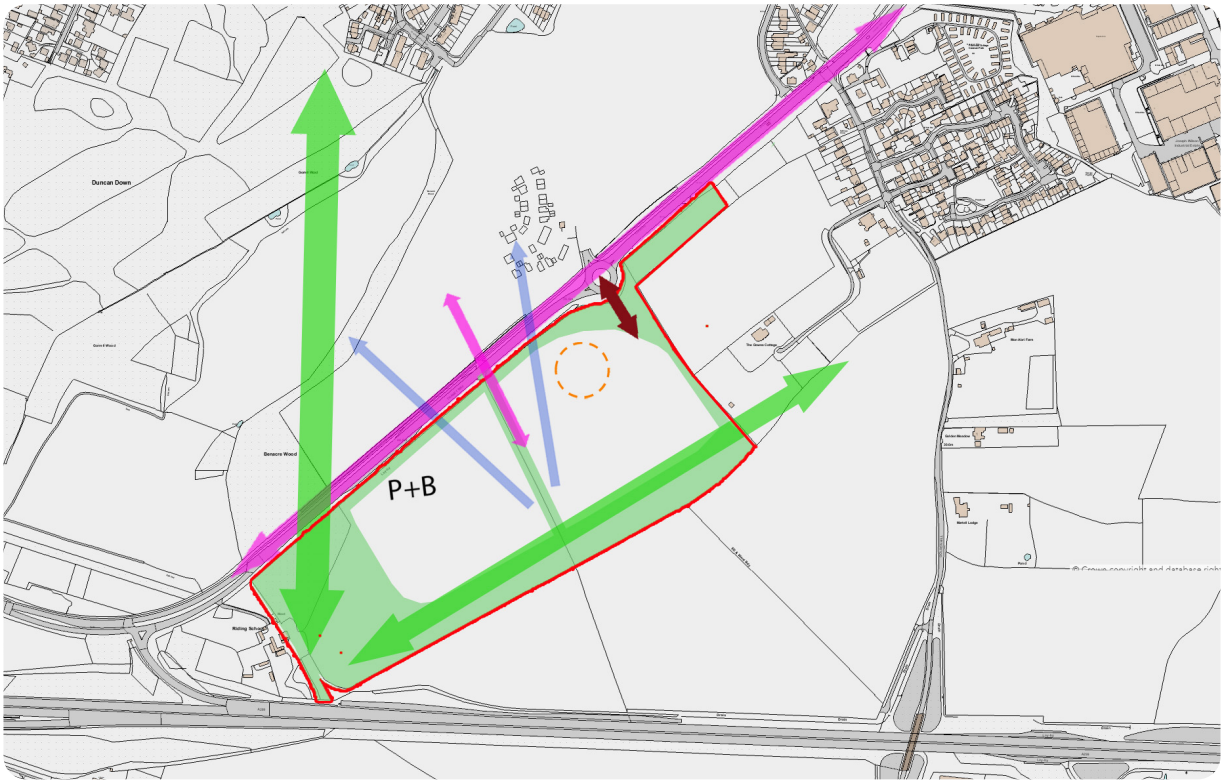
(b) The western Local Centre, including commercial and community space, must be delivered prior to occupation of 25% of the total dwellings. The eastern local centre shall be provided prior to the occupation of 80% of the total dwellings.

(c) The business space should be provided as fully serviced land prior to the occupation of 50% of the total dwellings together with a robust Delivery Strategy.

(d) The primary school site and the SEND school site must be transferred to KCC at 'nil consideration' and fulfil KCC's General Transfer Terms, prior to the occupation of 100 dwellings.

Policy W5 - Land south of Thanet Way

Land South Of Thanet Way - concept masterplan



Key

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

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

1. **Development mix**

   Across the site, the development mix will include:

   (a) Approximately 220 new dwellings including affordable housing, accessible housing, self building housing and an appropriate housing mix in line with Policies DS1 and DS2.

   (b) Non-residential development:

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

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

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

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

2. **Design and layout**

The design and layout should:

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

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

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

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

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

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

3. **Landscape and green infrastructure**

The green and blue infrastructure strategy for the site should:

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

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

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

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

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

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

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

(g) Provide habitat, pollinator and ecology connectivity across the site and with the surrounding landscape, including with Benacre Wood;

(h) Preserve, enhance and integrate within the masterplan long distance views including towards Whitstable town centre, the coast and countryside to the south of the site, with provision of viewing corridors from open space and PRoWs crossing the site; and

(i) Conserve or enhance the PRoW network across the site ensuring key views from the network are protected and that the walking, cycling and PRoW network provides multiple benefits such as being designed as part of ecological and pollinator corridors.

4. **Access and transportation**

The access and transport strategy for the site should:

(a) Provide safe and convenient pedestrian and cycle connectivity including:

(i) High quality walking and cycling links through the site to Duncan Down, including toucan crossing on A2990 Thanet Way;

(ii) New and improved walking and cycle connections to Whitstable via Crab & Winkle Way and PRoW CW20;

(iii) New and improved walking and cycling connections to Herne Bay via A2990 Thanet Way; and

(iv) Improvements to the PRoW network crossing and around the site as required.

(b) Provide new park and bus facilities containing 200 car parking spaces, (with space for an additional 100 spaces safeguarded), adjacent to the A2990 Old Thanet Way, with interchange to bus service;

(c) Provide primary access to the site from the Duncan Down roundabout on Old Thanet Way (A2990) which will continue to serve Site 7 (Policy CF1);

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

(e) Provide proportionate contributions to the east facing A299 junctions contained within Site W4.

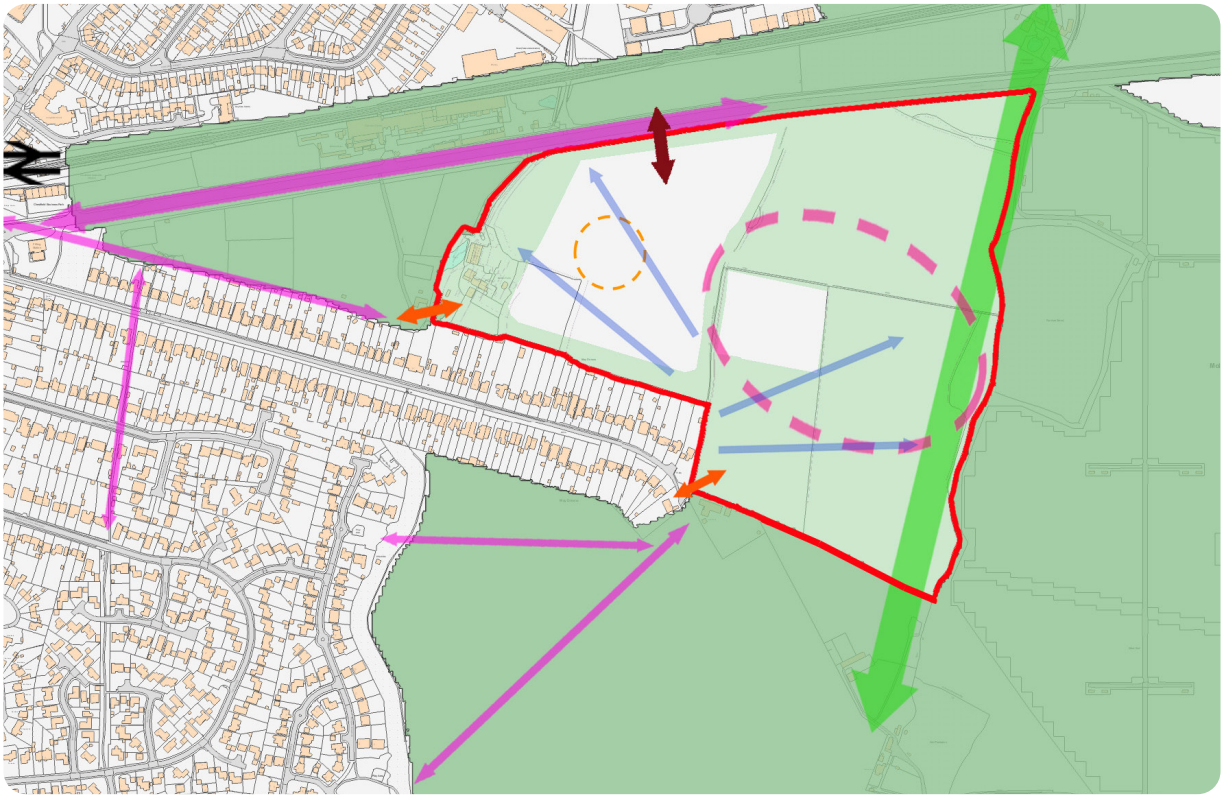
5. **Phasing and delivery**

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

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

Policy W6 - Bodkin Farm

Bodkin Farm - concept masterplan



Key

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

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

1. **Development mix**

   Across the site, the development mix will include:

   (a) Non-residential development:

   (i) Provision of a new 6FE secondary school, with 6th form (8.03ha);

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

   (iii) Proportionate land and build contributions towards early years, primary, secondary and SEND education plus proportionate contributions for

primary healthcare and other necessary off-site community infrastructure.

(b) Approximately 250 new dwellings including affordable housing, accessible housing and an appropriate housing mix in line with Policies DS1 and DS2.

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

2. **Design and layout**

The design and layout of the site should:

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

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

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

(d) Locate the secondary school and associated facilities to the east of the site. The school should be located and designed to ensure it is not dissected by any PRoW;

(e) Locate the community facilities and services to the west of the secondary school;

(f) No residential development shall be located within Flood Zones 2 and 3; and

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

3. **Landscape and green infrastructure**

The green and blue infrastructure strategy for the site should:

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

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

(c) Incorporate opportunities for landscape and biodiversity enhancements identified within the Local Character Area C1: Chestfield Gap and Greenhill set out in Canterbury Landscape Character and Biodiversity Appraisal;

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

(e) Retain native hedgerows, ensuring they are outside of residential curtilages and have sufficient buffer zones; and

(f) Provide a landscape buffer in the form of natural and semi natural open space to the east of the site including adjacent to the ancient woodland, and a landscape buffer along the southern boundary of the site, to provide visual separation between development, the surrounding countryside and existing development on Maydowns Road.

4. **Access and transportation**

   The access and transport strategy for the site should:

   (a) Provide safe and convenient pedestrian and cycle connectivity including:

      (i) New and improved walking and cycling routes to Chestfield, Whitstable, Swalecliffe and Herne Bay, including toucan crossing on A2990 Thanet Way;

      (ii) New and improved walking and cycling connections to Chestfield & Swalecliffe Railway Station; and

      (iii) Improvements to the PRoW network crossing and around the site as required.

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

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

5. **Phasing and delivery**

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

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

Whitstable urban area allocations

Policy W7 - St Vincent's Centre

St Vincent's Centre - concept masterplan

Key

Site boundary

Improvements to junction

Vehicle access - Indicative location

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

1. Development mix

   Across the site, the development mix will include:

   (a) Approximately 10 new dwellings including affordable housing, accessible housing and an appropriate housing mix in line with Policies DS1 and DS2.

   (b) Non-residential development:

   (i) Provision of new community facilities (minimum 260sqm); and

   (ii) Proportionate land and build contributions towards early years, primary, secondary and SEND education plus proportionate contributions for

primary healthcare and other necessary off-site community infrastructure.

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

2. **Design and layout**

The design and layout of the site should:

(a) Provide a high quality built environment by conversion or new build, at an appropriate density and scale, in line with Policy DS6; and

(b) Provide development that relates to the character of the surrounding area and existing frontages.

3. **Landscape and green infrastructure**

The green and blue infrastructure strategy for the site should:

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

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

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

4. **Access and transportation**

The access and transport strategy for the site should:

(a) Provide primary vehicle access to the site from Castle Road;

(b) Explore options for improvements at the junction of Castle Road, Northwood Road and Kingsdown Park;

(c) Support active travel by facilitating safe and convenient pedestrian and cycle connectivity; and

(d) Conduct a Parking Study to measure the impact of the loss of parking for local amenities and consider mitigation as necessary.

5. **Phasing and delivery**

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

4. Herne Bay

Herne Bay vision

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

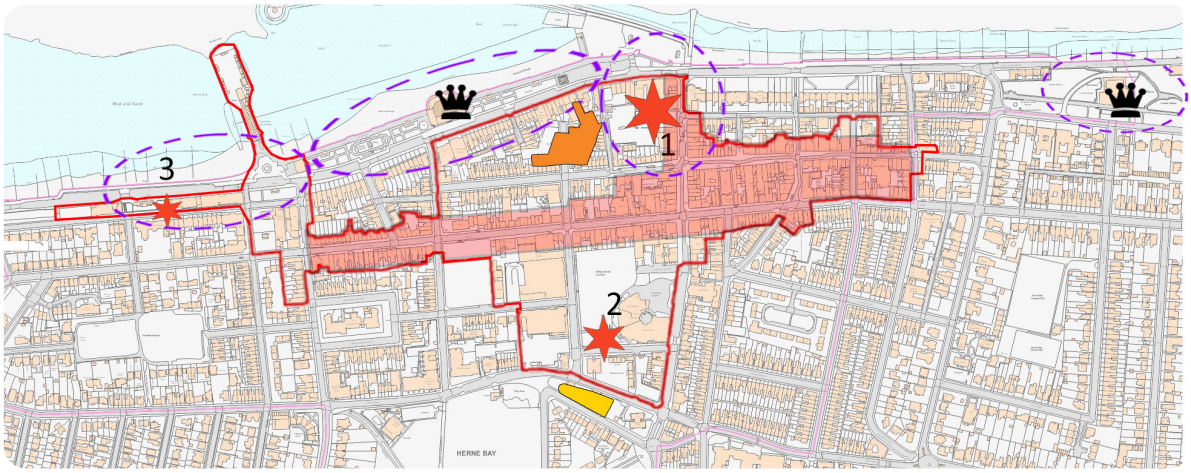
The centre will have high quality public spaces and legible and attractive pedestrian and cycle links between the seafront, shopping areas, the rail station and the wider suburbs, Whitstable and Canterbury.

The seafront will be the focus of regeneration, with well designed new buildings complementing the historic environment.

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

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

Herne Bay town centre key diagram



Herne Bay Key

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

Regeneration opportunity areas

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

Herne Bay town centre

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

4.2 The Pier has also been recognised as an important asset to the town, providing a platform for independent businesses and a key component of Herne Bay as an attractive seaside tourist resort.

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

Policy HB1 - Herne Bay town centre strategy

1. The council will work with its partners to revitalise the town centre through mixed-use seafront and centrally-located regeneration, sustainable transport improvements, green infrastructure connections, and cultural and public realm enhancements. The council will support improvements to strategic infrastructure, including power and water, to the benefit of communities and businesses.

2. The council will take a positive approach to the centre's growth and adaptation to respond to changes in the commercial and leisure industries. Proposals which enhance the established character and diversity of uses, including the cultural and creative offer and the night-time economy, will be supported provided there is no unacceptable impact on residential amenity.

3. Within the designated Primary Shopping Area, as defined on the policies map, existing ground floor commercial provision will be protected and new commercial development will be supported, to help maintain the district centre status of Herne Bay as a shopping destination.

4. Outside of the Primary Shopping Area, but within the town centre boundary, as defined on the policies map, the council will support a range of uses, including commercial, business, entrepreneurial and creative uses and visitor accommodation, which stimulate activity and add to the vibrancy and vitality of the centre. Development should be of an appropriate scale and character to reflect and respond to the role and function of the town centre, and the individuality and distinctiveness of Herne Bay.

5. Across the town centre, residential and office development at first-floor level or above will be supported on appropriate sites, where this would be consistent with the surrounding character and street scene, and can provide safe access and egress for occupiers. Residential proposals should be carefully located and designed to avoid conflict with existing uses, particularly those that serve the night time economy.

6. The council will seek to protect, enhance and capitalise on heritage assets including The Kings Hall and The Bandstand, to deliver economic,

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

7. The council will support plans to redevelop and improve the Pier, recognising it as a key location for independent business, leisure and tourism to thrive.

8. The council will proactively explore opportunities for regeneration and redevelopment which would add to the vitality of the town centre.

9. All new development must incorporate shopfronts or have active frontages, and be designed to contribute to the vitality and viability of the town centre. Well-designed storage space for refuse and recycling, and adequate access for servicing, should be incorporated. Waste storage should be located to the rear of buildings to not impact upon the street scene.

10. The council will seek to protect and enhance existing open space, and blue and green infrastructure, including the Seafront promenade, the Coastal slopes and Memorial Park, to deliver environmental, social and health benefits to communities. New developments will provide accessible multifunctional open space for existing and new communities, as well as green corridors to connect habitats and improve biodiversity.

11. The council will encourage and seek opportunities for improving the accessibility and connectivity between different areas of the town centre and seafront, including Central Parade, High Street and Mortimer Street, the railway station and the wider suburbs. This will include opportunities for walking, cycling and use of public transport, and improving traffic flow on the highway network, and improvements to public realm and digital infrastructure providing for public art, events and festivals.

Herne Bay Town Centre Opportunity Areas

Policy HB2 - Herne Bay town centre regeneration opportunity areas

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

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

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

Herne Bay urban area

4.4 Herne Bay has seen significant levels of growth as part of the Canterbury District Local Plan 2017, with a series of strategic development sites identified to the south and east of the town. Much more limited development is now proposed, seeking to consolidate this growth, including through the provision of a new secondary school at Greenhill and by taking a more flexible approach to the 2017 allocations at Altira Park and Eddington Lane.

Policy HB3 - Herne Bay urban area

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

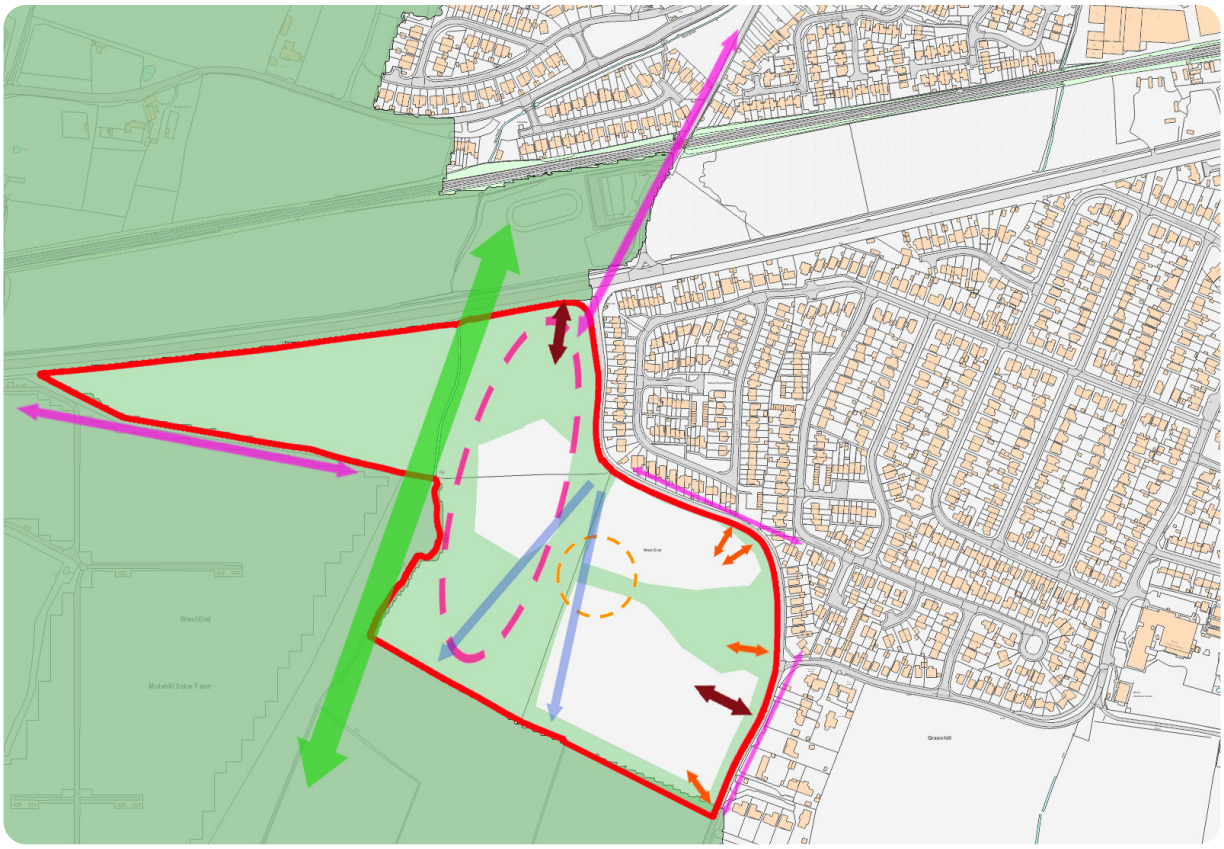
Herne Bay urban area allocations

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

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

Policy HB4 - Land to the west of Thornden Wood Road

Land to the west of Thornden Wood Road - concept masterplan



Key

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

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

1. **Development mix**

   Across the site, the development mix will include:

   (a) Non-residential development:

   (i) Provision of a new 6FE secondary school, with 6th form (circa. 8.03ha);

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

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

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

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

2. **Design and layout**

   The design and layout of the site should:

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

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

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

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

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

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

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

3. **Landscape and green infrastructure**

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

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

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

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

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

Local Character Area C1: Chestfield Gap and Greenhill set out in Canterbury Landscape Character and Biodiversity Appraisal;

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

(f) Provide a landscape buffer along the western and southern boundaries of the site to provide visual separation between development and surrounding countryside.

4. **Access and transportation**

The access and transport strategy for the site should:

(a) Provide safe and convenient pedestrian and cycle connectivity including:

(i) High quality walking and cycling links to Whitstable, Greenhill and Herne Bay, including toucan crossing on A2990 Thanet Way;

(ii) New and improved walking and cycling connections to Herne Bay and Chestfield & Swalecliffe Railway Stations;

(iii) New and improved walking and cycling connections to the wider countryside to the south and west; and

(iv) Improvements to the PRoW network crossing and around the site as required, including the diversion of CH12 outside of the secondary school site.

(b) Provide primary vehicle access to the new secondary school from Thanet Way and primary access to the residential development from Thornden Wood Road; and

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

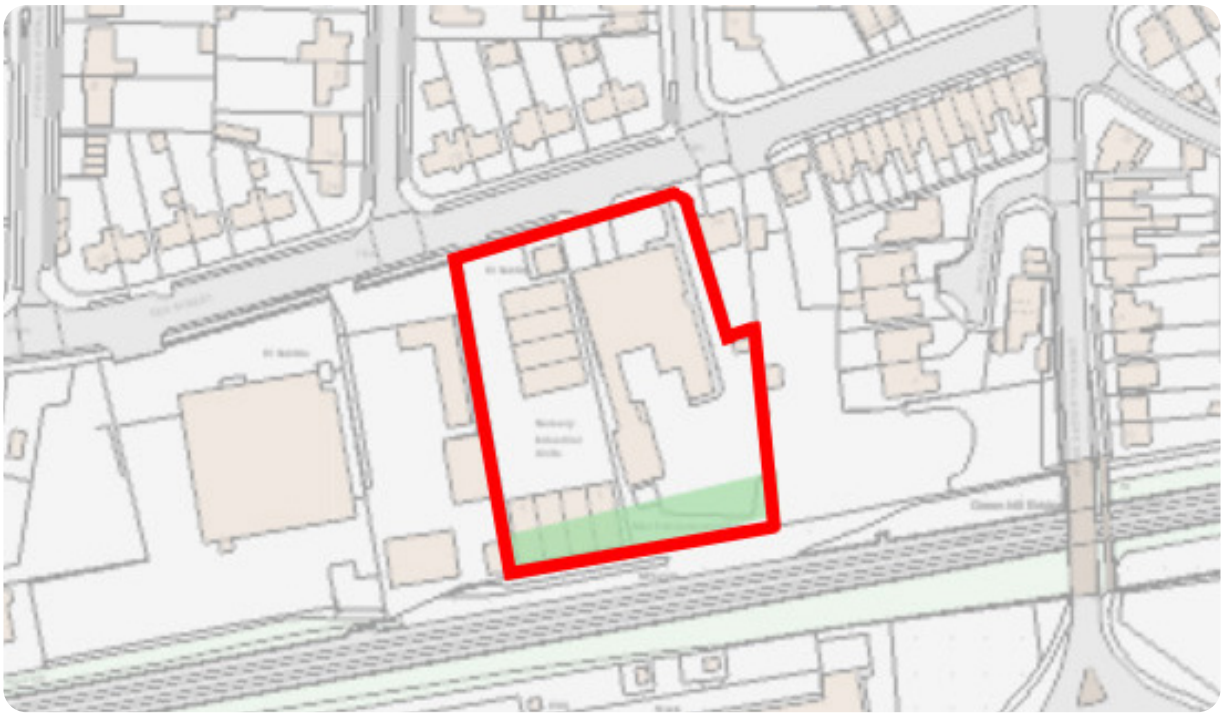
5. **Phasing and delivery**

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

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

Policy HB5 - Land comprising Nursery Industrial Units and former Kent Ambulance Station

Land comprising nursery industrial units and former Kent Ambulance Station - concept masterplan



Key

Site boundary

Open space/ biodiversity opportunities - Indicative locations

Site HB5 is allocated for a residential development. Planning permission will be granted for development which meets the following criteria:

1. **Development mix**

   Across the site, the development mix will include:

   (a) Approximately 14 new dwellings including affordable housing, accessible housing and an appropriate housing mix in line with Policies DS1 and DS2.

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

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

2. **Design and layout**

   The design and layout of the site should:

   (a) Provide a high quality built environment, in line with Policy DS6,

with an average net density of around 35 dph, appropriate in relation to context and depending on type and mix of homes provided; and

(b) Provide development that relates to the character and scale of the surrounding area and considers the adjoining employment uses.

3. **Landscape and green infrastructure**

The green and blue infrastructure strategy for the site should:

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

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

(c) Provide habitat, pollinator and ecological connectivity across the site and with the surrounding landscape, including with the tree belt alongside the railway line; and

(d) Provide a landscape buffer containing natural and semi natural open space to the south of the site to provide a buffer to the railway line.

Policy HB6 - Hawthorn Corner

Hawthorn Corner - concept masterplan

Key

Site boundary

Open space/ biodiversity opportunities - Indicative locations

Opportunities to improve cycling/walking access and safety

Vehicle access - Indicative location

Site HB6 is allocated for employment development. Planning permission will be granted for development which meets the following criteria:

1. **Development mix**

   Across the site, the development mix will include:

   (a) Approximately 9,800sqm of business or employment floorspace, a limited amount of alternative compatible uses may be appropriate where this supports the main business / employment use.

2. **Design and layout**

   The design and layout of the site should:

   (a) Provide development that reflects the character, scale and massing of adjacent development and the edge of settlement location;

   (b) Assess Areas of Archaeological Potential and mitigate any adverse impacts on heritage assets; and

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

3. **Landscape and green infrastructure**

   The green and blue infrastructure strategy for the site should:

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

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

   (c) Incorporate opportunities for landscape and biodiversity enhancements identified within the Local Character Area C5: Hillborough Arable Farmlands set out in Canterbury Landscape Character and Biodiversity Appraisal;

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

   (e) Retain an undeveloped section of land which shall be landscaped appropriately to protect the amenity and privacy of existing neighbouring residents; and

   (f) Provide a landscape buffer along the southern boundary of the site to provide visual separation between development and surrounding road network.

4. **Access and transportation**

   The access and transport strategy for the site should:

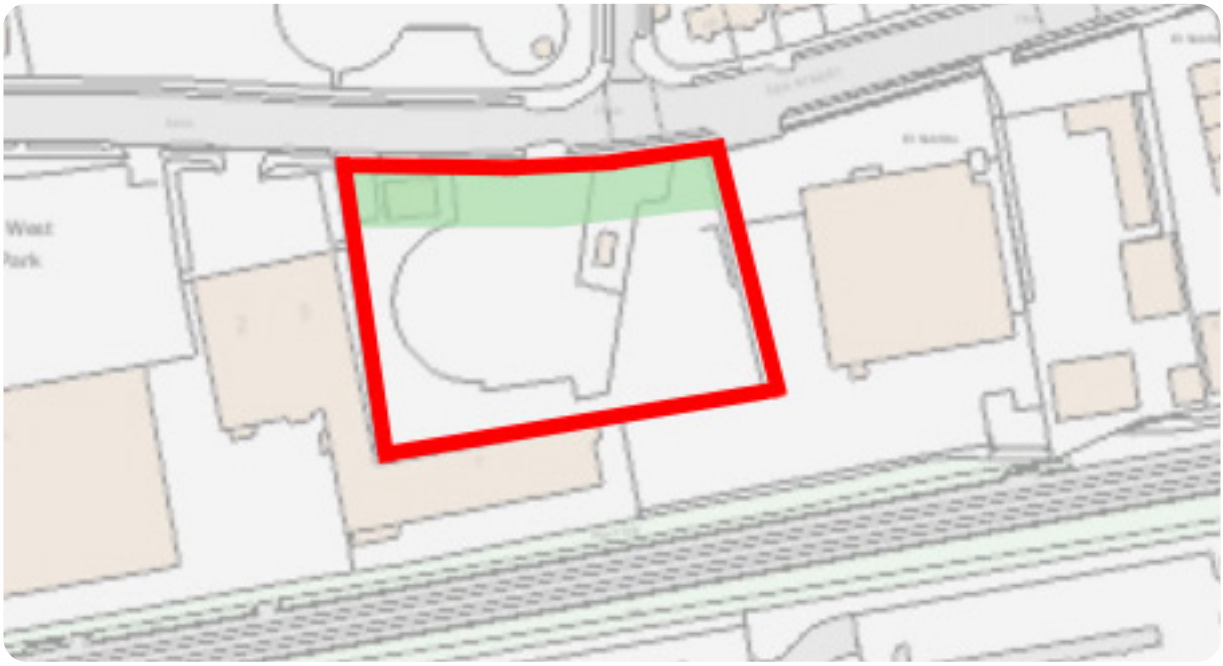
   (a) Provide safe and convenient pedestrian and cycle connectivity to Site 3 in Policy CF1, to the west, which continues along the northern boundary of the site connecting to the existing residential properties on May Street;

   (b) Provide primary vehicle access to the site from Sweechbridge Road; and

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

Policy HB7 - Former gas holder site

Former gas holder site - concept masterplan



Key

Site boundary

Open space/ biodiversity opportunities - Indicative locations

Site HB7 is allocated for employment development. Planning permission will be granted for development which meets the following criteria:

1. **Development mix**

   Across the site, the development mix will include:

   (a) Approximately 1,560sqm of business or employment floorspace.

2. **Design and layout**

   The design and layout of the site should:

   (a) Provide development that reflects the character and scale of adjacent development.

2. **Landscape and green infrastructure**

   The green and blue infrastructure strategy for the site should:

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

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

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

   (d) Provide landscaping along the site frontage.

Altira Business Park

4.7 Altira Business Park was protected for employment use in the Canterbury District Local Plan (2017). The Canterbury District Economic Development and Tourism Study (2020) highlights the need for additional flexibility to support the delivery of more business and employment space at this site.

4.8 The site currently consists of large-format retail and employment uses with a hotel and restaurant in the west of the site. The site remains a key opportunity for the delivery of commercial, business and employment uses, however the council recognises that development of the site has been slow to date. There is the potential for a small amount of supporting residential development to come forward in the west of the site, to facilitate the delivery of the commercial, business and employment space.

4.9 Commercial uses proposed for the site should be for large format only, to meet the types of need that cannot be met in Herne Bay town centre and which are consistent with the complementary role and function of the Commercial Area.

4.10 The site also presents key opportunities for the delivery of improved walking and cycling links to the west, connecting to Eddington Business Park (Site HB10), and Herne Bay railway station.

Policy HB8 - Altira

Altira - concept masterplan

Key

- Site boundary
- Residential development
- Commercial development
- Employment development
- Business development
- Mixed Commercial and Business development
- Opportunities for green corridors
- Opportunities to improve cycling/walking access and safety
- Pedestrian and cycle access - Indicative locations
- Vehicle access from Margate Road and Hillborough site - Indicative location

Site HB8 is allocated for business and commercial led, mixed use development with a limited amount of residential development. Planning permission will be granted for development which meets the following criteria:

1. **Development mix**

   Across the site, the development mix will include:

   (a) Non-residential development:

   (i) Parcel A - Approximately 9,000sqm of commercial floorspace;

   (ii) Parcel B - Approximately 4,800sqm of mixed business, commercial or compatible uses;

   (iii) Parcel C - Approximately 5,200sqm of business floorspace; and

   (iv) Parcel D - Approximately 1,245sqm of employment floorspace.

   (b) Approximately 67 new dwellings in the western section of the site on Parcel E including affordable housing, accessible housing and an appropriate housing mix in line with Policies DS1 and DS2.

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

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

2. **Design and layout**

   The design and layout of the site should:

   (a) Be developed in accordance with a masterplan, demonstrating a comprehensive approach to development, long-term management and stewardship;

   (b) Provide a high quality built environment, in line with Policy DS6, at an appropriate density. The proposals should comprise a high level of architectural and landscape design, including elevational composition, proportions, materials and detailing, and should reflect the character of the surrounding context;

   (c) Provide flats on Parcel E at around 80 dph on the eastern part of the parcel opposite the existing hotel. Houses at a minimum of 35 dph would be suitable on the western part of the parcel adjacent to the heritage assets. The applicant should consider if there are opportunities to increase the density to make efficient use of the land;

   (d) Provide non residential development of a similar height and massing to the existing buildings on and around the site. Buildings should be broken up visually in massing, height and appearance;

   (e) Assess Areas of Archaeological Potential;

   (f) Residential development must be carefully designed and located to ensure any potential conflicts with neighbouring commercial uses are minimised;

(g) Mitigate any adverse noise impacts from the adjacent railway line; and

(h) Provide the commercial floorspace as a large format only, consistent with the complementary role and function of the Commercial Area to the Town Centre.

3. **Landscape and green infrastructure**

The green and blue infrastructure strategy for the site should:

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

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

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

(d) Provide habitat, pollinator and ecological connectivity across the site and with the surrounding landscape, including with priority habitats, tree belts and open spaces; and

(e) Provide appropriate landscape buffers to protect the amenity and privacy of existing neighbouring residents and future residents.

4. **Access and transportation**

The access and transport strategy for the site should:

(a) Provide safe and convenient pedestrian and cycle connectivity including:

(i) New and improved walking and cycling routes within the site connecting the different land uses;

(ii) Enhanced walking and cycling connectivity to the Albert Hugo Friday Bridge; and

(iii) New and improved walking and cycling connections to Herne Bay Railway Station via Talmead Road and Eddington Lane, including new crossing locations on Margate Road.

(b) Primary vehicle access should be taken from within Altira Business Park (no additional vehicle access to Margate Road);

(c) Safeguard land for vehicle access and pedestrian and cycle connectivity to Site 3 in Policy CF1, to the east; and

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

Policy HB9 - Former Metric site

Former metric site - concept masterplan

Key

Site boundary

Open space/ biodiversity opportunities - Indicative locations

Site HB9 is allocated for a residential development. Planning permission will be granted for development which meets the following criteria:

1. **Development mix**

   Across the site, the development mix will include:

   (a) Approximately nine new dwellings including an appropriate housing mix in line with Policy DS2.

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

2. **Design and layout**

   The design and layout of the site should:

   (a) Provide a high quality built environment, at an appropriate density, in line with Policy DS6;

   (b) Provide development that relates to the character of the surrounding area and protects the amenity and privacy of residents from the adjacent existing employment uses; and

   (c) Assess Areas of Archaeological Potential and protect and enhance nearby heritage assets.

3. **Landscape and green infrastructure**

   The green and blue infrastructure strategy for the site should:

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

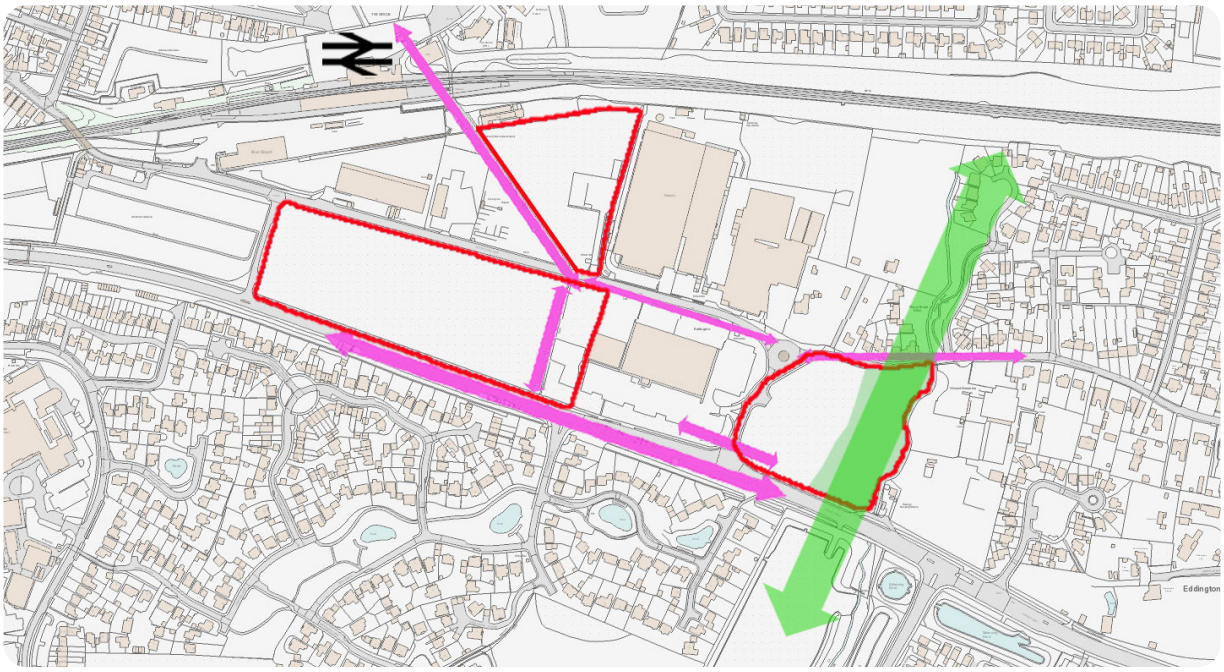
   (b) Provide 20% biodiversity net gain, in line with Policy DS21;

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

   (d) Provide landscape screening to the south of the site to the adjacent existing employment site.

Policy HB10 - Eddington Business Park

Eddington Business Park - concept masterplan



Key

- Site boundary
- Open space/ landscape buffer - Indicative locations
- Opportunities for green corridors
- Opportunities to improve cycl
- Railway station

Site HB10 is allocated for business development to provide 25,280sqm of additional E(g) floorspace over the period of the Local Plan.

The council will support a limited amount of residential development within the site where it can be demonstrated that the residential development will directly facilitate the delivery of the allocated business space. The council will use appropriate mechanisms to secure the delivery of business space alongside any residential development.

Any proposals for residential development will need to demonstrate that they will not compromise the ability of the site to deliver the allocated amount of business floorspace and must be accompanied by a sitewide masterplan demonstrating alignment with other policies in this plan such as for transport and infrastructure, community facilities and services and open space, to be agreed with the council.

Any residential development should be provided at optimal densities, making use of the sustainable location of the site, and should be located outside of Flood Zones 2 and 3.

Development should also relate to the character of the surrounding area and protect the amenity and privacy of residents from the adjacent existing employment uses.

Improvements to walking and cycling routes should form part of the development and a transport assessment should be provided to demonstrate the connectivity of the site with the existing highway network, any necessary mitigation and measures to minimise the need for use of private cars.

5. Rural areas

Rural service centres

5.1 Of the various rural settlements across the district the Rural Settlement Study (2020, 2023) identifies a number of highly sustainable settlements where residents can meet most of their day-to-day needs within the settlement itself. These "Rural Service Centres" provide access to key services such as primary schools, nurseries/pre-schools, GP surgeries, community halls and convenience stores; and serve both residents within the settlement and in nearby smaller rural settlements.

5.2 These Rural Service Centres therefore play a critical role in supporting our rural communities and this plan looks to ensure this function continues over the period of the Local Plan by supporting appropriate growth within these settlements and by ensuring that community facilities and services are protected and enhanced.

5.3 Settlement boundaries have been produced for these Rural Service Centres, following the methodology set out in the Development Topic Paper (2024). However, infilling may not always be acceptable as open spaces within the settlement boundary can often make an important contribution to the character of the settlement. Development needs to be considered in context with the size and character of the settlement it is planned for. Land outside of these settlement boundaries are within the countryside and should be considered in line with Policy R19.

5.4 Designated Neighbourhood Plan areas are given an identified housing need figure based on the spatial strategy and historical windfall development. The policy identifies this need over the entire plan period until 2040/41. Further information on the methodology used is available in the Development Topic Paper (2024).

Policy R1 - Rural service centres

1. Within the settlement boundaries of the designated Rural Service Centres of Sturry, Blean, Bridge, Chartham, Hersden and Littlebourne new housing development will be supported where it is:

   (a) Allocated for development in Policies R2 - R10, in an adopted Neighbourhood Development Plan or through the Carried Forward policies (Chapter 8);

   (b) The redevelopment of previously developed land, including at first-floor level or above existing commercial or community premises, where this is of a scale and form appropriate to the size and character of the settlement; or

   (c) Minor development including infilling on appropriate sites.

2. The council will seek to protect and enhance the sustainability of the Rural Service Centres by:

   (a) resisting the loss of community facilities and services and business or employment premises, and supporting proposals which further enhance the community and business offer, within the settlement boundaries;

   (b) protecting the network of valued open spaces and sports and recreation opportunities at the settlements;

   (c) supporting improvements to sustainable transport infrastructure and connectivity by active travel, including the PRoW network at the settlements; and

   (d) supporting proposals for new community facilities and services, business or employment space and tourism facilities outside settlement boundaries, where:

      (i) there is an identified local need for the proposal which outweighs any harm;

      (ii) the development is well related to and would be proportionate to the scale of the existing settlement;

      (iii) the development is appropriately accessible by sustainable transport, including by walking and cycling; and

      (iv) the development would not undermine the viability of existing provision within the settlement.

3. The Neighbourhood Plan housing requirement figure, between 2020/21 and 2040/41 is 42 dwellings for Bridge and 42 dwellings for Chartham.

Blean

5.5 Blean is classified as a Rural Service Centre in the District Settlement Hierarchy with good access to community facilities and services such as a primary school, GP surgery, local shops and community hall. The settlement is located within close proximity to Canterbury and is predominantly linear in form, built along the main route between Canterbury and Whitstable. As a result, Blean benefits from good bus connections between the city centre and the coast. To the west of the settlement is Blean Woods SAC and SSSI and to the north the landscape is dominated by Childs Forstal ancient woodland. To the south, designated Green Gap separates Blean and Canterbury.

Bridge

5.7 Bridge is classified as a Rural Service Centre in the District Settlement Hierarchy with good access to community facilities and services such as a primary school, GP surgery, local shops and a community hall. Located adjacent to the A2 to the south east of Canterbury , and situated entirely within the Kent Downs AONB, Bridge offers good connections to both the city and coast as well as direct bus connections to Canterbury, Dover and Folkestone. A designated Green Gap to the north separates Bridge from Canterbury.

5.8 Great Pett Farmyard (Policy R2) is located to the west of the village on brownfield land. The allocation will provide a farmstead-type development, which will sensitively integrate with the locally listed buildings and existing rural character of the site and its surroundings. The site will be well connected to Bridge with improved walking and cycling connections, and will be screened from the countryside with natural landscape buffers.

Policy R2 - Great Pett Farmyard

Great Pett Farmyard – concept masterplan

Key

Site boundary

Open space/ landscape buffer - Indicative locations

Opportunities to improve cycling/walking access and safety

Site R2 is allocated for residential development. Planning permission will be granted for development which meets the following criteria:

1. **Development mix**

   Across the site, the development mix will include:

   (a) Approximately 13 new dwellings including affordable housing, accessible housing and an appropriate housing mix in line with Policies DS1 and DS2.

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

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

2. **Design and layout**

   The design and layout of the site should:

   a) Provide a high quality built environment, in line with Policy DS6, with an appropriate density;

   (b) Provide a sensitive farmstead-type development, in keeping with the

character of the historic farmstead to the north and informed by the Kent Downs AONB Farmstead Guidance;

(c) Assess Areas of Archaeological Potential and protect and enhance nearby heritage assets, including Bourne Park Conservation Area, the Grade 2 Listed Building Great Pett Farmhouse, Pett Hill (West Side); and

(d) Sensitively integrate the Locally Listed buildings: Pett Hill Bridge/Barn at Great Pett Farm into the design of the residential development.

3. **Landscape and Green infrastructure**

The green and blue infrastructure strategy for the site should:

(a) Provide sustainable urban drainage measures;

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

(c) Incorporate opportunities where possible for landscape and biodiversity enhancements with regard to The Kent Downs AONB Management Plan;

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

(e) Conserve or enhance the PRoW network across the site ensuring key views from the network are protected and that the network provides multiple benefits such as being designed as part of green corridors; and

(f) Provide a substantial landscape buffer to the east, south and west of the site to provide visual separation between development and surrounding countryside.

4. **Access and transportation**

The access and transport strategy for the site should:

(a) Provide safe and convenient pedestrian and cycle including:

(i) Improved walking and cycling connections to Bridge, including via PRoW CB300.

Chartham

5.9 Chartham is located to the south west of Canterbury, adjacent to the Kent Downs AONB. The Rural Service Centre is located on the main route between Canterbury and Ashford, and benefits from good bus connections to both areas while Chartham train station provides good connection to Canterbury West, Ashford, Maidstone, as well as London St Pancras.. The Great Stour Way also provides a popular walking and cycling route to Canterbury city centre. Chartham benefits from good access to community facilities and services including two GP surgeries, a number of local shops, a primary school and community hall.

5.10 Land at Ashford Road (east) (Policy R3) and Land at Ashford Road (west) (Policy R4) will deliver employment and commercial development to meet the needs of the local economy. Development will integrate well within the existing commercial setting, while also providing opportunities for green corridors and biodiversity net gain.

Development allocations

Policy R3 - Land at Ashford Road (east)

Land at Ashford Road (east) – concept masterplan

Key

- Site boundary
- Other proposed sites
- Open space/ landscape buffer - Indicative locations
- Opportunities for green corridors
- Vehicle access - Indicative location

Site R3 is allocated for employment development. Planning permission will be granted for development which meets the following criteria:

1. **Development mix**

   Across the site, the development mix will include:

   (a) Approximately 1,480sqm of commercial, business or compatible uses (such as a car showroom).

2. **Design and layout**

   The design and layout of the site should:

   (a) Provide development that reflects the design, scale and massing of adjacent development and the edge of settlement location.

3. **Landscape and green infrastructure**

   The green and blue infrastructure strategy for the site should:

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

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

(c) Incorporate opportunities for landscape and biodiversity enhancements identified within the Local Character Area H1: Harbledown Fruit Belt as set out in Canterbury Landscape Character and Biodiversity Appraisal;

(d) Provide a landscape buffer along the northern boundary of the site to provide visual separation between development and surrounding countryside;

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

(f) Provide landscaping along the site frontage.

4. **Access and transportation**

The access and transport strategy for the site should:

(a) Priority should be given to providing primary access either via the existing development to the north-east or from Site R4.

Policy R4 - Land at Ashford Road (west)

Land at Ashford Road (west) – concept masterplan

Key

- Site boundary
- Other proposed sites
- Open space/ landscape buffer - Indicative locations
- Opportunities for green corridors
- Vehicle access - Indicative location
- Relocation of existing dwelling - Indicative location

Site R4 is allocated for employment development. Planning permission will be granted for development which meets the following criteria:

1. **Development mix**

   Across the site, the development mix will include:

   (a) Approximately 2,600sqm of commercial, business or compatible uses (such as a car showroom).

2. **Design and layout**

   The design and layout of the site should:

   (a) Provide development that reflects the design, scale and massing of adjacent development and the edge of settlement location; and

   (b) Sensitively relocate the existing dwelling to the western side of the site, adjacent to the existing residential properties to the west.

3. **Landscape and green infrastructure**

   The green and blue infrastructure strategy for the site should:

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

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

   (c) Incorporate opportunities for landscape and biodiversity enhancements identified within the Local Character Area H1:Harbledown Fruit Belt as set out in Canterbury Landscape Character and Biodiversity Appraisal;

   (d) Provide a landscape buffer along the northern boundary of the site to provide visual separation between development and surrounding countryside;

   (e) Provide a landscape buffer between the relocated dwelling and the new employment development to create separation between the uses;

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

   (g) Provide landscaping along the site frontage.

4. **Access and transportation**

   The access and transport strategy for the site should:

   (a) Provide primary vehicle access via Ashford Road.

Hersden

5.11 Hersden is situated on the A28 between Canterbury and Margate, north of the Stodmarsh National Nature Reserve. Hersden benefits from good bus connections between the city centre and Thanet. As a Rural Service Centre, Hersden benefits from a wide range of local facilities and services that include a secondary school, primary school, local convenience store and community centre. There is also a large business park to the east offering a variety of services and employment opportunities.

5.12 Hersden has seen significant development through the Canterbury District Local Plan (2017) and more limited development is now proposed, along with a new Green Gap between Hersden and Westbere.

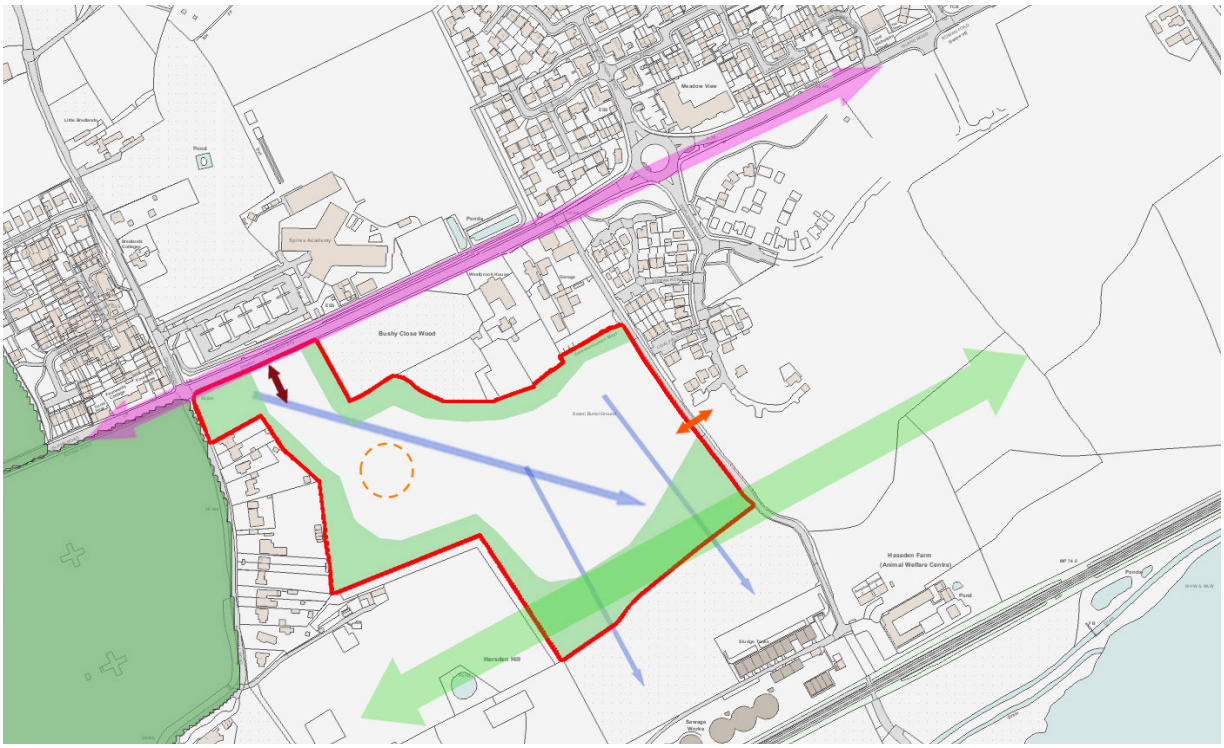
5.13 Bread and Cheese Field (Policy R5) will provide an extension of the settlement to the South West, adjacent to the Hoplands development site. A mixture of housing types will be provided, and development will deliver appropriate walking and cycling connections to the Hoplands site, as well as to Sturry, to improve connectivity. Key views to the south will be preserved and a landscape buffer will ensure visual separation between the site and surrounding countryside.

5.14 Land at Hersden (Policy R6) will provide a small parcel of development adjoining the strategic Land North of Hersden site (Site 8, Policy CF1). This will be appropriately designed to integrate well with existing development in the area, with opportunities for improving green corridors, including a natural buffer separating the Little Joiner's Wood.

Development allocations

Policy R5 - Bread and Cheese Field

Bread and Cheese Field – concept masterplan



Key

- Site boundary
- Open space/ landscape buffer - Indicative locations
- Opportunities for green corridors
- Community hub - indicative locations
- Proposed Green Gap
- Opportunities to improve cycling/walking access and safety
- Vehicle access - Indicative location
- Opportunities for new cycling/walking connections
- Key views

Site R5 is allocated for residential development. Planning permission will be granted for development which meets the following criteria:

1. **Development mix**

   Across the site, the development mix will include:

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

   (b) Non-residential development:

   (i) Consideration of need for additional local shopping and community facilities; and

   (ii) Proportionate land and build contributions towards early years, primary, secondary

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

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

2. **Design and layout**

The design and layout of the site should:

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

(b) Be coordinated with existing and planned development on nearby sites to allow for a comprehensive and coordinated approach to growth of the village;

(c) Relate to pattern, scale and character of existing development and ensure that development does not result in coalescence between Hersden and Westbere;

(d) Assess Areas of Archaeological Potential and protect and enhance nearby heritage assets;

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

(f) Provide an Odour Assessment and ensure no residential development is located in areas subject to odour from the adjacent Wastewater Treatment Works.

3. **Landscape and green infrastructure**

The green and blue infrastructure strategy for the site should:

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

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

(c) Incorporate opportunities for landscape and biodiversity enhancements identified within the Local Character Area F3: Hersden Ridge as set out in Canterbury Landscape Character and Biodiversity Appraisal;

(d) Provide a landscape buffer in the form of natural and semi-natural open space to the south of the site, and to the north of the site adjacent to the ancient woodland;

(e) Retain all ancient woodland and ancient or veteran trees, ensuring they are not damaged nor is their future retention threatened, in line with Policy DS18;

(f) Provide viewing corridors to the Stour Valley and surrounding countryside to the south of the site;

(g) Provide habitat, pollinator and ecological connectivity across the site and with the surrounding landscape, including with priority habitats and fragmented woodland; and

(h) Consider the protection, enhancement and restoration of Turtle Dove habitats within the site, consistent with RSPB guidance.

4. **Access and transportation**

The access and transport strategy for the site should:

(a) Provide safe and convenient pedestrian and cycle connectivity including:

(i) New and improved walking and cycling connections to amenities and services within Hersden including the adjacent Hoplands development;

(ii) New and improved walking and cycling connections to Sturry; and

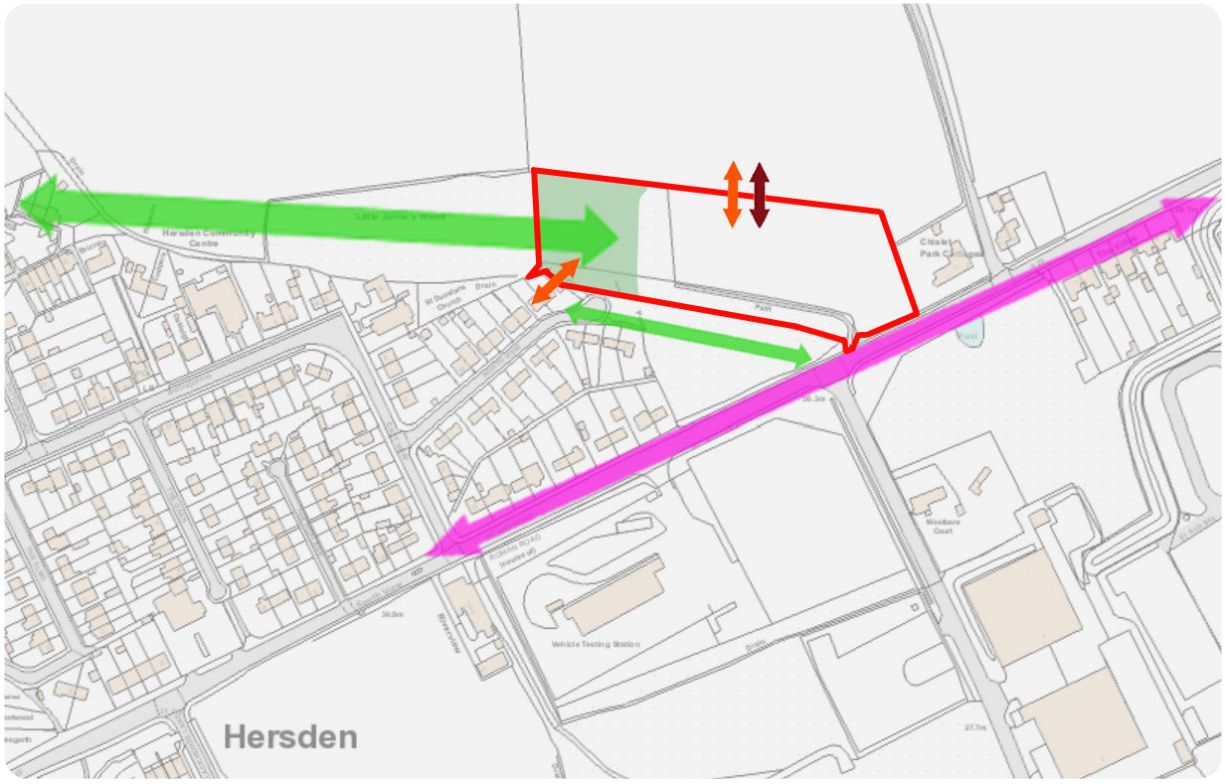
(ii) Improvements to the PRoW network crossing and around the site as required.

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

(c) Provide proportionate contributions to highway improvements to enable delivery of the Sturry Relief Road.

Policy R6 - Land at Hersden

Land at Hersden – concept masterplan



Key

- Site boundary
- Open space/ landscape buffer - Indicative locations
- Opportunities for green corridors
- Opportunities to improve cycling/walking access and safety
- Opportunities for new cycling/walking connections
- Vehicle access - Indicative location

Site R6 is allocated for residential development. Planning permission will be granted for development which meets the following criteria:

1. **Development mix**

   Across the site, the development mix will include:

   (a) Approximately 18 new dwellings including affordable housing, accessible housing and an appropriate housing mix in line with Policies DS1 and DS2.

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

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

2. **Design and layout**

   The design and layout of the site should:

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

   (b) Be coordinated with existing and planned development on neighbouring sites to allow for a comprehensive and coordinated approach to growth of the village;

   (c) Provide development which relates to the pattern, scale and character of existing development in the area and proposed development at Land North of Hersden (Site 8 in Policy CF1); and

   (d) Assess Areas of Archaeological Potential and protect and enhance nearby heritage assets.

3. **Landscape and green infrastructure**

   The green and blue infrastructure strategy for the site should:

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

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

   (c) Incorporate opportunities for landscape and biodiversity enhancements identified within the Local Character Area F3: Hersden Ridge and H2: Hoath Farmlands as set out in Canterbury Landscape Character and Biodiversity Appraisal;

   (d) Provide a landscape buffer to the west of the site adjacent to the ancient woodland; and

   (e) Provide habitat, pollinator and ecological connectivity across the site and with the surrounding landscape, including the fragmented woodland to the west and south of the site.

4. **Access and transportation**

   The access and transport strategy for the site should:

   (a) Priority should be given to providing primary vehicle access via Site 8 in Policy CF1; and

   (b) A walking and cycling link should be provided through the site connecting to Site 8 in Policy CF1.

Littlebourne

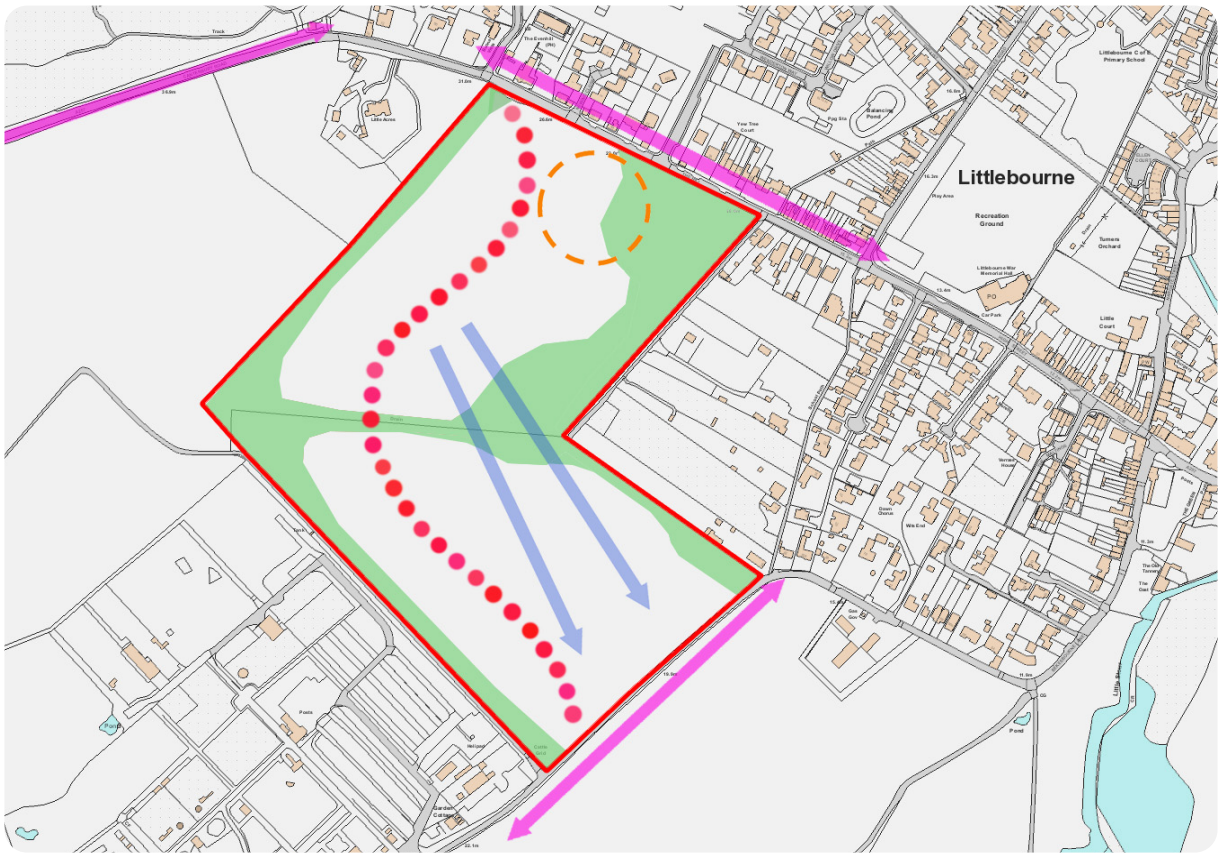
5.15 Littlebourne is located to the east of Canterbury, on the A257 road to Sandwich. There are regular bus connections to Canterbury and Sandwich, and a wide range of local services including a primary school, GP surgery, local convenience store and post office.

5.16 The Hill (Policy R7) will provide an extension to the settlement to the south west, sensitively bordering the Howletts Wild Animal Park. A mixture of housing will be provided to meet local needs. The site will also provide a link road connecting The Hill to Bekesbourne Lane, as well as improvements to the A257 for safer pedestrian and cycle accessibility to local services. New local shopping and community facilities will also be provided along the main road for the benefit of both new and existing residents. Key countryside views to the south will be preserved, and a large amount of natural and semi natural open space will be integrated within the site including on the perimeters to create a visual separation between the site and surrounding countryside.

5.17 Land north of Court Hill (Policy R8) will provide new homes as well as a small area of business space. Natural screening will be provided on the northern and western boundaries to provide visual separation between the site and countryside.

Policy R7 - The Hill, Littlebourne

The Hill – concept masterplan



Key

- Site boundary
- Open space/ biodiversity opportunities- Indicative locations
- Community and commercial uses- Indicative location
- Opportunities to improve cycling/walking access and safety
- Key views
- Link Road-Indicative route

Site R7 is allocated for mixed-use development. Planning permission will be granted for development which meets the following criteria:

1. **Development mix**

   Across the site, the development mix will include:

   (a) Approximately 300 new dwellings including affordable housing, older persons housing, accessible housing, self building housing and an appropriate housing mix in line with Policies DS1 and DS2.

   (b) Non-residential development:

   (i) Provision of new local shopping and community facilities, including a shop/cafe, to serve new and existing residents;

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

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

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

2. **Design and layout**

The design and layout of the site should:

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

(b) Create a compact and well-connected extension to the existing village community, with new community services and facilities located on the eastern part of The Hill to contribute to the enhanced sustainability of Littlebourne and to maximise integration with the existing built form of the settlement;

(c) Provide a high quality built environment, in line with Policy DS6, with an average net density of around 35 dph (excluding the older persons housing);

(d) Provide a significant amount of the required open space alongside the community facilities towards the north-east of the site to maximise accessibility for existing and future residents and to contribute to the character and vitality of the village;

(e) Incorporate development in the north and eastern parts of the site that relates to the pattern, character and frontages of existing development in the surrounding area;

(f) Provide a landscape buffer containing natural and semi natural open space to the north and west of the site to provide visual separation between development and surrounding countryside and Howletts Wild Animal Park;

(g) Assess Areas of Archaeological Potential and protect and enhance nearby heritage assets, including Littlebourne Conservation Area, the Grade 2 Listed buildings at 28, 28a and 28B The Hill, the Locally Listed Buildings Foresters Lodge and Even Hill Public House; and

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

3. **Landscape and green infrastructure**

The green and blue infrastructure strategy for the site should:

(a) Provide a comprehensive and integrated sustainable urban drainage network which makes use of the existing topography and natural features of the site where appropriate;

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

(c) Incorporate opportunities for landscape and biodiversity enhancements identified within the Local Character Area H6: Littlebourne Fruit Belt set out in Canterbury Landscape Character and Biodiversity Appraisal;

(d) Retain and enhance elements of historic landscape including field boundaries and hedgerows and incorporate these where possible and appropriate into the design and layout of the development;

(e) Provide habitat, pollinator and ecological connectivity across the site and with the surrounding landscape, including with priority habitats; and

(f) Incorporate long distance views towards the countryside to the south-east with viewing corridors within open space.

4. **Access and transportation**

The access and transport strategy for the site should:

(a) Provide safe and convenient pedestrian and cycle connectivity including:

(i) New and improved walking and cycling connections to Littlebourne Church of England Primary School, Littlebourne Surgery and Bekesbourne Rail Station, including improvements to the access track from Bekesbourne Hill and step free access to the London bound platform;

(ii) Improvements to A257 for pedestrian and cycle accessibility and safety, including the junction of Nargate Street and the A257;

(iii) New and improved walking and cycling connections to Wickhambreaux, Bekesbourne, Patrixbourne and wider countryside to the east and west; and

(iv) Improvements to the PRoW network crossing and around the site as required.

(b) Provide a link road through the site connecting The Hill with Bekesbourne Lane; and

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

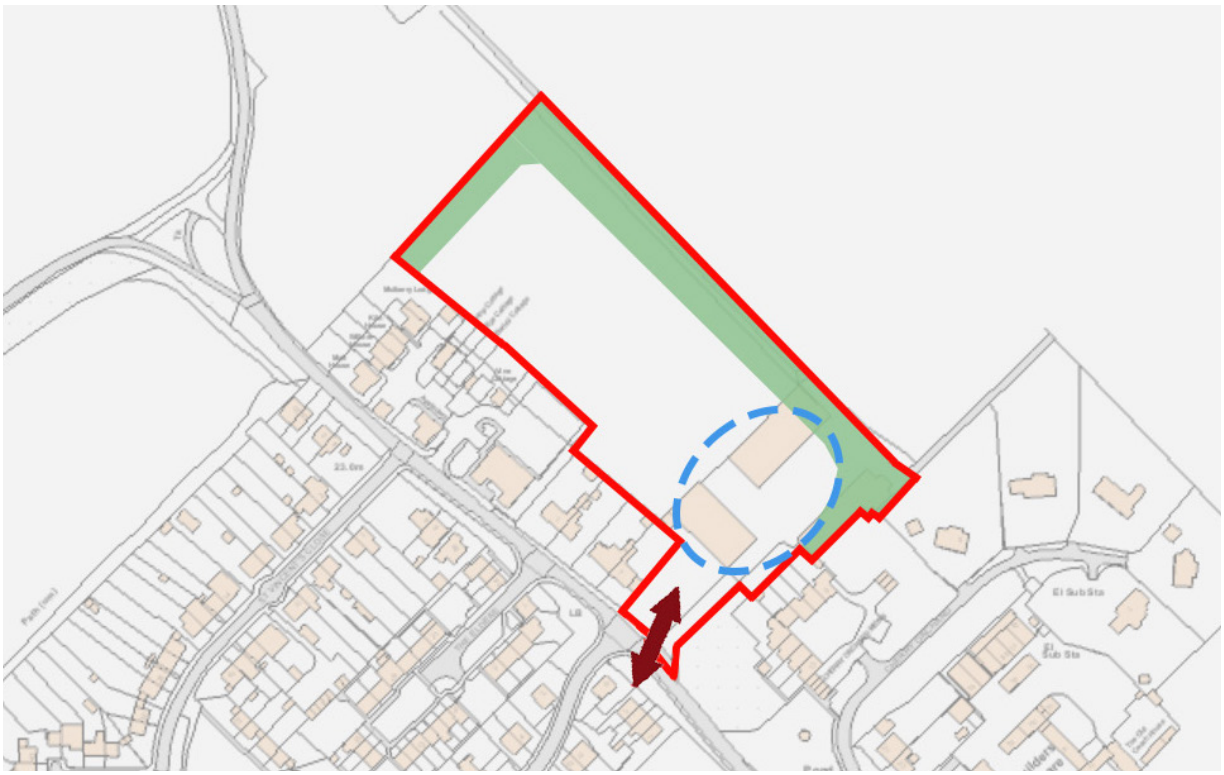
5. **Phasing and delivery**

(a) Waste water treatment works should be delivered at the earliest possible stage in the development.

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

Policy R8 - Land north of Court Hill

Land north of Court Hill – concept masterplan



Key

Site boundary

Open space/ landscape buffer - Indicative locations

Vehicle access - Indicative location

Business space

Site R8 is allocated for mixed-use development. Planning permission will be granted for development which meets the following criteria:

1. **Development mix**

   Across the site, the development mix will include:

   (a) Approximately 50 new dwellings including affordable housing, accessible housing and an appropriate housing mix in line with Policies DS1 and DS2.

   (b) Non-residential development:

   (i) Business or commercial space (minimum 400sqm); and

   (ii) Proportionate land and build contributions towards early years, primary, secondary and SEND education plus

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

(iii) Reprovision of the existing storage facilities for Scout Group.

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

2. **Design and layout**

The design and layout of the site should:

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

(b) Provide development that relates to the character of the surrounding area;

(c) Locate the business/ commercial space adjacent to the access of the site;

(d) Assess Areas of Archaeological Potential and protect and enhance nearby heritage assets;

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

3. **Landscape and green infrastructure**

The green and blue infrastructure strategy for the site should:

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

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

(c) Incorporate opportunities for landscape and biodiversity enhancements identified within the Local Character Area H7: Wickhambreaux Horticultural Belt set out in Canterbury Landscape Character and Biodiversity Appraisal;

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

(e) Provide an open space buffer containing natural and semi natural open space to the north and east of the site to provide visual separation between development and surrounding countryside.

4. **Access and transportation**

The access and transport strategy for the site should:

(a) Provide primary vehicle access from Court Hill Road.

5. **Phasing and delivery**

(a) The business/ commercial space should be provided as fully serviced land prior to the occupation of 50% of the total dwellings.

Sturry

5.18 Sturry is a Rural Service Centre which benefits from numerous services including two primary schools, a number of local shops, a library, dental surgery and cafes/pubs. Regular bus routes run through the settlement providing connections to Canterbury, Herne Bay and Thanet. Sturry train station also provides a direct link to London Victoria.

5.19 Sturry has seen very significant levels of growth through the Canterbury District Local Plan (2017), and the Sturry Relief Road is due to be delivered in the coming years. More limited development is now proposed, together with an extended Green Gap between the settlement and Broad Oak.

5.20 Land north of Popes Lane (Policy R9) will provide a modest extension of the settlement to the north. Development will deliver a mixture of housing types to meet local needs, and will be designed in keeping with the existing development. The existing Green Gap between Sturry and Broad Oak will be significantly extended to protect against coalescence between the two settlements.

5.21 Land at The Paddocks, Shalloak Road (Policy R10) will provide a small parcel of housing to the west of Site 2 in Policy CF1. Access to the site will be from Site 2 only, and new residents will also be able to benefit from the community facilities provided as part of this development. Open space will largely be provided to the north of the site, which provides good opportunities to improve green corridors.

Development allocations

Policy R9 - Land north of Popes Lane

Land north of Popes Lane – concept masterplan

Site R9 is allocated for residential development. Planning permission will be granted for development which meets the following criteria:

1. **Development mix**

   Across the site, the development mix will include:

   (a) Approximately 110 new dwellings including affordable housing, accessible housing and an appropriate housing mix in line with Policies DS1 and DS2.

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

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

2. **Design and layout**

   The design and layout of the site should:

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

   (b) Provide development focused in the southern section of the site, which relates to the existing pattern, scale, character and frontages of development in the area;

   (c) Ensure that the development does not contribute to coalescence of the settlements of Sturry and Broad Oak by providing open space on the area covered by the gas pressure pipeline buffer zone; and

   (d) Assess areas of Archaeological Potential and protect and enhance nearby heritage assets including the Grade 2 Listed Stable Block at Sweech Farm, Sweech Farmhouse, and the Barn at Sweech Farmhouse.

3. **Landscape and green infrastructure**

   The green and blue infrastructure strategy for the site should:

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

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

   (c) Incorporate opportunities for landscape and biodiversity enhancements identified within the Local Character Area F3: Hersden Ridge set out in Canterbury Landscape Character and Biodiversity Appraisal;

   (d) Preserve and enhance any long distance views towards the surrounding countryside from open space and PRoWs crossing the site;

   (e) Provide habitat, pollinator and ecological connectivity across the site and with the surrounding

landscape, including with priority habitats; and

(f) Provide a landscape buffer in the form of natural and semi natural open space to the north and east of the site adjacent to the countryside containing ancient woodland and Local Wildlife Site.

4. **Access and transportation**

The access and transport strategy for the site should:

(a) Provide safe and convenient pedestrian and cycle connectivity including:

(i) New and improved walking and cycling connections to local amenities and services;

(ii) New and improved walking and cycling connections to Hersden and Canterbury; and

(iii) Improvements to the PRoW network crossing and around the site as required.

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

(c) Provide proportionate contributions to highway improvements to enable delivery of the Sturry Relief Road.

5. **Phasing and delivery**

The Sturry Relief Road must be fully operational prior to the occupation of any dwellings on the site.

Policy R10 - Land at The Paddocks, Shalloak Road

Land at The Paddocks, Shalloak Road – concept masterplan

Key

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

Site R10 is allocated for residential development. Planning permission will be granted for development which meets the following criteria:

1. **Development mix**

   Across the site, the development mix will include:

   (a) Approximately 50 new dwellings including affordable housing, accessible housing and an appropriate housing mix in line with Policies DS1 and DS2.

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

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

2. **Design and layout**

   The design and layout of the site should:

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

(b) Provide development focused in the southern section of the site, which relates to the scale and character of the adjacent Site 2 (Policy CF1).

3. **Landscape and green infrastructure**

The green and blue infrastructure strategy for the site should:

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

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

(c) Provide a landscape buffer in the form of natural and semi-natural open space to the west of the site adjacent to Shalloak Road and a landscape buffer to the ancient woodland to the east;

(d) Provide open space in the northern part of the site including the area covered by the gas pressure pipeline; and

(e) Provide habitat, pollinator and ecological connectivity across the site and with the surrounding landscape, including with ancient woodland and priority habitats.

4. **Access and transportation**

The access and transport strategy for the site should:

(a) Provide vehicle access through Site 2 in Policy CF1. No vehicle access shall be permitted to Shalloak Road;

(b) Provide walking and cycling connections from the site to Site 2 (Policy CF1);

(c) Consider opportunities to improve bridleway connectivity; and

(d) Provide proportionate contributions to highway improvements to enable delivery of the Sturry Relief Road.

Local service centres

5.22 Settlements identified as Local Service Centres within the Rural Settlement Study (2020, 2023) provide a more limited range of services and facilities for residents but are considered to be relatively sustainable in the wider context of the district. Many of these settlements have their own primary schools and shops, and will also serve residents in nearby smaller rural settlements.

5.23 These Local Service Centres therefore play an important role in supporting our rural communities and this plan looks to ensure this function continues over the period of the Local Plan by supporting limited growth within these settlements and by ensuring that community facilities and services are protected and enhanced.

5.24 Settlement boundaries have been produced for these Local Service Centres, following the methodology set out in the Development Topic Paper (2024). However, infilling may not always be acceptable as open spaces within the settlement boundary can often make an important contribution to the rural character of the settlement. It is important to protect and retain areas of high landscape value or of ecological or environmental importance. Development needs to be considered in context with the size and rural character of the settlement it is planned for. Land outside of these settlement boundaries are within the countryside and should be considered in line with Policy R19.

5.25 Designated Neighbourhood Plan areas are given an identified housing need figure based on the spatial strategy and historical windfall development. The policy identifies this need over the entire plan period until 2040/41. Further information on the methodology used is available in the Development Topic Paper (2024).

Policy R11 - Local service centres

1. Within the settlement boundaries of the designated Local Service Centres of Adisham, Barham, Broad Oak, Harbledown, Hoath, Lower Hardres, Petham, Rough Common, Stuppington, Westbere and Wickhambreaux, new housing development will be supported where it is:

   (a) Allocated for development in Policies R12 - R18, in an adopted Neighbourhood Development Plan or through the Carried Forward Policies (Chapter 8);

   (b) The redevelopment of previously developed land, including at first-floor level or above existing commercial or community premises, where this is of a scale and form appropriate to the size and character of the settlement and protects the rural character of the settlement; or

   (c) Minor development including infilling on appropriate sites.

2. The council will seek to protect and enhance the sustainability of the Local Service Centres by:

   (a) Resisting the loss of community facilities and services and business or employment premises, and supporting proposals which further enhance the community and business offer, within the settlement boundaries;

   (b) Protecting the network of valued open spaces and sports and recreation opportunities at the settlements;

   (c) Supporting improvements to sustainable transport infrastructure and connectivity by active travel, including the PRoW network at the settlements; and

   (d) Supporting proposals for new community facilities and services, business or employment space and tourism facilities outside settlement boundaries, where:

      (i) There is an identified local need for the proposal which outweighs any harm;

      (ii) The development would be well related to and proportionate to the scale of the existing settlement and protects the rural character of the area;

      (iii) The development is appropriately accessible by walking and cycling; and

      (iv) The development would not undermine the viability of existing provision within the settlement.

3. In addition to the 1,150 dwellings on Site 11 (Policy CF1), 800 new dwellings allocated on Site C7, 95 homes allocated on C9 and 36 homes allocated on C10, between 2020/21 and 2040/41, the neighbourhood plan housing requirement figure for Thanington Parish is 0 dwellings.

4. In addition to 17 dwellings allocated on R18 - Land at Church Farm, the neighbourhood plan housing requirement figure for Hoath is 0 dwellings.

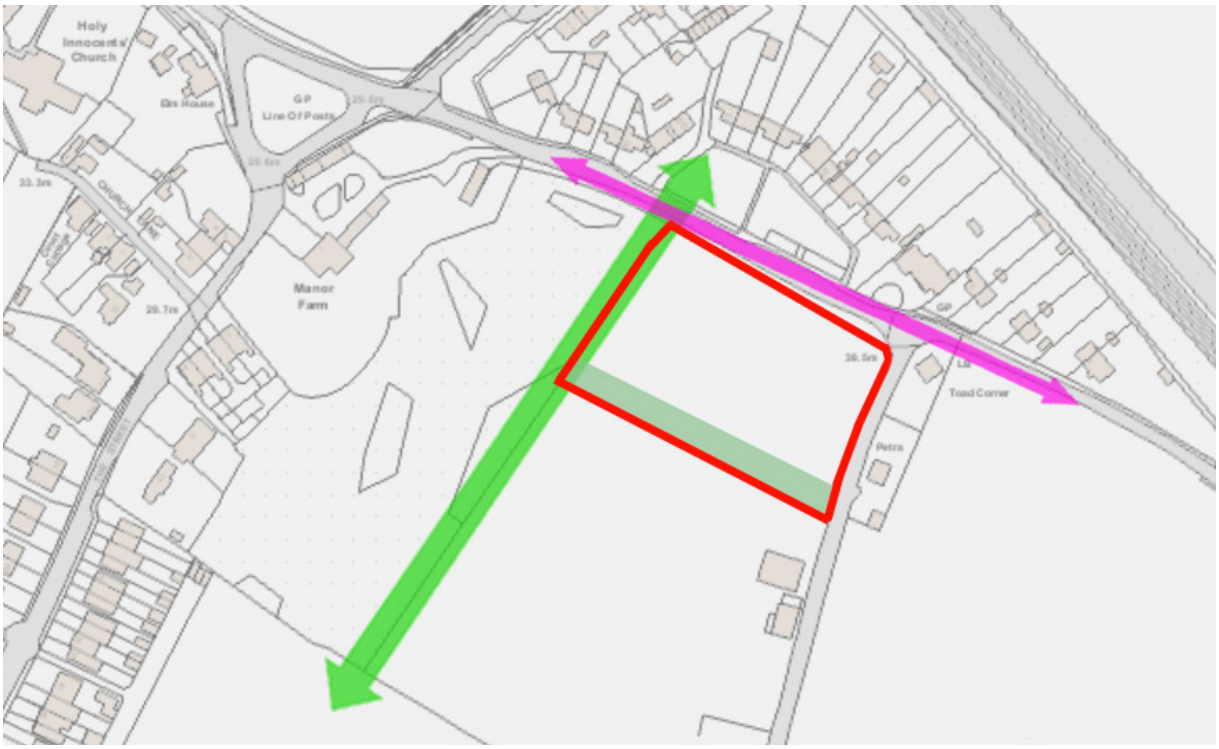
Adisham

5.26 Adisham is a rural settlement close to the eastern edge of the district's administrative boundary with access to the Canterbury East rail line. The village is predominantly linear in nature with a small area of development adjacent to Station Road and has access to some key services including a primary school and a village hall.

5.27 Land west of Cooting Lane and south of Station Road (Policy R12) is located at the northern end of the village, close to Adisham Station, and will form a modest extension to the settlement with development limited to the frontage of Station Road itself.

Policy R12 - Land west of Cooting Lane and south of Station Road

Land west of Cooting Lane and south of Station Road – concept masterplan



Key

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

Site R12 is allocated for residential development. Planning permission will be granted for development which meets the following criteria:

1. **Development mix**

   Across the site, the development mix will include:

   (a) Approximately 10 new dwellings including affordable housing, accessible housing and an appropriate housing mix in line with Policies DS1 and DS2.

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

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

2. **Design and layout**

   The design and layout of the site should:

   (a) Provide a high quality built environment, in line with Policy DS6, with an appropriate density with frontage to Station Road only; and

   (b) Provide development which relates to the existing pattern, character and scale of development in the area, including Adisham and Blooden Conservation areas.

3. **Landscape and Green infrastructure**

   The green and blue infrastructure strategy for the site should:

   (a) Provide sustainable urban drainage measures;

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

   (c) Incorporate opportunities where possible for landscape and biodiversity enhancements identified within the Local Character Area I1: Adisham Arable Downland set out in Canterbury Landscape Character and Biodiversity Appraisal;

   (d) Provide habitat, pollinator and ecological connectivity across the site and with the surrounding landscape, including with the fragmented trees and hedgerows;

   (e) Provide a substantial landscape buffer to the south of the site; and

   (f) Protect and enhance the existing trees on the frontage to Station Road following provision of an access.

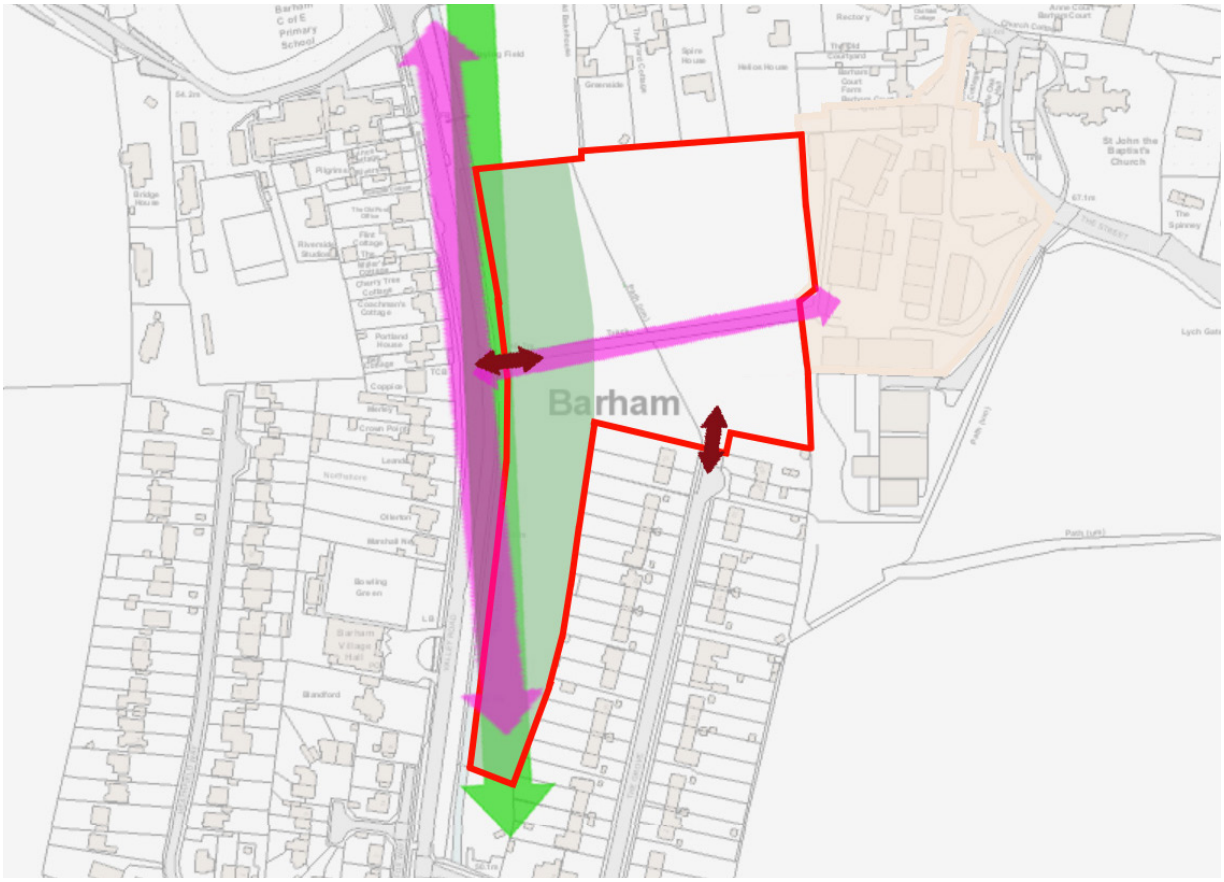
Barham

5.28 Barham is located to the south east of Canterbury, just west of the A2, and situated entirely within the Kent Downs AONB. The rural settlement is easily accessible from Canterbury and Dover has a good range of community facilities with a primary school, nursery/pre-school and a local shop.

5.29 The proposed development is intended to complement the Barham Court Farm site (Policy CF2) with a modest extension, together with the protection and improvement of the open space which forms part of the site and is unsuitable for development due to its location within the Flood Zone.

Policy R13 - Land adjacent to Valley Road

Land adjacent to Valley Road – concept masterplan



Key

- Site boundary
- Open space - Indicative locations
- Opportunities for green corridors
- Opportunities to improve cycling/walking access and safety
- Carried Forward 2017 Local Plan housing allocations
- Vehicle access - Indicative location

Site R13 is allocated for residential development. Planning permission will be granted for development which meets the following criteria:

1. **Development mix**

   Across the site, the development mix will include:

   (a) Approximately 20 new dwellings including affordable housing, accessible housing and an appropriate housing mix in line with Policies DS1 and DS2.

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

2. **Design and layout**

   The design and layout of the site should:

   (a) Provide a high quality built environment, in line with Policy DS6, with an average net density of 20 dph;

   (b) Provide development in the east of the site which relates to the pattern, character and scale of development along The Grove, Barham Conservation Area and allocation HD4: Barham Court Farm;

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

   (d) Outdoor sports and play open space should be provided in the north-west corner of the site adjacent to the existing playing field.

3. **Landscape and Green infrastructure**

   The green and blue infrastructure strategy for the site should:

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

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

   (c) Incorporate opportunities where possible for landscape and biodiversity enhancements with regard to the Kent Downs AONB Management Plan; and

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

4. **Access and transportation**

   The access and transport strategy for the site should:

   (a) Safeguard and/or delivery of as appropriate, access and connectivity from Valley Road to Barham Court Farm (Policy CF2);

   (b) Provide a pedestrian crossing across Valley Road and new footways on the eastern side of the road; and

   (c) Provide an upgraded bridge over the Nailbourne to serve as an access point.

Broad Oak

5.30 The village of Broad Oak sits to the north-west of Sturry and has seen significant levels of development through the Canterbury District Local Plan (2017).

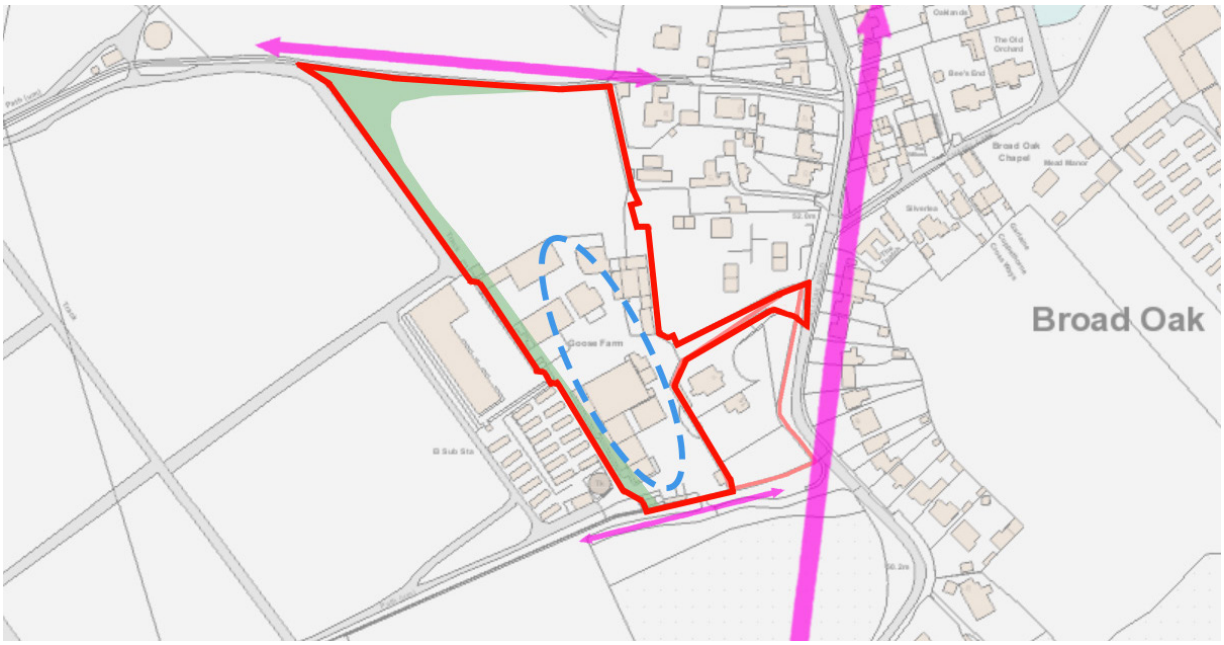
5.31 More limited development is now proposed and the proposed sites R14, R15 and R16 represent small scale extensions which broadly align with the existing pattern of the village.

5.32 The proposed reservoir and country park to the north of the village will provide a significant asset for the local community with pedestrian and cycle routes, leisure facilities, water sports, an educational centre, birdwatching, sensory trails and picnic areas.

Development allocations

Policy R14 - Land at Goose Farm, Shalloak Road

Land at Goose Farm, Shalloak Road – concept masterplan



Key

- Site boundary
- Other proposed sites
- Open space/ landscape buffer - Indicative locations
- Opportunities to improve cycling/walking access and safety
- Business space

Site R14 is allocated for mixed-use development. Planning permission will be granted for development which meets the following criteria:

1. **Development mix**

   Across the site, the development mix will include:

   (a) Approximately 26 new dwellings including affordable housing, accessible housing and an appropriate housing mix in line with Policies DS1 and DS2.

   (b) Non-residential development:

      (i) Provision of business space (minimum 1,880sqm); and

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

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

2. **Design and layout**

   The design and layout of the site should:

   (a) Provide a high quality built environment, in line with Policy DS6, with an average net density of 20 dph;

   (b) Provide development which relates to the existing pattern, scale and character of development in the area;

   (c) Ensure housing development in the north of the site should be focused to the eastern side to be in keeping with the existing settlement; and

   (d) Assess Areas of Archaeological Potential and protect and enhance nearby heritage assets.

3. **Landscape and green infrastructure**

   The green and blue infrastructure strategy for the site should:

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

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

   (c) Incorporate opportunities for landscape and biodiversity enhancements identified within the Local Character Area F2: Stour Valley Slopes as set out in Canterbury Landscape Character and Biodiversity Appraisal;

   (d) Provide a landscape buffer to the west of the site adjacent to the existing agricultural buildings;

   (e) Provide a landscape buffer in the form of natural and semi-natural open space to the north-west of the site; and

   (f) Provide habitat, pollinator and ecological connectivity across the site and with the surrounding landscape.

4. **Access and transportation**

   The access and transport strategy for the site should:

   (a) Maintain access to neighbouring existing agricultural buildings and land use where appropriate.

5. **Phasing and delivery**

   The business space should be provided as fully serviced land prior to the occupation of 50% of the total dwellings.

Policy R15 - Land at Shalloak Road

Land at Shalloak Road – concept masterplan

Key

Site boundary

Other proposed sites

Vehicle access - Indicative location

Site R15 is allocated for residential development. Planning permission will be granted for development which meets the following criteria:

1. **Development mix**

   Across the site, the development mix will include:

   (a) Approximately 12 new dwellings, including affordable housing, accessible housing and an appropriate housing mix in line with Policies DS1 and DS2.

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

2. **Design and layout**

   The design and layout of the site should:

   (a) Provide a high quality built environment, in line with Policy DS6, with an average net density of 20dph;

(b) Provide development which relates to the existing pattern, scale and character of development in the area, including on the frontage to Shalloak Road; and

(c) Assess Areas of Archaeological Potential and mitigate any adverse impacts on heritage assets.

3. **Landscape and green infrastructure**

The green and blue infrastructure strategy for the site should:

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

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

(c) Incorporate opportunities for landscape and biodiversity enhancements identified within the Local Character Area F2: Stour Valley Slopes as set out in the Canterbury Landscape Character and Biodiversity Appraisal; and

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

4. **Access and transportation**

The access and transport strategy for the site should:

(a) Provide vehicular access from the northern boundary of the site only. No new vehicular access onto the main Shalloak Road will be permitted.

Policy R16 - Land fronting Mayton Lane

Land fronting Mayton Lane – concept masterplan

Key

Site boundary

Open space/ landscape buffer - Indicative locations

Opportunities to improve cycling/walking access and safety

Site R16 is allocated for residential development. Planning permission will be granted for development which meets the following criteria:

1. **Development mix**

   Across the site, the development mix will include:

   (a) Approximately 8 new dwellings including an appropriate housing mix in line with Policy DS2.

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

2. **Design and layout**

   The design and layout of the site should:

   (a) Provide a high quality built environment, in line with Policy DS6, with an average net density of 20dph;

   (b) Provide development which relates to the existing pattern, scale and character of development in the area, facing Mayton Lane; and

   (c) Protect and enhance the Locally Listed Golden Lion Public House.

3. **Landscape and green infrastructure**

   The green and blue infrastructure strategy for the site should:

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

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

   (c) Incorporate opportunities for landscape and biodiversity enhancements identified within the Local Character Area F2: Stour Valley Slopes as set out in Canterbury Landscape Character and Biodiversity Appraisal;

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

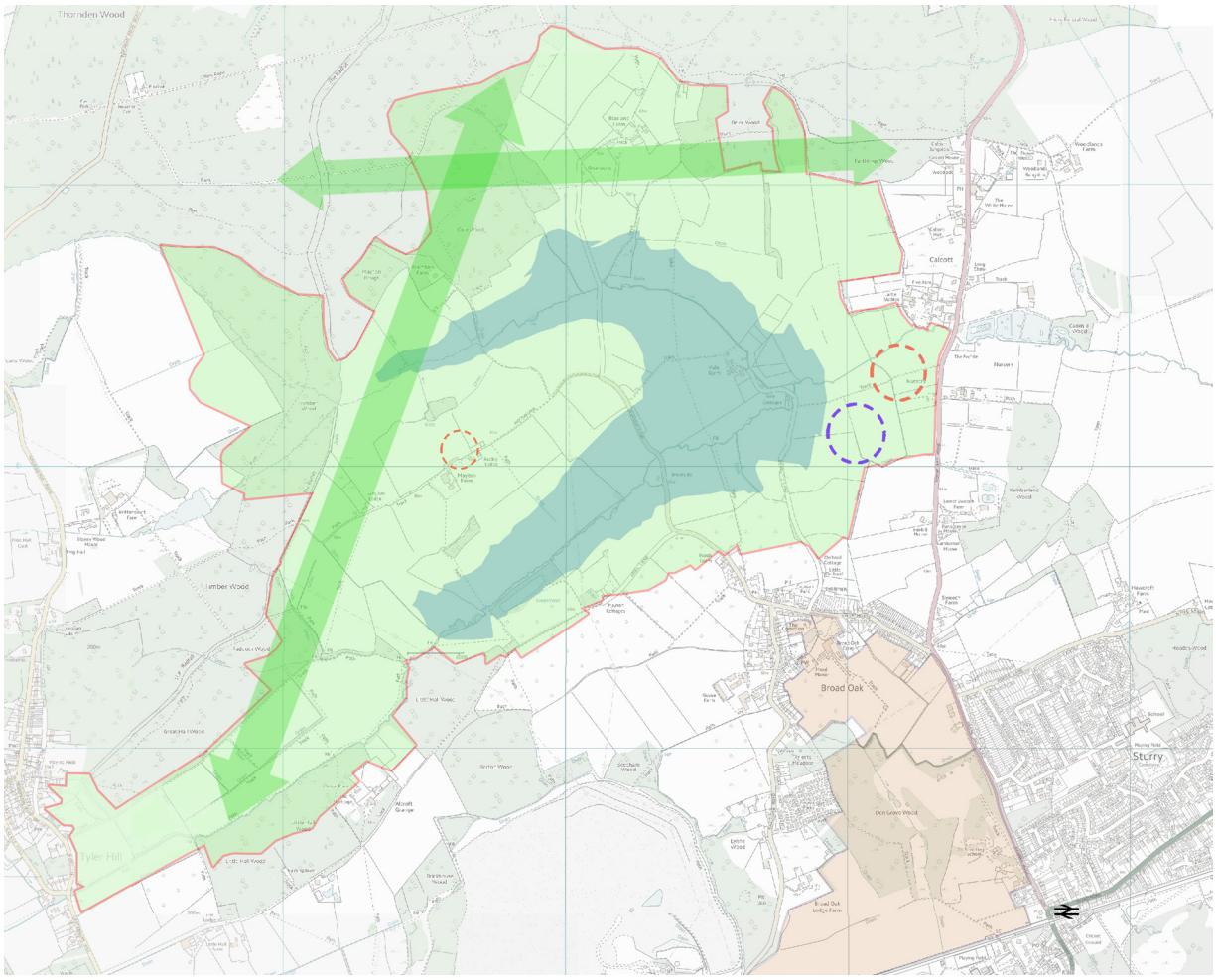
   (e) Provide a landscape buffer to the south and west of the site.

Broad Oak Reservoir and Country Park

5.33 Site R17 is allocated for a new reservoir and country park. The site presents a key opportunity for water infrastructure to support development in the district and wider area - as outlined in South East Water's adopted Business Plan. The provision of leisure facilities on the site is a unique offering for the district and allows the site to deliver both functional and recreational benefits for local communities.

Policy R17 - Broad Oak Reservoir and Country Park

Broad Oak Reservoir and Country Park – concept masterplan



Key

- Site boundary
- Indicative extent of country park
- Indicative extent of reservoir
- Carried Forward 2017 Local Plan strategic site allocations
- Visitor centres- Indicative locations
- Water treatment works -Indicative location
- Opportunities for green corridors

Site R17 is allocated for a reservoir and Country Park and associated development. Planning permission will be granted for development which meets the following criteria:

1. **Development mix**

   Across the site, the development mix will include:

   (a) 77ha fresh water reservoir with water treatment works, associated

infrastructure and realignment of Sarre Penn, if appropriate;

(b) Water sports including access into the reservoir and associated infrastructure;

(c) Cafe/restaurant;

(d) Education/Visitor Centre including community uses;

(e) Sports and leisure uses such as outdoor pursuits;

(f) Birdwatching walks including birdwatching hides or shelters;

(g) Pedestrian and cycle routes including family friendly, wheelchair accessible, and art and sensory trails;

(h) Picnic areas; and

(i) Cycle and car parking.

2. **Design and layout**

The design and layout of the site should:

(a) Be developed in accordance with a masterplan demonstrating a comprehensive approach to development, long-term management and stewardship;

(b) Provide development that is sensitively designed to reflect the rural character and ensure design, scale and materials reflect the location;

(c) The community, education, sports uses and water treatment facilities should be located on the eastern side of the site, sharing an access and parking facilities. Consideration should be given to the scope of the reuse of existing buildings on western side of the site to further expand the range of facilities available;

(d) Appropriate relocation, reconstruction and enhancement of the Grade 2 listed building, Vale Farmhouse, Barnetts Lane within the site, in consultation with relevant specialists including the County Archaeologist and Historic England;

(e) Protect and enhance nearby heritage assets including the Grade 2 Listed Building Blaxland Farmhouse, Locally Listed Building Little Mayton, Mayton Lane Sturry and Tyler Hill Conservation Area;

(f) Mitigate any adverse noise impacts from the proposed water treatment works; and

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

3. **Landscape and green infrastructure**

The green and blue infrastructure strategy for the site should:

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

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

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

(d) Incorporate opportunities for landscape and biodiversity enhancements identified within the Local Character Area E2: Sarre Penn Valley set out in Canterbury

Landscape Character and Biodiversity Appraisal;

(e) Retain and where appropriate enhance the ancient woodland and West Blean & Thornden Woods Site of Special Scientific Interest;

(f) Ensure a substantial buffer between any development and the West Blean & Thornden Woods Site of Special Scientific Interest, ancient woodland and Little Hall and Kemberland Woods and Pasture Local Wildlife Site;

(g) Aim to retain as much priority habitat as possible, and provide adequate mitigation where this is not possible;

(h) Provide habitat, pollinator and ecological connectivity across the site and with the surrounding landscape, including with fragment woodland, ancient woodland and priority habitats; and

(i) Conserve or enhance the PRoW network across the site ensuring key views from the network are protected and that the network provides multiple benefits such as being designed as part of green corridors.

4. **Access and transportation**

The access and transport strategy for the site should:

(a) Maximise safe and convenient pedestrian and cycle connectivity to existing routes and nearby settlements including provision of a Herne Bay to Canterbury cycle route;

(b) Deliver a comprehensive network of safe walking and cycling accessible routes and trails for all levels of mobility, incorporating the PRoW network. PRoW routes should be sensitively realigned where required;

(c) Provide primary access from Herne Bay Road;

(d) Provide appropriate access arrangements and vehicle and cycle parking facilities for community, education, sports uses and water treatment facilities;

(e) Maintain access to existing residential buildings to the north (and east) of the site; and

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

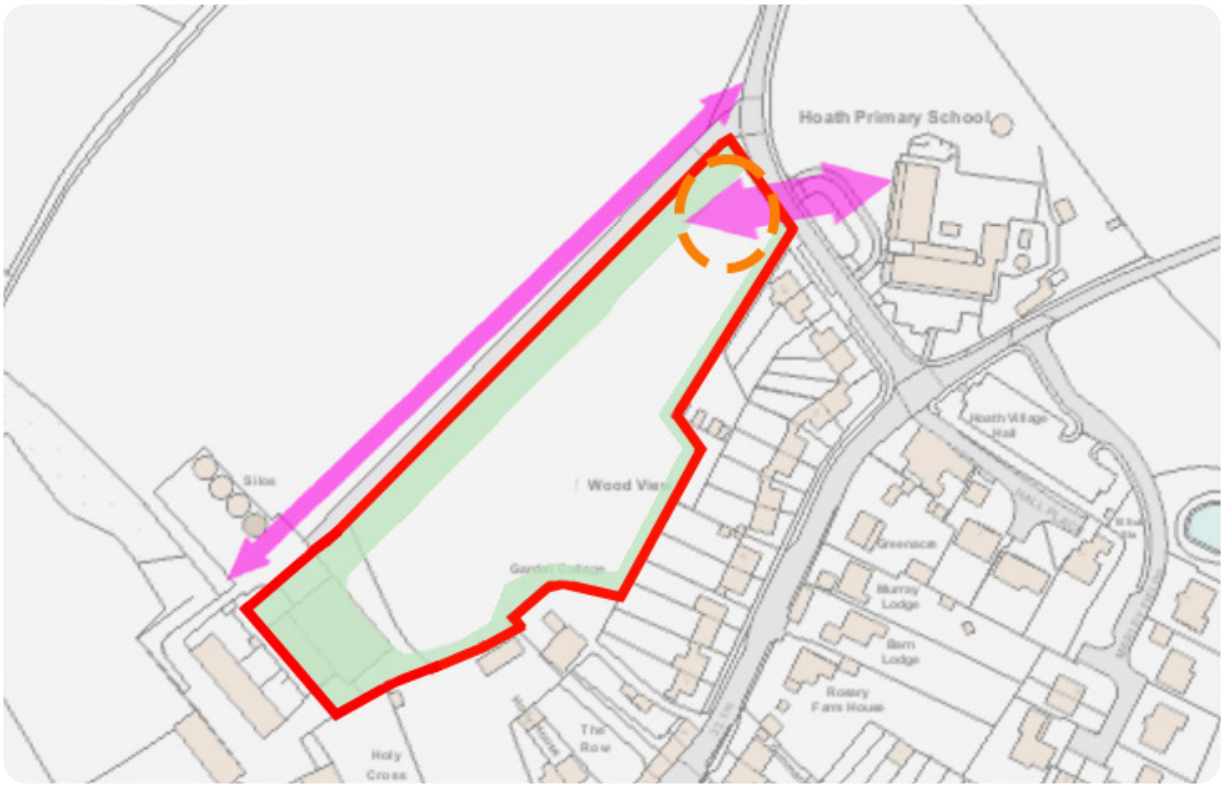
Hoath

5.34 Hoath is a small village in the north east of the district, with a good range of services including a primary school and village hall.

5.35 The proposed allocation would provide a modest extension to the village to deliver an appropriate mix of homes, including some affordable housing, together with an opportunity for a village shop.

Policy R18 - Land at Church Farm

Land at Church Farm – concept masterplan



Key

Site boundary

Open space/ landscape buffer - Indicative locations

Opportunities to improve cycling/walking access and safety

Non residential uses - Indicative location

Site R18 is allocated for mixed-use development. Planning permission will be granted for development which meets the following criteria:

1. **Development mix**

   Across the site, the development mix will include:

   (a) Approximately 17 new dwellings including affordable housing, accessible housing and an appropriate housing mix in line with Policies DS1 and DS2.

   (b) Non-residential development:

      (i) Provision of new local shopping and community facilities (approximately 0.07ha); and

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

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

2. **Design and layout**

   The design and layout of the site should:

   (a) Provide a high quality built environment in line with Policy DS6, with an average net density of 20 dph;

   (b) Provide development that relates to the character of the surrounding area;

   (c) Locate local shopping and community facilities plus associated car parking adjacent to the access of the site from School Lane; and

   (d) Protect and enhance nearby heritage assets including Hoath, Rushbourne And Tile Lodge conservation area.

3. **Landscape and green infrastructure**

   The green and blue infrastructure strategy for the site should:

   (a) Provide sustainable urban drainage measures;

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

   (c) Incorporate opportunities for landscape and biodiversity enhancements identified within the Local Character Area H2: Hoath Farmlands set out in Canterbury Landscape Character and Biodiversity Appraisal;

   (d) Provide a substantial landscape buffer to the north of the site to provide visual separation between development and surrounding countryside; and

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

4. **Access and transportation**

   The access and transport strategy for the site should:

   (a) Provide safe and convenient pedestrian and cycle connectivity including a pedestrian crossing point on School Lane.

5. **Phasing and delivery**

   The local shopping and community facilities plus associated car parking should be provided prior to the occupation of 50% of the total dwellings.

Countryside

5.36 Rural settlements in the district classified as Villages or Hamlets in the Rural Settlement Study (2020, 2023) have either no services or very limited services and are generally considered to be unsustainable locations for new housing development. All parts of the district outside of settlement boundaries of the Urban Areas, New Rural Settlement (Policy C12), Rural Service Centres and Local Service Centres are therefore defined as countryside, where priority will be given to protecting the rural character of the district.

5.37 Within the countryside the plan seeks to support agricultural development, including viticulture, and enable the protection and sensitive enhancement of existing community facilities and businesses to support the district's rural economy. Designated green gaps which prevent coalescence between settlements will be protected from development which would harm the openness of these areas.

5.38 Designated Neighbourhood Plan areas are given an identified housing need figure based on the spatial strategy and historical windfall development. The policy identifies this need over the entire plan period until 2040/41. Further information on the methodology used is available in the Development Topic Paper (2024).

Policy R19 - Countryside

1. Outside of urban or rural settlement boundaries, as defined on the policies map, within the countryside, new housing development will only be supported where it protects the rural character and appearance of the countryside and:

   (a) it represents appropriate infill development within the Villages and Hamlets identified in Policy SS3; or

   (b) it is required for agricultural or forestry purposes; or

   (c) it meets the requirements for the conversion of existing rural buildings as set out in Policy DS4; or

   (d) it meets the requirements for Rural Exception Sites or community-led development sites set out at Policy DS4; or

   (e) it meets the requirements for isolated homes in the countryside as set out in Policy DS4.

2. Proposals for agricultural development in the countryside, including viticulture, which support the district's rural economy will be encouraged where any adverse impacts on the landscape, historic and rural character of the countryside are appropriately mitigated.

3. Within the countryside proposals for new community facilities and services, business space and tourism facilities will only be supported where proposals meet the requirements of Policy R1 (2) (d), Policy R11 (2) (d) or Policy C17, or where:

   (a) there is an identified local need for the proposal which outweighs any harm;

   (b) the development protects the rural character of the area, including in terms of any cumulative impacts of similar developments, and any adverse impacts on the landscape and heritage are appropriately mitigated;

   (c) the development can be accommodated by the local highway network, has appropriate vehicular access is appropriately accessible by public transport and walking and cycling; and

   (d) the development would not undermine the viability of existing provision within the area.

4. The council will resist the loss of existing community facilities and services and existing business premises within the countryside, which support local communities and the district's rural economy. Proposals to improve or expand existing provision will be supported where this protects the rural character of the area and any adverse impacts on the landscape are appropriately mitigated.

5. The council will protect the network of valued open spaces, green infrastructure and sports and recreation opportunities that exist within the countryside and will resist development which affects the openness of designated green gaps which would erode the separation between, or the character or setting of, individual settlements.

6. The neighbourhood plan housing requirement figure, between 2020/21 and 2040/41, for Upper Hardres Parish is 0 dwellings and for Fordwich Parish it is 0 dwellings.

6. District-wide strategic policies

Housing and new communities

Affordable housing

6.1 The affordability of housing in the district continues to present a significant challenge to those seeking to buy or rent housing, and particularly for households who are unable to access housing at market levels.

6.2 The Housing Needs Assessment (2021) confirms a very significant level of need for affordable housing over the period of the Local Plan to ensure access to housing - including both rented and home ownership accommodation - and so it is important that qualifying developments continue to provide at least 30% affordable housing with an appropriate mix of tenures.

6.3 The Canterbury District Local Plan Viability Study (2022) confirms that this is achievable across the district, and further provides evidence that proposals for student accommodation and sheltered housing can viably make contributions to affordable housing provision in the district.

6.4 Where financial contributions for affordable housing provision are secured from development, the council will endeavour to spend the money locally. In particular should contributions be secured from development within the Kent Downs AONB, the council will aim to spend the funds within the Kent Downs AONB.

6.5 Policy DS1 aims to disperse affordable housing throughout a development to create a cohesive community. However, some grouping of affordable housing will be permitted where this is supported by a registered provider's identified management needs.

Policy DS1 - Affordable housing

1. Development proposals for 10 or more dwellings, or on sites of 0.5 hectares or greater, will provide at least 30% affordable housing. Affordable housing should be provided onsite.

2. The following tenure mix should be provided for affordable housing:

   (a) 66% for affordable or social rent;

   (b) 25% First Homes; and

   (c) 9% other affordable home ownership models.

   Development proposals should accord with the requirements of the council's most up-to-date Housing Strategy.

3. Development proposals for student accommodation, for sheltered housing or for extra care housing will be required to make financial contributions towards the provision of off-site affordable housing, in line with requirements below and the council's Commuted Sums Calculator:

   (a) Student accommodation (excluding shared living housing) - 30%;

   (b) Sheltered housing - 30%; and

   (c) Extracare housing (excluding brownfield sites) - 20%.

   Proposals for student accommodation by either University of Kent or Canterbury Christchurch University necessary for either university to maintain its student numbers will be exempted from this requirement.

4. In situations where the council has accepted viability evidence, in accordance with Policy DS7, the tenure and mix of affordable housing provision must be examined before any variation in the proportion of affordable housing.

5. Offsite financial contributions will only be considered where robust evidence is provided which clearly demonstrates that onsite provision is not suitable and/or achievable, having regard to the operational requirements of registered providers. In such cases, a financial contribution will be calculated in accordance with the council's Commuted Sums Calculator (Appendix 2).

6. On schemes of between 6 to 9 dwellings within the Kent Downs Area of Outstanding Natural Beauty commuted sums will be provided and paid prior to occupation of 50% of the units.

7. Affordable housing should be dispersed throughout the site, avoiding large clusters of affordable homes and integrated with the market housing. Affordable homes should accord with Policy DS6 so that quality and design is of an equally high standard to that of the private units on site.

8. In assessing proposals for development on a site that forms part of a site that is allocated for development within this plan, or that forms part of a site that has previously been granted planning permission, the council will apply the affordable housing requirements across the site as a whole.

9. Vacant building credit requests will be assessed on a site-by-site basis, where it can be demonstrated that the qualifying buildings are genuinely vacant. The vacant building credit applies where the building has not been abandoned, has not been made vacant for the sole purposes of redevelopment and is not covered by an extant or recently expired planning permission for the same or substantially the same development.

Housing mix

6.6 The Housing Needs Assessment (2021, 2024) identifies a clear need for a range of different housing types and sizes to respond to the housing needs of our communities. This mix changes for different parts of the district, and also varies depending on whether it is market housing or affordable housing. It is critical therefore that new developments provide an appropriate housing mix to reflect identified needs, particularly for large development sites, and these housing mixes have been shown to be viable in the Canterbury District Local Plan Viability Study (2022).

6.7 The provision of older persons housing is identified as a key issue in the Housing Needs Assessment (2021) and this plan seeks to ensure that new residential developments integrate provision within their sites. Other forms of housing development such self-build housing have also been considered as part of the Housing Needs Assessment (2021) however it is not considered proportionate to require a specific percentage of different forms of housing in new developments; instead the need should be considered at the planning application stage.

Policy DS2 - Housing mix

1. Development proposals which include new housing will provide sustainable mixed communities including a mix of housing types and sizes to meet the needs of the community.
2. The housing mix requirements for new market housing are set out below:

	Canterbury	Coastal Towns	Rural North	Rural South
1 bed	4%	5%	4%	4%
2 bed	24%	34%	23%	24%
3 bed	46%	42%	41%	44%
4+ bed	26%	18%	32%	28%

To ensure new residential development delivers a range of dwelling sizes and types to meet identified market housing needs:

(a) Proposals for more than 50 dwellings must include a market housing mix that is closely aligned with the Council's market housing mix requirements, subject to a 5% buffer for each dwelling size;

(b) Proposals for between 11 and 50 dwellings should aim to be closely aligned with the council's market housing mix requirements, subject to a 5% buffer for each dwelling size, unless site constraints, size and characteristics clearly indicate that the requirements cannot be achieved;

(c) Proposals for 10 or fewer dwellings, or 100% flatted schemes should include a market housing mix that reflects evidence of local housing needs.

Development proposals should accord with the requirements of the council's most up-to-date Housing Strategy.

3. The housing mix requirements for new affordable housing are set out below:

	Social or Affordable Rent	Affordable Home Ownership (including First Homes)
1 bed	48%	16%
2 bed	28%	43%
3 bed	19%	37%
4+ bed	5%	4%

To ensure new residential development delivers a range of dwelling sizes and types to meet identified affordable housing needs:

(a) Developers will be expected to identify a Registered Provider to take on the affordable housing early in the process; and

(b) Proposals for more than 50 dwellings must include an affordable housing mix that is closely aligned with the council's affordable housing mix requirements, subject to a 5% buffer for each dwelling size; or

(c) Proposals for up to 50 dwellings should provide an appropriate affordable housing mix for the size, type and location of development based on the affordable housing mix requirements, local needs and Registered Providers input.

Development proposals should accord with the requirements of the council's most up-to-date Housing Strategy.

4. Development proposals for more than 300 dwellings must consider whether there is an identified need that could be addressed proportionately on site for:

(a) Self and custom built housing; and

(b) Build-to-rent housing.

Any provision would form part of the market housing, not affordable housing.

5. To ensure that new major residential developments provide for the needs of different groups within the community:

(a) Proposals for 10 or more dwellings, or on sites of 0.5 hectares or greater, will provide a minimum of 15% of new dwellings built to M4 (2) standards, and 5% to be built to M4 (3) standards. Where appropriate, this may be provided as bungalows which must be designed to prevent their upwards extension or the creation of loft rooms, such as through a shallow roof pitch, and the council will apply a condition to remove the permitted development rights relating to upwards extension of these bungalows; and

(b) Proposals for 300 or more homes will provide a minimum of 10% of the homes as older persons housing. The type of provision should be based on local needs and the needs identified within the Housing Needs Assessment, or future updates.

6. Proposals for older persons housing and student accommodation will provide a minimum of 15% of new properties to be built to M4 (2) standards, and 5% to be built to M4 (3) standards. Proposals for self and custom built housing should

consider whether it is appropriate to be built to M4 (2) or M4 (3) standard. Proposals for gypsy and traveller pitches are not expected to provide a certain amount of M4 (2) or M4 (3) standard builds.

7. Proposals for older persons housing, student accommodation, gypsy and traveller accommodation, and self and custom built housing will not be expected to provide bungalows nor align with the bedroom mix set out above.

Estate regeneration

6.8 There are areas within the district with relatively poor quality social housing stock which would benefit from improvements, such as through retrofitting or redevelopment to improve the living environment for residents and improve the energy efficiency of homes.

6.9 The council will prepare a new Housing Strategy for the district to set out its plans to improve social housing stock in the district.

6.10 Within the period of this plan to 2040, it is anticipated that work to progress some redevelopment or regeneration within existing social housing areas may take place so this plan sets out a clear set of parameters, including in respect of affordable housing provision, to guide any such development.

Policy DS3 - Estate regeneration

1. The Council will work with its partners and local communities to examine opportunities for the long term regeneration of existing urban social housing estates, with a particular focus on areas of poor quality housing and opportunities to improve energy efficiency.

2. Estate regeneration schemes will be supported where they accord with other policies in this plan and:

   (a) All affordable housing floorspace is re-provided on an equivalent basis, or provide 30% affordable housing in line with Policy DS1, whichever is the highest amount of affordable housing; and

   (b) The housing mix provided reflects the particular needs of both existing and prospective future residents of the estate, taking consideration of Policy DS2; and

   (c) Proposals make efficient use of land and, should the scheme propose a lower total number of homes than the existing, this should be robustly justified; and

   (d) Proposals for estate regeneration schemes must be accompanied by a masterplan, which shall have been subject to extensive community engagement and design review, and shall robustly demonstrate the overall social, economic, environmental and health benefits of the proposal.

Rural housing

6.11 As set out elsewhere in this plan, housing development in the countryside, defined as any parts of the district outside of the settlement boundaries of the urban areas, rural service centres and local service centres, is generally considered to be unsustainable and will only be supported in very limited circumstances. Responding to the requirements of national policies however, this plan sets out clear criteria for assessing proposals for affordable housing-led or first time buyer-led schemes which must, inter alia, be located directly adjacent to a settlement boundary, together with requirements for proposals for isolated dwellings in the countryside.

Policy DS4 - Rural housing

1. Proposals for the development of Rural Exception Sites, will be permitted where:

   (a) They are designed to meet an identified affordable housing need, and it is demonstrated that this need cannot be accommodated in any other way;

   (b) The need for the development, in terms of scale and mix of types and tenures, is justified through a local housing needs survey, conducted by an independent body;

   (c) The development is directly adjacent to an Urban Area, Rural Service Centre or Local Service Centre;

   (d) The development would be proportionate in scale to the existing settlement, appropriately accessible by sustainable transport, including by walking and cycling, and the need for the development outweighs any harm;

   (e) The long term occupancy of the dwellings will be controlled through a legal agreement to ensure that the housing will continue to be available for a local need at an affordable price;

   (f) The development will be subject to management by a registered provider, village trust, parish council or a similar organisation; and

   (g) The market housing element will be limited to that required to make the scheme financially viable, and in all circumstances no more than 30% of the overall scheme. A viability assessment will be required with any application and will be validated by an independent assessor at the expense of the applicant.

2. For sites that would not otherwise be suitable as Rural Exception Sites, the development of exception sites for community-led development will be permitted where:

   (a) Land is not already allocated for housing;

   (b) The proposal comprises of one or more types of affordable housing;

   (c) The market housing element will be limited to that required to make the scheme financially viable, and in all circumstances no more than 30% of the overall scheme. A viability assessment will be required with any application and will be validated by an independent assessor at the expense of the applicant;

(d) The development site is not larger than one hectare;

(e) The development is directly adjacent to an Urban Area, Rural Service Centre or Local Service Centre; and

(f) The development is proportionate in size to the adjacent settlement and does not exceed 5% of the size of the existing settlement.

3. Planning permission for isolated dwellings in the countryside will only be granted if one of the following circumstances apply:

(a) For the re-use of heritage assets where the proposed development would represent the optimal viable use of a heritage asset or would be appropriate enabling development to secure the future of heritage assets.

(b) For the re-use of existing buildings where:

(i) The development would re-use redundant or disused buildings and lead to an enhancement to the immediate setting; or

(ii) The development would involve the subdivision of an existing residential building.

(c) For a new dwelling where:

(i) The design of the development is truly outstanding, reflecting the highest standards in architecture;

(ii) Would help to raise standards of design more generally in rural areas;

(iii) Would significantly enhance its immediate setting; and

(iv) Would be sensitive to the defining characteristics of the local area.

(d) For Rural Workers Dwellings where a temporary dwelling is proposed:

(i) There is a clearly established, existing functional need for agricultural, forestry or other full-time workers to live permanently at or near their place of work in the countryside. In such circumstances the council will require the applicant to produce an independent report demonstrating the need for the temporary dwelling and the financial viability of the business;

(ii) Be provided as a caravan or a wooden structure that can be easily dismantled, or other temporary accommodation; and

(iii) The temporary dwelling will be removed and the land restored to its previous condition after a maximum of three years.

(e) For Rural Workers Dwellings where a new permanent dwelling is proposed:

(i) There is a clearly established, existing functional need for agricultural, forestry or other full-time workers to live permanently at or near their place of work in the countryside. In such circumstances the council will require the applicant to produce an independent report demonstrating the need for the dwelling and the financial viability of the business over a long term period and how accommodation cannot be met through temporary or similar units;

(ii) Existing dwellings serving or closely connected with the holding do not provide sufficient accommodation for essential rural workers;

(iii) There are no alternative buildings in the area which are or could be made suitable and available for occupation through conversion or change of use;

(iv) The scale of the proposed dwelling is no larger than that required to meet the enterprises requirements; and

(v) Where appropriate, it should be sited in association with existing groups of farm buildings.

Specialist housing provision

6.12 The Housing Needs Assessment (2021) considers a wide range of different housing needs over the period of the Local Plan, including for older persons, student accommodation, and self-build housing. The Gypsy and Traveller and Travelling Showperson Accommodation Assessment (2024) considers the need for gypsy and traveller, and Travelling Showperson sites. The assessment identifies no need for Travelling Showperson sites, but there is a need for gypsy and traveller pitches. This plan therefore sets out clear criteria to ensure that these forms of housing are located and designed appropriately, and that existing provision for older persons housing is protected.

Policy DS5 - Specialist housing provision

1. Proposals for specialist older persons housing through new build, conversion or redevelopment and for extensions to existing nursing and residential care homes will be supported where:

   (a) They help address an identified need for care homes, nursing homes, age exclusive housing, retirement/ sheltered housing, enhanced sheltered housing or extra care housing; and

   (b) The proposal is sustainably located within a settlement boundary and with easy access to public transport.

2. The loss of specialist older persons housing will only be permitted where:

   (a) A replacement facility is to be provided of a better quality, which meets policy requirements and does not provide fewer bedspaces. The replacement facility must be completed prior to the existing facility being lost to prevent a shortage of bedspaces; or

   (b) It is demonstrated through a local housing needs survey, conducted by an independent body, that the current facility or accommodation is no longer required.

3. Proposals for purpose-built student accommodation within higher and further education campuses will be supported. Where this is not achievable, proposals must be located within a 10 minute walk of the relevant campus. In exceptional circumstances, where it can be demonstrated there are no suitable alternative sites, highly accessible locations may be considered.

4. Proposals for purpose-built student accommodation, including for higher and further education, must:

   (a) Be of a scale comparable to an increase in academic or administrative floorspace resulting in increased student numbers, or supported by evidence of an identified need for student accommodation;

   (b) Not compromise the delivery of sites allocated for general housing, employment or other uses within the Local Plan;

   (c) Demonstrate that any existing use for employment, commercial, leisure or other main town centre uses is no longer viable;

   (d) Not lead to an over-concentration of students in an otherwise residential area and therefore conflict with the purpose of HMO Policy DM3. A student management plan which appropriately mitigates potential harm to residential amenity agreed with the council will be required;

   (e) Make provision for affordable housing in line with Policy DS1;

   (f) Be located in an area well served by pedestrian and cycle routes and public transport, and easy access to local shops, community facilities and the establishment's existing educational facilities;

   (g) Be a car free scheme, which provides sufficient levels of high quality cycle storage;

   (h) Ensure parking requirements on site are kept to the operational minimum and include servicing, disabled and drop-off facilities, and demonstrate robustly that the proposal would not lead to an unacceptable level of car parking on the surrounding streets; and

   (i) Be well-designed, providing appropriate space standards and facilities and capable of being adapted in the future to alternative residential use.

5. Temporary use of purpose-built student accommodation during vacation periods for ancillary uses including tourist accommodation will normally be supported provided it can be demonstrated that adequate access and parking provision can be provided.

6. The loss of existing purpose-built student accommodation will be supported where:

   (a) It is demonstrated that the facility no longer caters for current or future needs;

   (b) The floorspace is replaced by another form of residential accommodation that contributes towards identified housing needs, with consideration given to opportunities to provide commercial or leisure floorspace at ground floor level where appropriate; and

   (c) It can be demonstrated that adequate access and parking provision can be provided for the proposed use(s).

7. The loss of existing gypsy and traveller accommodation will be supported where:

   (a) It is demonstrated that the site no longer caters for current or future needs; or

   (b) Acceptablereplacement accommodation is provided, prior to the loss of the existing site.

8. In considering applications for seasonal, temporary or permanent use of land by to use of land by Gypsy and Travellers and Travelling Showpeople, planning permission will be permitted if the following criteria are met:

(a) The site is within a reasonable distance of local services and facilities, including shops, public transport, schools, medical and social services, and would not place undue pressure on these services;

(b) The site is capable of being provided with on-site services such as water supply, sewage disposal and power supply;

(c) Where the site is within the built up area or on the outskirts of a settlement, it should be of a scale which respects, and does not dominate, the settled community;

(d) The use of the site should not have an adverse impact on residential amenity or existing buildings or uses, either by the design, close proximity, activities or operations on the site which would be detrimental to the surrounding area;

(e) Access to the site should not be detrimental to highway safety for vehicles and pedestrians;

(f) Proposals for day rooms should be of a size commensurate with their function as outbuildings serving caravans; and

(g) Proposals should incorporate a landscape strategy and an environmental management plan where appropriate.

In addition to the above requirements, proposals involving the use of land for Travelling Showpeople purposes should:

(h) make adequate provision for the storage of vehicles, trailers, plant and other equipment required; and

(i) be located with suitable access to the primary road network.'

9. Build to rent schemes will be supported where developments of self-contained, private rented homes (dwellings or flats) meet the following criteria:

(a) The homes are secured in single ownership providing solely for the rental market for an extended period minimum 20-year term with provision for clawback of affordable housing contributions should the covenant not be met;

(b) Tenancies for private renters are provided for an extended period above normal contract lengths (minimum of three years) with a break clause in the tenant's favour and structured and limited in-tenancy rent increases agreed in advance;

(c) High standard on-site management of the accommodation is provided; and

(d) 30% affordable or social rent housing is provided as part of the scheme.

10. The council will support development of, and serviced plots for, self and custom build housing where proposals accord with other policies within this plan. Planning applications for serviced plots for self and custom build housing must be accompanied by:

(a) A Design Brief detailing: layout; design parameters, including the design code; phasing plan (if five or more dwellings); and evidence to demonstrate how the scheme meets the definition of self and custom build; and

(b) Evidence of local need, taking consideration of the council's self and custom build register including engagement with the council about the district's requirements.

11. The reversion of self-build or custom build housing/serviced plots to open market housing will be permitted if evidence is provided to the council that plots have been appropriately marketed for sale and a buyer has not been found within a 12-month period. The plot must have been reasonably priced reflecting prevailing market values.

Sustainable design

6.13 Ensuring high quality design is at the heart of the Local Plan and new developments are required to demonstrate net zero operational carbon emissions, provide high levels of water efficiency and high speed broadband and to optimise the use of land, particularly in the city and town centres.

6.14 The council will use a variety of tools such as design codes, design guides and design review to ensure the highest quality levels of design are delivered across the district, while detailed and comprehensive masterplans, informed by community engagement, will be required for large development sites. Where appropriate, proposals should also have regard to other strategies produced by the council such as the Canterbury District Heritage Strategy (2018), the Green Infrastructure Strategy (2018) and the emerging Cultural Strategy.

6.15 Design should be considered at the very outset of any development scheme and this plan sets out a clear set of criteria which all developments must align with to be considered acceptable.

6.16 The council's Sustainable Design Guidance SPD provides additional support to developers in meeting sustainable design requirements. Design codes and/or guides will be prepared over the period of the Local Plan to set more detailed design parameters where necessary. The council will also consider the need for additional guidance to ensure that permitted schemes are implemented effectively to deliver for our communities.

Policy DS6 - Sustainable design

1. To minimise the carbon footprint of new residential and commercial development in the district:

   (a) New development shall be designed to achieve a recognised calculated Net Zero operational carbon emissions standard in line with the council's Sustainable Design Guidance SPD and emissions must be verified and reported to the council at the completion stage;

   (b) For development that does not achieve net zero operational emissions, the council will secure a financial contribution through a S106 agreement, in line with the council's carbon calculator, to mitigate any residual emissions. The calculation for a S106 contribution will be applied at full application or reserved matters stage. The overall contribution will be calculated over 30 years (the assumed lifetime of the development's services). The carbon price will be reviewed and published as necessary; and

   (c) Proposals for major development will be required to submit a whole-life carbon assessment for the development in line with the council's Sustainable Design Guidance SPD, along with evidence that the design, selection of materials and construction methods has taken care to minimise the life cycle carbon emissions.

2. Proposals for the development of new business, employment or community uses should be designed to meet an A Energy Performance Certificate using the Standard Assessment Procedure.

   In circumstances where this is not practical or feasible, the applicant will be required to demonstrate with robust evidence why this requirement cannot be met, and demonstrate

how opportunities for optimal energy performance and carbon emissions have been maximised.

3. Proposals for new non-residential buildings will be required to meet BREEAM 'Excellent' unless it can be robustly demonstrated that this would not be technically feasible.

4. All proposals for development should be designed to minimise the carbon footprint of the development and maximise energy efficiency including regulating internal and external temperatures through layout, orientation, design, materials and technologies, in line with the requirements of the council's Sustainable Design Guidance SPD.

5. To maximise water efficiency of new residential development in the district:

   (a) Proposals for ten or more homes, the water systems should be designed to achieve a per capita consumption of 90 litres per person per day;

   (b) Proposals for fewer than ten homes will be required to meet 90 litres per person per day unless it can be robustly demonstrated that this would not be technically feasible. In all cases they must meet the design water consumption higher water efficiency standard as set out in the latest edition of the Building Regulations (currently 110 litres per person per day, Building Regulations 2015 Edition); and

   (c) Proposals should demonstrate how the design will be achieved using the methodology set out in the Building Regulations, with the design performance presented as part of the Sustainable Design Statement.

6. Development proposals should ensure the efficient and optimal use of land:

   (a) Within and nearby to the City and Town Centres, higher density development, of at least 80 dwellings per hectare (net) for residential development, will be expected where this accords with other policies within this plan;

   (b) Within the urban areas and rural service centres, residential development at around 35 dwellings per hectare (net) will be expected where this accords with other policies within this plan. Higher densities may be permitted where evidence shows this is appropriate in relation to the specific site context;

   (c) On all sites development proposals should use a design-led approach to ensure appropriate densities; and

   (d) Proposals which fail to make efficient use of land will be refused.

7. The council will prepare design codes and/or guides, as necessary, which reflect local character and design preferences and provide a local framework for creating distinctive places with a consistent and high quality standard of design. The council will seek the involvement of local communities, including neighbourhood planning groups, in the production of these documents, so that they reflect local aspirations and are grounded in an understanding and evaluation of each area's defining characteristics.

8. Reflecting other policies in this plan, including site allocation policies where relevant, masterplans for proposals of over 300 homes should:

   (a) Be based on garden city principles;

(b) Set out a vision, and a statement of aims and objectives which considers a wider strategic context and forms a brief for the spatial masterplan;

(c) Set out strategies for:

(i) Community engagement;

(ii) Development mix including affordable housing;

(iii) Community services, facilities and infrastructure;

(iv) Health, culture and heritage;

(v) Economic development;

(vi) Energy, water, resources and waste and recycling;

(vii) Open space, and green and blue infrastructure;

(viii) Sustainable transport and active travel;

(ix) Implementation, phasing and infrastructure delivery; and

(x) Long term management and community stewardship, including governance arrangements.

(d) Provide a framework for the use of a design code.

9. The council places significant weight on high quality design, and expects all proposals for development to be genuinely design-led, contributing positively to the locality and to the council's objectives for healthy communities and for climate change. Development proposals for over 100 homes, non-residential developments of 10,000 sqm or more, or major developments within the City and Town Centres will be subject to design review. Development that is not well designed will be refused.

10. All proposals for development should:

(a) Enable and support healthy lifestyles, and provide inclusive, accessible and safe environments, with well-designed buildings, and where appropriate, active, visually interesting frontages, active and continual use of public areas, opportunities for natural surveillance and appropriate external lighting;

(b) Promote social interaction and foster a sense of place, through legible public spaces and tree-lined streets accessible local facilities and, where appropriate, incorporating a mix of uses, contributing towards well-being, inclusion and cohesion;

(c) Integrate new public realm and open spaces with existing movement and networks and permeability, incorporating appropriate seating, shade and shelter, and improving the quality and function and legibility of existing routes where possible;

(d) Promote healthy lifestyles by making walking, cycling and low-carbon travel modes easy, safe and accessible, with wide footways and dedicated cycleways where possible which link to the off site walking and cycling network including PROW;

(e) Provide or contribute towards a comprehensive green and blue infrastructure network, incorporating existing and new natural features and open spaces into a multifunctional network that supports quality of place, biodiversity and water management, and provides climate change mitigation and resilience;

(f) Provide or contribute towards an appropriate hierarchy of open spaces, including parks, squares, greens and pocket parks, to provide accessible and inclusive open spaces for play, food production, recreation and sport to encourage physical activity and promote well-being and social inclusion;

(g) Be designed based on an understanding of the site and its context, and integrate with and positively respond to the local character, heritage and existing communities, including in terms of its connectivity and its landscape and visual impact;

(h) Minimise adverse impacts on living conditions of neighbouring buildings and future occupiers including overshadowing, outlook, privacy and overlooking, sunlight and daylight;

(i) Plan effectively for servicing, recycling and refuse, including in terms of highways design and parking management, so that they are well-integrated into developments and neighbourhoods;

(j) Where necessary reflect the operational needs of affected utilities and associated infrastructure within the design; and

(k) Ensure appropriate parking provision, including electric vehicle charging and secure cycle storage, is attractive, well-landscaped and sensitively integrated into the built form, so that it does not dominate the street scene and does not compromise safe walking and cycling routes.

All proposals should be designed to meet the principles contained within Building for a Healthy Life and Secure by Design standard and/or designing out crime principles (or their successor documents). Proposals for more than 100 homes should include a Health Impact Assessment and a Crime Impact Statement as part of any planning application.

11. Proposals for residential and mixed use development within the urban areas, and for major residential and mixed use development elsewhere in the district, must deliver fibre to the premises (FTTP) infrastructure prior to first occupation. An FTTP Statement setting out how and when FTTP infrastructure will be delivered will need to be agreed with the council.

All other developments should provide for broadband connectivity in excess of 24mbps.

In circumstances where the delivery of FTTP is not practical or feasible, the applicant will be required to demonstrate with robust evidence why this requirement cannot be met, and demonstrate how opportunities for digital infrastructure have been maximised.

Proposals for major development across the district will be required to submit an assessment of the accessibility and quality of mobile data networks affecting the site and, where appropriate, examine opportunities to improve mobile data networks affecting the site.

Proposals to improve communications technology in the district, including for mobile data networks, will be supported where they are appropriately designed and located.

Infrastructure delivery

6.17 New development will generally place additional pressure on existing infrastructure, such as roads, schools, utilities infrastructure such as for water and power and community infrastructure such as community halls. It is critical that, through the new Local Plan, the impacts of new development are mitigated effectively. The council will use mechanisms such as the Community Infrastructure Levy and Section 106 Planning Agreements to ensure that developers make appropriate contributions towards necessary infrastructure improvements.

6.18 The timing of infrastructure delivery is an important consideration, and the council will expect a delivery programme to be developed and agreed, in consultation with infrastructure providers, to ensure that infrastructure is delivered at the right time to support growth.

6.19 The Canterbury District Local Plan Viability Study (2022) has tested the viability of policies in this plan and has demonstrated that the plan as a whole is viable and deliverable. The council will therefore not accept further viability evidence from developers at the planning application stage other than in extremely limited circumstances.

Policy DS7 - Infrastructure delivery

1. Where development creates a requirement for new or improved infrastructure beyond existing provision, developers will be expected to provide or contribute towards the additional requirement being provided to an agreed delivery programme.
2. Developments which cannot demonstrate that necessary infrastructure can be delivered at the right time to mitigate impacts will be refused.
3. Community infrastructure provided as part of new developments should be accessible to new and existing residents - preferably within 15 minutes walking time and always within 15 minutes cycling time - and should be designed to be flexible, adaptable and to promote social inclusion.
4. Development proposals should make provision for all the land required to accommodate any additional infrastructure arising from that development, or where it is demonstrated if it is not feasible to provide the required infrastructure on-site, set out a clear and effective strategy for provision off-site.
5. Dedicated Planning Agreements (S106 of the Town and Country Planning Act, 1990) will be used to secure the delivery of a range of site specific mitigation, and contributions towards strategic infrastructure mitigation, in accordance with the statutory tests, which will normally be provided on-site but may, where appropriate, be provided in an off-site location or via an in-lieu financial contribution.
6. The Community Infrastructure Levy will be used alongside S106 contributions to secure contributions to help fund the strategic infrastructure required to support the sustainable growth proposed in Canterbury District set out in this Local Plan and the Infrastructure Delivery Plan. The levy is applied to all

development that meets the qualifying criteria. The charges are set out in the CIL Charging Schedule.

7. Where critical infrastructure such as transport improvements, strategic environmental mitigation or utilities provision including sewerage is required ahead of development reaching a specific level of occupation, either as a whole, or separate phases of development, the council will use planning conditions and/or S106 agreements to manage the occupation of further release of land for development in line with the agreed infrastructure delivery programme. All types of infrastructure connections to existing footpaths and cycleways should be delivered prior to occupation.

8. To ensure that developments provide the necessary planning requirements to create and maintain sustainable settlements and neighbourhoods, deviation from policy requirements on grounds of viability will only be considered appropriate where one or more of the following have occurred to a significant degree since the adoption of the relevant development plan(s):

   (a) Additional infrastructure or abnormal development costs which could not reasonably have been foreseen at the time of the development plan's adoption; or

   (b) Adverse changes in building costs relative to sales values; or

   (c) Worsening of local market conditions such as a prolonged recession or an extraordinary local event demonstrably affecting development values.

   In these circumstances a viability appraisal of the development proposal will need to be submitted by the applicants explaining the circumstances which have led to the changes in viability since the relevant plan's adoption and justifying any variation proposed from the policy requirements. The council will recover from applicants all reasonable costs associated with an independent assessment of submitted viability appraisals where a deviation from policy requirements is sought. The submitted viability appraisal and the independent review will be published by the local planning authority with the planning application documentation.

9. Where policy requirements are not met due to an agreed viability reason the viability of the proposal will be reviewed every three years with a final review immediately prior to the completion of the development in accordance with the requirements of this policy to seek to achieve full policy compliance in later development phases.

Employment and the local economy

Business and employment areas

6.20 Business parks across the district play an important role in providing space for businesses to grow and thrive and make a significant contribution to the local economy and local employment. The Canterbury District Economic Development and Tourism Study (2020) confirms that these areas should be protected from inappropriate development through the period of the Local Plan, but recognises that flexibility is required to enable these areas to grow and evolve to respond to changes in the market.

6.21 Although business accommodation such as industrial space and storage space is largely focussed within these designated areas, business and employment premises across the district are an important source of local employment and this plan seeks to protect such uses where they remain viable and to support proposals for new businesses at alternative locations where appropriate.

6.22 Business space has an important role to play in responding to climate change and proposals will be required to incorporate high levels of energy efficiency and high speed broadband within their designs.

Policy DS8 - Business and employment areas

1. The following sites are identified as designated Business and Employment Areas on the policies map:
   (a) Barton Business Park, Canterbury
   (b) Eddington Business Park, Herne Bay
   (c) Hillborough Business Park, Herne Bay
   (d) Joseph Wilson Business Park, Whitstable
   (e) John Wilson Business Park, Whitstable
   (f) St Augustines Business Park/ Tyler Way, Whitstable
   (g) Lakesview Business Park/Canterbury Industrial Park, Hersden
   (h) Canterbury Business Park, Highland Court
   (i) Barham Business Park, Barham
2. Proposals for new business or employment premises, or the redevelopment, reconfiguration and intensification of existing premises will be supported within the Business and Employment Areas identified on the policies map.
3. Proposals for new business or employment premises on land adjoining the Business and Employment Areas identified on the policies map will be supported if they align with other policies in this plan and where:
   (a) They are proportionate in scale to the existing designated area; and
   (b) There is a demonstrable need for the development.
4. Proposals for other commercial uses which involve the loss of existing business or employment premises on land within the Business and

Employment Areas identified on the policies map will be supported where:

(a) There is a demonstrable need for the development; and

(b) The proposal does not compromise the primary employment and business function of the designated area.

Where such proposals are for main town centre uses, they will also need to demonstrate that there are no sequentially preferable locations in line with Policy DS10.

5. Proposals for new business and employment premises on land outside of the identified Business and Employment Areas or allocated sites, but within urban areas and settlement boundaries will be supported where they align with other policies in this plan and where:

(a) There is a demonstrable need for the development; and

(b) It can be demonstrated that there are no suitable available locations either within or adjoining the designated areas identified on the policies map.

Proposals for home-based businesses will be supported where there is no unacceptable harm to living conditions.

6. Outside of the designated Business and Employment Areas, proposals for development involving the loss of existing E(g), B2 or B8 floorspace will only be permitted where:

(a) There is clear evidence to demonstrate that the existing floorspace is no longer needed; and

(b) The use is no longer viable and the business has been actively marketed at a reasonable rate for a period of at least two years; or

(c) The change of use is the only practical way to conserve a listed building; or

(d) The building is no longer fit for purpose as business or employment uses.

If a change of use to residential accommodation is proposed then, in addition to the above, the applicant must also demonstrate that every reasonable effort has been made to first secure other appropriate cultural, tourism, economic or community uses for the building.

Proposals involving the loss of high quality office space in the district will be refused.

7. Proposals for new business or employment premises must deliver fibre to the premises (FTTP) infrastructure and any necessary on site sustainable transport infrastructure prior to first occupation.

In circumstances where this is not practical or feasible, the applicant will be required to demonstrate with robust evidence why this requirement cannot be met, and demonstrate how opportunities for digital infrastructure and sustainable transport access have been maximised.

Education and associated development

6.23 The district's education sector forms a significant part of the local economy, including the three universities, and it is important that this plan supports their continued growth and development appropriately.

6.24 The University of Kent's Canterbury Campus Framework Masterplan (2019) outlines a series of proposals to further develop the campus, including through the provision of high quality business space to support further start-up and grow-on businesses and a new hotel and conference facility. It is important that the University continues to act as a catalyst for the creation of high skilled jobs in the area, alongside its ever improving academic offer.

6.25 Further development at Canterbury Christ Church University and the University of the Creative Arts is anticipated over the period of the Local Plan and this plan provides a positive framework to support the continued development of the education sector whilst ensuring this is appropriately located.

6.26 The Local Plan considers development across all levels of education and skills within the district and provides a positive policy framework to support growth and meet needs.

Policy DS9 - Education and associated development

1. Within the University of Kent campus boundary, as identified on the policies map:

   (a) Proposals for educational buildings for teaching, research and administrative functions, student residential accommodation, sports facilities and other facilities directly related to the University's core business will be supported.

   (b) Proposals for high quality business and commercial accommodation, including space for research and development and innovation, and hotel and conference facilities will be supported.

   (c) Proposals for major developments involving increases in student accommodation or educational floorspace will be expected to be matched by a commensurate increase in high quality business and commercial accommodation within the campus.

   (d) Proposals should reflect the design, landscape and masterplanning principles set out within the Canterbury Campus Framework Masterplan (2019) or subsequent update as agreed with the council.

2. Within the Canterbury Christ Church University campus boundary, as identified on the policies map, proposals for educational buildings for teaching, research and administrative functions, student residential accommodation, sports facilities and other facilities directly related to the University's core business will be supported.

   Proposals for educational buildings for teaching, research and administrative functions and other facilities directly related to the University's core business will be supported in suitable locations within the Canterbury Urban Area.

3. Proposals for the ongoing enhancement and redevelopment of the University of the Creative Arts, including proposals to improve access and pedestrian and cycle

connectivity, will be supported where these align with other policies in this plan.

4. Elsewhere within the urban and settlement boundaries proposals for educational buildings or improvements to existing educational buildings will be supported in suitable locations and where proposals align with other policies in this plan.

5. The loss of existing educational facilities will only be permitted where:

   (a) It is demonstrated that there is no demand for the continued use of the premises education or associated uses; and

   (b) The use is no longer viable and the property has been actively marketed at a reasonable rate for a period of at least 12 months.

Town centres and community facilities

6.27 Centres across the district play a key role in contributing to the character and identity of our settlements and the quality of life of our residents; whether that is the city and town centres with their mix of retail, leisure and culture, or local and village centres which are often at the heart of local communities.

6.28 Even in the face of challenges, such as the rise of online shopping, it is critical that these centres continue to be the focus of commercial activity through the period of the Local Plan, as the Canterbury District Retail and Leisure Study (2020, 2022) concludes. Proposals for what national policy regards as main town centre uses should therefore be located within designated centres and will only be supported outside of these areas where they meet the criteria below.

6.29 Similarly, existing community facilities, medical facilities and sports and recreation facilities across the district provide residents with access to important services, as evidenced in the Rural Settlement Study (2020, 2023), the Community Facilities Report (2023) and the Indoor Sports Facilities Strategy (2020). It is essential that this provision is protected over the period of the Local Plan, and that new and improved facilities are supported in appropriate locations.

6.30 Outside of the city and town centres, and the urban commercial areas, local and village centres play a key role in providing community facilities and services for urban neighbourhoods and rural communities respectively. Village centres in this context differ to settlements identified as villages in the settlement hierarchy outlined under Policy SS3. Local centres are located within residential areas within the urban areas, with services typically clustered together. Services within village centres are likely to be distributed across the settlement, but nonetheless act as a cluster to serve the local community and meet day to day needs.

Policy DS10 - Town centres and community facilities

1. The district's network and hierarchy of centres includes the designated City and District centres, supported by their edge of centre Commercial Areas, and also Local and Village centres across the district, as defined on the policies map. Development within these designated centres should be appropriate to the function of the centre within which it is to be located.

Centre Type and Function	Centre
Sub-regional/City Centre	Canterbury
District Centre	Whitstable Herne Bay
Commercial Areas	Wincheap Sturry Road Altira Estuary View
Local Centres	Wincheap, Canterbury St Dunstans, Canterbury Zealand Road, Canterbury Thanington Park, Canterbury St Stephens, Canterbury Tankerton Road, Tankerton Herne Bay Road/St Johns Road, Swalecliffe Faversham Road, Seasalter Reculver Road, Beltinge Sea Street, Herne Bay Canterbury Road, Herne Bay Hawe Farm Way, Broomfield, Herne Bay Poplar Drive, Greenhill, Herne Bay Hillborough, Herne Bay Former Herne Bay Golf Course, Herne Bay Strode Farm, Herne Bay Canterbury Road/ Herne Street, Herne
Village Centres	Sturry Blean Bridge Chartham Hersden Littlebourne Adisham Barham Broad Oak Harbledown Hoath Lower Hardres Petham Rough Common Westbere Wickhambreaux

2. Proposals for main town centre uses, including for the redevelopment, reconfiguration and intensification of existing commercial premises, will be supported within the City Centre, District Centres and designated Commercial Areas where these accord with other policies within this plan. Development should contribute positively to the street scene with active frontages and high quality public realm.

3. Proposals for main town centre uses outside the identified centre boundaries will be supported where it has been successfully demonstrated:

   (a) That there are no other more suitably located and available sites within or better connected through sustainable transport to the identified centres for the town centre use(s) proposed, using a sequential approach to site identification;

   (b) Flexibility in terms of format and scale;

   (c) The site is accessible and well connected to the nearest centre through a range of transport modes other than the car, including good local public transport services, walking and cycling; and

   (d) The proposed development does not have a significant detrimental effect on the highway network in terms of congestion, road safety and pollution.

4. When assessing applications for main town centre uses outside the identified centres boundaries, which are not in accordance with the Local Plan and with a floorspace that meets or exceeds 500sqm, the council will also require an impact assessment.

   Should a planning application be made for an amount of retail floorspace that exceeds the total identified in Policy SS3 it should be accompanied by an impact assessment relating to the additional floorspace.

   An impact assessment will include an assessment of:

   (a) The impact of the development on existing, committed and planned public and private investment (including regeneration schemes) in a centre or centres in the catchment area of the proposal; and

   (b) The impact of the proposal on town centre vitality and viability, including local consumer choice and trade in the town centre and wider area; up to five years (ten for major schemes) from the time the application is made.

   Development that fails the sequential approach to development or gives rise to significant adverse impacts will be refused.

5. Proposals for new local shopping or community facilities, including for the redevelopment, reconfiguration and intensification of existing premises, within or adjacent to Local Centres, and at the Village Centres, will be supported. Development should contribute positively to the street scene with active frontages and high quality public realm.

6. Within the Local Centres and at the Village Centres, planning permission will be only be granted for a loss of a shop or community facility where:

   (a) The proposed use does not threaten the vitality and viability of the centre;

   (b) The proposed use is not detrimental to residential amenity;

   (c) The proposed use does not jeopardise the variety of services available in the centre to meet the needs of the local community; and

(d) The use of the premises for commercial or community use is no longer viable and the property has been actively marketed at a reasonable rate for a period of at least two years.

7. Outside of designated centres, proposals for new local shopping or community facilities, or for the improvement or enhancement of existing facilities, will be supported where the development accords with other policies in this plan.

   Planning permission will only be granted for a loss of an existing shop or community facility where:

   (a) There is clear evidence to demonstrate that there is no need for the use of the facilities within the locality;

   (b) It is demonstrated that other uses to serve the local community could not operate from the buildings or land; and

   (c) The use is no longer viable and the property has been actively marketed at a reasonable rate for a period of at least two years.

8. Proposals for major residential development across the district will be expected to contribute to the improvement of local community halls where a new facility is not being provided within the site.

9. Proposals for new medical, health and social care facilities, or for the improvement or enhancement of existing facilities, will be supported on suitable sites across the district and the development accords with other policies in this plan.

   Planning permission will only be granted for a loss of an existing medical, health and social care facilities where:

   (a) The disposal of the site is identified within an approved NHS strategy; or

   (b) There is clear evidence to demonstrate that there is no need for the facilities; and

   (c) It is demonstrated that other uses to serve the local community could not operate from the buildings or land.

10. Proposals for new indoor sports, recreation, fitness, swimming or skating facilities, or for the improvement or enhancement of existing facilities, will be supported on suitable sites across the district where there is a demonstrable local need for the proposal and the development accords with other policies in this plan.

    Proposals for development which would result in the loss, in whole or in part, of existing indoor sports, recreation, fitness, swimming or skating facilities will only be supported where:

    (a) The site has first been considered for other indoor sports provision; and

    (b) It has been demonstrated that the facility is surplus to requirements having regard to the Indoor Built Facilities Strategy; or

    (c) There is an overriding need for the proposed development which outweighs the loss and the loss would be replaced by equivalent or better provision in terms of quantity and quality in a suitable location to serve the local community; or

    (d) The development is for a small part of the site; where it has been demonstrated that it will result in enhanced sport and recreational facilities.

Tourism development

6.31 Canterbury district is home to a wealth of tourist attractions, including the UNESCO World Heritage Site, and tourism makes a significant contribution to the local economy. The Canterbury District Economic Development and Tourism Study (2020) has assessed the existing offer and identifies opportunities for further growth in the sector of the period of the Local Plan.

6.32 While most tourism development should be focussed in and around the city and town centres, it is recognised that there is scope to increase rural tourism, such as that related to environmental or viticultural tourism, provided these are sensitively located and designed.

6.33 Within the urban areas however, the continued proliferation of residential properties being used for short-term holiday lets is reducing the number of homes being available for our communities and Local Plan consultation responses have identified that these uses are affecting the character of some areas and the quality of life for residents. It is important therefore that further proliferation of short-term holiday lets is subject to controls through the planning applications process.

Policy DS11 - Tourism development

1. Proposals for new tourism development including hotels, guesthouses, bed and breakfast and new visitor attractions within or on the edge of the designated town centres will be supported, subject to the following considerations:

   (a) The development is appropriately accessible by public transport, walking and cycling including in relation to existing tourist attractions; and

   (b) The development will contribute positively to the diversification and quality of tourist attractions and accommodation in the district.

2. Using a residential property for the purposes of a short-term holiday let for more than 90 days each year is a material change of use and will require planning permission. Proposals for the change of use from a residential dwelling to use as a short-term holiday let, will be supported where:

   (a) There is no adverse impact upon living conditions in nearby properties;

   (b) The proposals would not lead to a level of car parking that would exceed the capacity of the street;

   (c) The proposals could provide acceptable arrangements for bin storage and other shared facilities; and

   (d) It can be demonstrated that the proposal would not lead to an overconcentration of short term holiday let properties in the area.

3. Outside of the urban areas, opportunities to promote tourism, including through rural diversification, will be encouraged where there is no overriding conflict with other policies in this plan. Environmental or agricultural focused tourism initiatives which foster environmental, ecological, agricultural, viticultural, gastronomical and/or cultural understanding, appreciation and conservation will be encouraged. New tourism development, change of use, conversion or extension of existing buildings to provide tourist

accommodation, attractions or facilities will be supported provided that:

(a) The nature and scale of the proposal is in keeping with the character of the area;

(b) The development will contribute positively to the diversification and quality of tourist attractions and accommodation in the district;

(c) There is no adverse impact upon residential amenity;

(d) The development takes all reasonable opportunities to maximise accessibility by sustainable and active travel; and

(e) Where in the countryside, development complies with the requirements of Policy R19.

When considering proposals for self catering and bed and breakfast accommodation in rural areas the council will apply planning conditions to ensure the accommodation remains in holiday use.

4. Proposals for development involving the loss of visitor accommodation will only be permitted where:

(a) There is clear evidence to demonstrate that the existing accommodation is no longer needed; and

(b) The use is no longer viable and the business has been actively marketed at a reasonable rate for a period of at least two years; or

(c) The change of use is the only practical way to conserve a listed building; or

(d) The building is no longer fit for purpose as visitor accommodation.

If a change of use to residential accommodation is proposed then, in addition to the above, the applicant must also demonstrate that every reasonable effort has been made to first secure other appropriate cultural, tourism, economic or community uses for the building.

5. Proposals for new touring and static caravan tourist sites, or for the refurbishment and expansion of existing sites, will be supported provided that there is no overriding conflict with other policies in this plan. New sites will be subject to a legal agreement or similar mechanism to ensure the site remains in tourism use.

6. Proposals for development involving the loss of existing touring and static caravan tourist sites will only be permitted where it can be demonstrated that the use of the site does not make any positive contribution to the local economy.

7. Proposals for Marina provision and associated facilities will be supported where the development accords with other policies in this plan and where:

(a) The development would not result in any risk of flooding elsewhere, and any mitigation measures are completed in advance of the development; and

(b) A Habitats Regulations Assessment has been carried out to establish the impact on the surrounding internationally important sites for wildlife, such as Special Protection Area (SPA), Special Area for Conservation (SAC) and Ramsar; and

(c) Development which would materially harm the scientific or nature conservation interests, either directly, indirectly or cumulatively of the Sites of Special Scientific Interest (SSSI) and areas of known nature conservation interest is mitigated and any impacts can be adequately compensated; and

(d) If the proposals relate to Whitstable Harbour, any development is consistent with the Whitstable Harbour Strategic Plan and maintains a working harbour.

The council will expect a masterplan to be prepared in consultation with key stakeholders and the local community ahead of any planning application.

Rural economy

6.34 Within the countryside, the emphasis of this plan is to protect the rural character of the district while enabling existing rural businesses to grow and adapt, and where appropriate, to diversify through the period of the Local Plan.

6.35 Outside of urban and settlement boundaries, the best quality agricultural land should be protected from loss through development other than in exceptional circumstances.

Policy DS12 - Rural economy

1. The council will take a positive approach to the growth and diversification of the district's rural economy, including agriculture, agri-environmental schemes, equestrian, horticulture and viticulture businesses, to support the development of the rural economy and the adaptation of these industries over the period of the plan.

2. Proposals for new agricultural buildings, improvements to existing buildings, ancillary development and sensitive diversification of existing agriculture or viticulture operations will be supported where the development accords with other policies in this plan and where:

   (a) The development is proportionate in scale to the existing operation; and

   (b) There is a demonstrable need for the development which outweighs any harm; and

   (c) The development protects the rural character of the area and any adverse impacts on the landscape are appropriately mitigated.

3. The council will seek to protect the best and most versatile agricultural land for the longer term. Any development on agricultural land will need to be supported by an Agricultural Land Classification Assessment. Development on unallocated agricultural land that would result in the significant loss of Grades 1, 2 and 3a agricultural land will only be permitted where it can be demonstrated to be necessary to meet a local housing, business or community need and a suitable site within urban areas and settlement boundaries or on poorer quality land cannot be identified.

Movement, transportation and air quality

Movement hierarchy

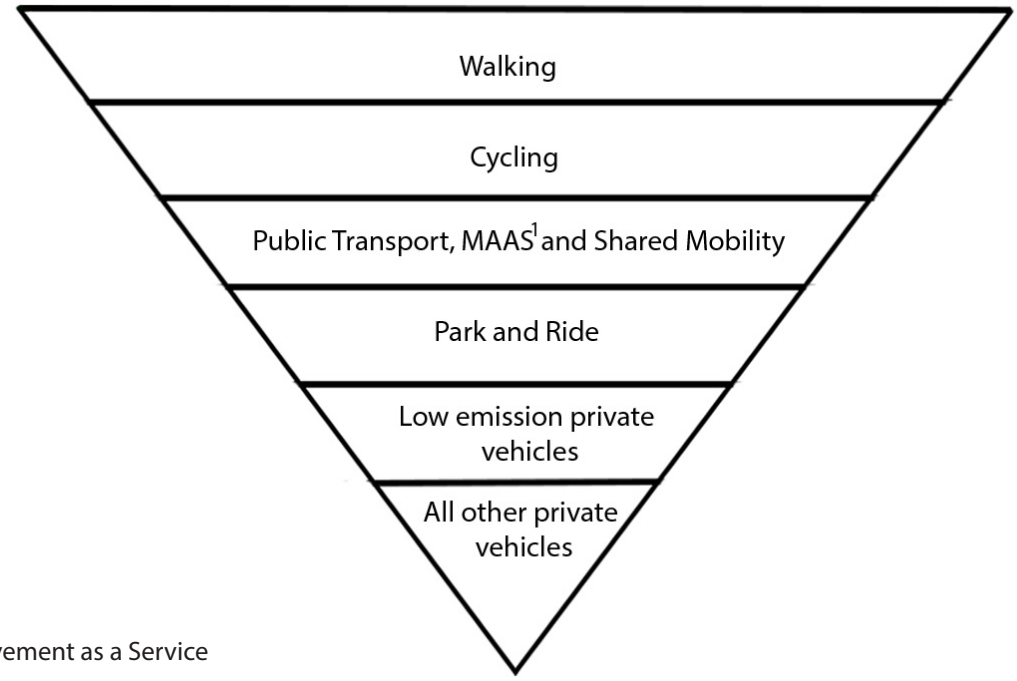
6.36 Transportation is one of the biggest challenges facing the district and affects both the local economy and residents' quality of life. Traffic congestion in particular is viewed as a constraint to growth by local businesses and contributes to high levels of carbon emissions and poor air quality.

6.37 The Kent and Medway Low Emissions Strategy (2020) and the emerging KCC Local Transport Plan 5 advocate the prioritisation of active and sustainable travel options, and low emissions vehicles, over that of other private vehicles, and it is important that the Local Plan helps to facilitate the delivery of modal shift which makes it easier, safer and more convenient to take healthy and low carbon journeys than make trips by private car.

6.38 As part of the overall strategy for movement and transportation in the district, it is critical that all new developments follow the Movement Hierarchy to embed this prioritisation within the design and delivery of schemes.

Policy DS13 - Movement hierarchy

1. Proposals for new development should align with the council's Movement Hierarchy which seeks to prioritise active and sustainable travel options in all new developments, to minimise additional trips made by private vehicle, contribute to improvements in air quality and carbon emissions and support active and healthy lifestyles.



[1]Movement as a Service

Active and sustainable travel

6.39 Optimising opportunities for walking and cycling, and linkages to the existing networks, should be considered at the very outset of any development proposal. Walking and cycling routes should generally be more convenient than vehicular routes and must be designed to meet the needs of all users, including those with disabilities. In many cases, this will require developers to contribute to improvements off-site and the council will use appropriate mechanisms to secure this.

6.40 Within the urban areas and, where appropriate, in Rural Service Centres and Local Service Centres, new residential developments should be located where residents can easily access bus services, which can also provide onward access to rail and, where necessary, developers will be expected to integrate high quality bus infrastructure within development sites and to contribute to enhancements to bus services, either in routes or frequency or both.

6.41 Technological developments in transportation - both people and goods - are expected to offer alternative modes of travel over the period of the Local Plan. The very largest developments in the district will be expected to integrate mobility hubs within their designs which can provide spaces for new technologies such as shared transport services, which can further reduce the need to travel by private vehicles.

Policy DS14 - Active and sustainable travel

1. Proposals for development must demonstrate how they will maximise high quality walking and cycling connectivity both within the site and to local facilities, open spaces and public transport networks including bus and rail. Existing Public Rights of Way should be retained or, where necessary and where the need outweighs the harm, rerouted and upgraded to avoid development, providing a publicly accessible, high quality route, subject to KCC statutory processes. Developments will be expected to improve off-site routes to ensure high quality connectivity and accessibility where necessary. Proposals within settlement boundaries should be designed to ensure that walking and cycling routes from the development are more convenient than vehicular routes. Routes and access should be designed to be safe and inclusive and meet the needs of all pedestrians and cyclists, including disabled people and the mobility impaired.

2. Cycle parking should be provided in accordance with council's Parking Standards (Appendix 3), and must be conveniently sited, secure and overlooked to encourage their use. Any provision of new or upgraded cycle routes should be designed in accordance with Local Transport Note 1/20 or any subsequent updated guidance. Walking and cycling routes must be delivered at the earliest possible stage of a development and should be hard-surfaced and lit and, wherever possible, provide for ecological connectivity and pollinators.

3. Proposals for 10 or more homes within the urban areas should be located no more than 400 metres from a frequent bus service. Where appropriate,

developments should include bus priority measures within sites, and high quality bus stop infrastructure, including high kerbs, shelters and timetables, to maximise the convenience and attractiveness of public transport. The council will use appropriate legal mechanisms to secure a commuted sum to cover future maintenance and developers may be required to contribute to improvements in bus services.

4. Proposals for more than 300 homes should maximise opportunities for alternative and innovative travel options from the site through the provision of a mobility hub in order to further reduce the need to travel by private car, such as through e-scooter* and cycle hire, parcel collection lockers, shared transport services and car clubs. Consideration should be given to opportunities for autonomous technologies for deliveries. Schemes should integrate effectively with existing networks and public transport, including through use of standard payment platforms. Consideration should be given to the scope for car-free areas and zero-emission transport zones as part of the scheme design.

*It is not legal at present to use e-scooters on the public highway.

Highways and parking

6.42 Even in the context of the prioritisation of active and sustainable travel options, most developments will generate additional vehicular trips and it is essential that the potential impacts on the highway network are effectively assessed and mitigated where necessary.

6.43 Transport statements and assessments are the key tools by which these impacts are assessed and it is critical that these technical documents are not only robust, but demonstrably reflect the Movement Hierarchy and embed the transportation priorities set out within this plan.

6.44 Parking provision, including for disabled drivers, electric vehicles and cycles, must be sufficient for the type of development proposed, and will also differ by location, with the most centrally located developments providing very limited, if any, vehicle parking. This plan also seeks to support the decarbonation of freight and deliveries over the period of the Local Plan.

Policy DS15 - Highways and parking

1. Proposals for development must ensure adequate vehicle parking provision reflecting the scale, use and location of development, in line with the council's Parking Standards (Appendix 3), and should set out how any parking is to be controlled. Within and on the edge of the designated city and town centres, developments should be "car free" with on street parking controls introduced where necessary.

2. Parking provision within the curtilage of all new homes in the district should include a suitable connection for EV charging. Within parking areas provided as part of new developments, EV charging points should be provided to a minimum of 1 in 10 spaces, with a further cable route for the remainder of the spaces. If the parking is to be allocated then each space should have access to an EV charging point. For non-residential uses with off street car parking, EV charging points to a minimum standard of 7KW wifi enabled should be provided to a minimum of one in five spaces, with a further cable route for the remainder of the spaces.

3. Proposals for development that will generate a significant volume of traffic should be accompanied by a transport statement or assessment and a green travel plan. The requirement will be judged on a case by case basis taking into consideration the existing road network capacity and constraints, the anticipated trips generated and the level of parking proposed. These documents must be comprehensive, robust, and demonstrate clearly how the development meets the requirements of the council's movement policies, including how:

   (a) The design and layout of the development aligns with the Movement Hierarchy;

   (b) Walking and cycling mode share will be maximised, identifying opportunities for off-site improvements to routes connecting the development to local facilities and public transport networks;

   (c) Public transport mode share will be maximised, considering opportunities for on- and off-site improvements to bus infrastructure, and rail infrastructure where appropriate;

(d) Opportunities for additional interventions which further reduce the need to travel by private vehicle have been maximised;

(e) The impacts of any projected increase in vehicular traffic across the network will be mitigated;

(f) Opportunities to internalise trips have been maximised;

(g) The parking arrangements, including any EV charging points, will be delivered; and

(h) Any identified infrastructure improvements or mitigation schemes will be delivered, including timescales and funding arrangements.

4. Proposals for development will be refused where:

(a) The development design and transport strategy does not follow the Movement Hierarchy; or

(b) The development would prejudice the delivery of the key transport infrastructure requirements; or

(c) The development would lead to unacceptable highway safety; or

(d) The residual cumulative impacts on the road network would be severe.

5. Neighbouring sites would be expected to work collaboratively on construction traffic management such as the rationalisation of access points, in order to minimise any adverse impacts on the living conditions of new and existing residents.

6. Relevant proposals should design for the sustainable development of freight and logistics by:

(a) Supporting and encouraging the development of freight distribution and logistics systems in appropriate locations that can reduce carbon emissions including innovations such as freight consolidation and zero emissions last mile distribution;

(b) Enabling improvements to and a shift away from road-borne freight to suitable low carbon modes and technologies, including electrification of delivery vehicles, rail, water and pipelines; and

(c) Working with the freight industry to enable the sustainable movement of goods whilst ensuring the negative impacts of freight traffic are minimised.

The council will additionally seek to enhance sustainable distribution by:

(a) Utilising traffic management powers, where appropriate to do so, to manage access and egress from specific locations such as through pedestrianised urban centres and low traffic neighbourhoods; and

(b) Encouraging Heavy Goods Vehicles (HGVs) to use the primary route network, where possible.

Air quality

6.45 Poor air quality can have damaging effects on public health and the environment and the council continues to prioritise improving air quality in the district, including at the designated Air Quality Management Areas.

6.46 It is essential that new development does not contribute to any further deterioration in air quality and emissions should be assessed and mitigation identified as part of new developments.

Policy DS16 - Air quality

1. Proposals for major development in the district will be required to undertake an emissions mitigation assessment and cost calculation in line with the council's air quality guidance to demonstrate that the development will be air quality neutral and will not lead to a net increase in emissions. The assessment should:

   (a) Quantify the amount of residual emissions a development is likely to produce and the monetary value that is expected to be needed for funding measures to mitigate those impacts on- or off-site;

   (b) Integrate the active and sustainable travel, EV charging and green infrastructure measures required through this plan and quantify their impact on emissions;

   (c) Where any residual emissions are identified, integrate additional on-site measures, including nature-based solutions, to demonstrate neutrality; and

   (d) Where residual emissions still remain after additional on-site measures have been incorporated, or where it can be demonstrated that it is not practical or appropriate to incorporate additional on-site measures, identify additional off-site measures to demonstrate neutrality.

   The council will use appropriate mechanisms to secure the delivery of any identified mitigation measures.

2. Proposals for major development within, or which would impact upon, designated Air Quality Management Areas will also be required to undertake an air quality assessment, in accordance with the council's air quality guidance. The assessment should:

   (a) Consider the development in the context of the cumulative effects on air quality from other proposed developments in the vicinity; and

   (b) Consider the impact of the development on any sensitive receptors; and

   (c) Demonstrate how any identified impacts will be mitigated.

   The council will use appropriate mechanisms to secure the delivery of any identified mitigation measures.

3. Proposals for non-major development will be expected to show how emissions have been minimised through the design of the scheme.

4. Development which has an unacceptable impact on air quality, including sensitive receptors, will be refused.

Open space, natural and historic environment

Habitats of international importance

6.47 Canterbury district is home to a variety of important habitats, including international designations such as Special Areas of Conservation and Special Protection Areas. These designated areas provide irreplaceable habitats and it is critical that the impact of new development in the district is effectively mitigated in line with the Habitat Regulations (2017) (as amended).

6.48 The council has worked in partnership with key stakeholders and neighbouring authorities over a number of years to establish and implement a programme of management and monitoring for the protected habitats at the coast, where recreational impacts can lead to the disturbance of important bird species, and developments within the affected areas will continue to contribute to this scheme to ensure effective mitigation.

6.49 There is the potential for development within the district to impact on functionally linked land used by bird populations from the coastal SPA / RAMSAR designated sites. These pieces of land can support the functional integrity of these protected sites and it is essential that the potential for impacts is properly assessed. Where appropriate the mitigation hierarchy of avoid, then minimise, and then mitigate must be followed.

6.50 The council is working with partners to develop a catchment-wide strategy to deliver mitigation for the impacts of planned development affecting water quality at the Stodmarsh protected site, where harmful nutrients such as phosphorus and nitrogen are adversely affecting the habitat. The draft Canterbury District Nutrient Mitigation Strategy (2024) is part of this work, and sets out a clear sequential approach to embedding mitigation within sites where possible - such as through the delivery of new high quality wastewater treatment facilities - while developing wetlands, which can remove harmful nutrients from the watercourses which feed into Stodmarsh, and other potential measures, to mitigate the impacts of developments which are unable to accommodate such mitigation within their sites.

6.51 In line with Natural England advice, development proposals for new overnight accommodation within the Stour Catchment, or proposals where sewage from a development would be treated at a wastewater treatment works that discharges into the River Stour or its tributaries, should utilise the current best practice nutrient neutrality guidance, including most up to date discharge guidance available on the Environment Agency's website, and nutrient budget calculator.

6.52 Part of the mitigation strategy includes the use of SuDS. Where a development includes SuDS it should use the best practice guidance available at the time, including but not limited to CIRIA guidance, and accord with Policy DS20.

Policy DS17 - Habitats of international importance

1. Proposals for development (plan or project) which may have an adverse effect on the integrity of a Special Area of Conservation (SAC), Special Protection Area (SPA) or Ramsar site, alone or in combination with other plans or projects, will not be permitted.

2. Where a plan or project's effects on a SAC, SPA or Ramsar site, alone or in combination, cannot be screened out during Habitat Regulations Assessment, an Appropriate Assessment in line with the Habitats Regulations 2017 (as amended) will be required.

3. Any development (plan or project) considered likely to have a significant adverse effect on a SAC, SPA or Ramsar site will need early consultation with the council and any other appropriate statutory consultee or authority as to the likely impacts and to identify appropriate mitigation as necessary.

4. Where mitigation measures are agreed by the council, the development will be required to fund and/or implement such mitigation measures. Any residual impacts may still require in-combination assessment.

5. In the event that the council is unable to conclude that there will be no adverse effect on the integrity of any internationally designated site, the plan, or project will be refused unless the tests of no alternative solutions and the imperative reasons of overriding public interest in accordance with Regulation 62 of the Habitats Regulations 2017 (as amended) are proven.

6. Where there is the potential for a site to be functionally linked land with a SPA, SAC and/or RAMSAR, an assessment of the potential value of the site must be undertaken. Any development considered likely to have significant effects must follow the mitigation hierarchy. Where mitigation measures are agreed by the council, the development will be required to fund and/or implement such mitigation measures.

7. All proposals for new residential development within the two identified Zones of Influence (Thanet Coast and Sandwich Bay SPA 7.2km and the Swale SPA 6km) will be required to comply with the relevant Strategic Access Management and Monitoring Strategy or Strategies (SAMMs) in order to mitigate against the likely in-combination effects of increased recreational disturbance from new development on the overwintering bird populations for which Thanet Coast and Sandwich Bay SPA and the Swale SPA are designated.

   A financial contribution will be required in line with the tariff(s) towards the in-perpetuity Strategic Access Management and Monitoring Strategy or Strategies. This will be secured and collected via a S106 ahead of the commencement of the development.

   Developments for other uses that would increase recreational activity causing disturbance to qualifying species will be assessed on a case by case basis under the Habitat Regulations and may be required to make full or partial contributions towards one or both SAMMs if appropriate.

8. Proposed development for new overnight accommodation within the Stour Catchment, or where sewage from a development will be treated at a Wastewater Treatment Works that discharges into the River Stour or its tributaries will need to ensure that it will not have an adverse effect on the integrity of Stodmarsh SAC/SPA/Ramsar site.

   Applicants will be required to comply with the relevant Nutrient Mitigation Strategies and to demonstrate that the requirements of the Habitats Regulations will be met, such as by applying the advice on Nutrient Neutrality issued by Natural England.

   New development will be expected to meet the following requirements, unless alternative, suitable mitigation can be clearly evidenced and approved by the council:

   (a) Proposals for more than 300 homes must provide high quality on-site regulated wastewater treatment facilities with permit levels set at Technically Achievable Limits (TAL), together with an on-site SUDS design which removes a minimum of 50% of P and N from the surface water;

   (b) Proposals for between 150 and 300 homes must examine all available opportunities for integrating high quality on-site regulated wastewater treatment facilities within the site to minimise the levels of P and N associated with foul water from the site. These developments must integrate an on-site SUDS design which removes a minimum of 50% of P and N from the surface water;

   (c) All other developments must integrate an on-site SUDS design which removes a minimum of 50% of P and N from the surface water, having regard for Policy DS20;

   (d) All developments should examine opportunities to connect sewerage infrastructure to existing or planned high quality on-site wastewater treatment facilities within the locality; and

   (e) The council will apply (a) and (b) flexibly where the proposal is for redevelopment or regeneration of a wholly brownfield site.

   In addition to the allocated wetland at Policy C20, land is safeguarded for the delivery of strategic wetlands to mitigate the residual P and N generated by development within this plan as part of the Canterbury District Nutrient Mitigation Strategy. Any proposals which would prejudice the delivery of wetlands within the safeguarded area, as identified on the policies map, will be refused.

   The council will work with its partners including Natural England and the Environment Agency to develop and implement a mitigation credits scheme to enable development to proceed while ensuring no adverse impact on the integrity of Stodmarsh SAC/SPA/Ramsar site.

Habitats and landscapes of national importance

6.53 Much of the southern part of the district falls within the Kent Downs Area of Outstanding Natural Beauty, which is a nationally important landscape where major development is not normally permitted. The council will continue to work with partners to support the implementation of the Kent Downs AONB Management Plan and to further the goals of this national landscape through implementation of Local Plan policies.

6.54 National policies set out a clear framework for the protection of important habitats such as at Sites of Special Scientific Interest and National Nature Reserves, and for proposals which may affect protected species. The plan reflects this framework to ensure that these important ecological areas are protected over the period of the Local Plan. This includes impacts from new development such as damaging or fragmenting habitats; noise, lighting and dust pollution; construction work and transport.

6.55 Irreplaceable habitats, such as ancient woodland and ancient or veteran trees, are incredibly important and should only be lost for wholly exceptional reasons as set out within the Government's standing advice. As part of any mitigation strategy, appropriate buffers to irreplaceable or priority habitats should be included, having regard to best practice and guidance.

Policy DS18 - Habitats and landscapes of national importance

1. Proposals for major developments and proposals which conflict with the objective to conserve and enhance the Kent Downs Area of Outstanding Natural Beauty (AONB), or that endanger tranquillity, will not be permitted except in exceptional circumstances.
2. In considering proposals for development within the AONB, or its setting, the emphasis should be on proposals that are sustainably and appropriately located and designed to enhance and further the character of the AONB. The council will grant proposals which support the economy and social well being of the AONB and its communities, including affordable housing schemes, provided that they do not conflict with the aim of conserving and enhancing natural beauty by addressing location, scale, form, high quality design, materials and mitigation and have regard to the advice set out in the Kent Downs AONB Management Plan, and its supporting guidance.
3. Proposals which facilitate the delivery of the statutory Kent Downs AONB Management Plan and are desirable for the understanding and enjoyment of the area will be encouraged.
4. Proposals for development which would materially harm the scientific or nature conservation interest, either directly, indirectly or cumulatively, of sites designated as a Site of Special Scientific Interest (SSSI), National Nature Reserve (NNR) and Marine Conservation Zones (MCZ) for their nature conservation, geological, or geomorphological value will not normally be permitted.
5. Development that affects a Site of Special Scientific Interest, National Nature Reserve or Marine Conservation Zone must follow the mitigation hierarchy

of avoidance, mitigation and then compensation as a last resort. Having followed the mitigation hierarchy, proposals will only be permitted where an appraisal prepared by an appropriate specialist has demonstrated that:

(a) The objectives and features of the designated area and overall integrity of the area would not be compromised; or

(b) Any adverse effects on the qualities for which the area has been designated which cannot be avoided (through locating on an alternative site with less harmful impacts) or adequately mitigated, are clearly outweighed by social or economic benefits and a suitable compensation strategy is proposed.

6. Proposals for development which would result in the loss, or damage to, or threaten the future retention of, irreplaceable habitat such as ancient woodland and ancient or veteran trees will be refused unless:

(a) There are wholly exceptional reasons, where the need for, and public benefits of, the development in that location clearly outweigh the loss or specifically provided for within this plan; and

(b) Adequate mitigation and compensation measures and an implementation plan are agreed with the council. The council will use appropriate mechanisms to ensure any mitigation or compensation measures are secured and delivered.

7. Proposals which may affect protected and priority species, including great crested newts, or priority habitats must follow Natural England and other partners' advice and guidance and follow the mitigation hierarchy of avoidance, mitigation or compensation. If mitigation or compensation are agreed, these will be secured as part of the planning permission using planning conditions or planning obligations.

Habitats, landscapes and sites of local importance

6.56 Across the district there are a range of areas which have been identified as having local importance; areas and sites which are not covered by national or international designations, but which require additional protections or where specific considerations will apply. This plan sets out a clear approach to these different areas, reflecting the function and nature of the local designation, to ensure that development affecting these areas is managed appropriately.

6.57 The Canterbury District Landscape Character and Biodiversity Appraisal (2020) and the accompanying Local Landscape Designations Review (2020) assess the valuable contribution that locally designated sites and landscapes make to the character and biodiversity of our district. Development within these areas needs to be carefully managed to ensure these locally important landscapes are preserved and enhanced where possible.

6.58 Designated "Green Gaps" provide protection against coalescence between settlements, which would permanently harm the character and identity of individual settlements. These are important protections that should outlast the period of any individual Local Plan. The Canterbury District Green Gaps Review (2022) confirms that new Green Gaps should also be designated alongside the proposed development allocations within this plan. The following Green Gaps are therefore shown on the policies map:

- Between the urban areas of Herne Bay and Whitstable;
- Between Whitstable and Radfall;
- Between Hersden and Westbere;
- Between Canterbury and Sturry;
- Between Sturry and Westbere;
- Between Sturry and Hersden;
- Between Sturry and Broad Oak;
- Between Blean and Rough Common;
- Between Canterbury and Tyler Hill;
- Between Canterbury and Bridge; and
- Between Canterbury and Chartham.

Policy DS19 - Habitats, landscapes and sites of local importance

1. Proposals for development likely to have an adverse effect, either directly or indirectly, on Local Wildlife Sites; Local Nature Reserves; or Regionally Important Geological / Geomorphological Sites will only be permitted where the justification for the proposals clearly outweighs any harm to the intrinsic nature conservation and/or scientific value of the site.

   Where negative impact is unavoidable, measures should be taken to ensure that the impacts of the development on valued natural features and wildlife have been mitigated to their fullest practical extent. Where mitigation alone is not sufficient, adequate compensatory habitat enhancement or creation schemes will be required.

2. Proposals for development which do not detract from the unspoilt scenic quality or scientific value of the Undeveloped Coast, as shown on the policies map, will be permitted.

3. Within the Local Landscape Designation areas at Seasalter Marshes, North Downs, Blean Woods, Wantsum Channel and Stour Valley, as defined on the policies map, proposals for development will only be permitted where they conserve and, where appropriate, enhance the special qualities of the landscape. Consideration will be given to

   (a) the extent to which the developments location, scale, design and materials would impact on, or protect, the local landscape character and its special qualities;

   (b) whether the proposal would enhance the future appearance of the designated landscape; and

   (c) whether there are significant impacts on the historic setting, archaeological or nature conservation interests.

4. Within the designated Local Green Spaces at Prospect Field, Joy Lane, Whitstable and Columbia Avenue Recreation Ground, Columbia Avenue, Whitstable, proposals for development that protects or enhances these Local Green Spaces will be permitted.

   Proposals for development that would impact upon or change the character of the Local Green Space will only be permitted when the proposal is for:

   (a) The construction of a new building that is an essential facility for outdoor sport or recreation, allotment use or community uses that does not conflict with the purpose or character of the Local Green Space; or

   (b) A proportionate and essential extension or alteration of an existing building which does not harm the character of the area; or

   (c) The re-use or replacement existing buildings provided that uses do not conflict with the character of the Local Green Space and any replacement building is not materially larger; or

   (d) The carrying out of engineering or other operations required for public health and safety.

5. Within the designated Green Gaps, as defined on the policies map, only

proposals for sports and recreation uses will be permitted, and only where the development:

(a) Is kept to the minimum necessary to support the proposed use; and

(b) Does not significantly affect the open character of the Green Gap, or affect the separating function leading to coalescence between existing settlements; and

(c) Is sensitively designed, including in terms of form and lighting; and

(d) Is sensitively located and does not result in isolated and obtrusive development.

Proposals for development within the Herne Bay and Whitstable Green Gap will be subject to the criteria above, however education, outdoor leisure or allotments may also be considered as suitable uses. Any proposal must not result in a material expansion of the built confines of the urban areas of Herne Bay or Whitstable.

6. Within the designated green infrastructure spaces, as defined on the policies map, or sites provided as biodiversity net gain or safeguarded for biodiversity net gain through a Local Nature Recovery Strategy, only proposals that protect or enhance these spaces and their function will be permitted.

Flood risk and sustainable drainage

6.59 Many parts of the district are at risk of flooding, and the impacts of climate change are expected to increase this risk over the period of the Local Plan. New development should be appropriately located to avoid increasing the risk of flooding, and where proposals come forward in areas of existing risk, specific assessments will be required.

6.60 The Environment Agency publishes information relating to the Flood Zones affecting the district and keeps this information up to date. The current Flood Zones are identified within the council's Strategic Flood Risk Assessment (2024).

6.61 Undeveloped land within areas of flood risk should not normally be developed and strict controls such as the Sequential Test and the Exception Test will apply to ensure that any such proposals are supported by robust and comprehensive evidence. Development will not be permitted within the Coastal Protection Zones, Overtopping Hazard Zone and the Coastal Change Area.

6.62 Managing surface water and drainage is fundamental to effective and resilient design and the council considers that all developments should integrate sustainable drainage systems as part of their designs and can help replenish depleted groundwater supplies through infiltration.

6.63 Source protection zones, which provide protection to safeguard drinking water, are identified on the Environment Agency website. Source protection zones should be taken into consideration when implementing Policy DS20, where appropriate. This includes having consideration for the specific requirements, set out by the Environment Agency, in relation to sustainable drainage systems in areas of groundwater vulnerability.

Policy DS20 - Flood risk and sustainable drainage

1. Proposals for development that would increase the risk of flooding on or off the development site, or would compromise the performance of flood defences will be refused.
2. Proposals for development within Flood Zones 2 and 3 and sites larger than 1 ha in Flood Zone 1 shall be subject to a site-specific flood risk assessment, which includes flood risk management measures in accordance with Policies DM14 and DM15, and the NPPF.
3. For new development on sites which have not been previously developed and are identified as requiring a site-specific flood risk assessment, the Sequential Test should be undertaken. Where required, the Exception Test should also be applied.

The Sequential Test is considered to be passed for the City and Town Centres and the Commercial Areas, as identified on the policies map, however qualifying developments within these areas should still be considered against the Exception Test.

In addition, the Sequential Test will not be required for the following types of development:

(a) Sites that have been allocated within the Local Plan;

(b) Minor development and changes of use as defined in the NPPF;

(c) Development on previously developed land;

(d) Extensions to existing properties; and

(e) Replacement dwellings.

All development in Flood Zones 2 and 3, and/or identified as being at risk of flooding from other sources as part of a site-specific flood risk assessment should incorporate flood mitigation.

4. All proposals for development should include identified drainage provision suitable for the proposal and its location, taking account of advice and guidance from Kent County Council, the Lead Local Flood Authority. All proposals should integrate sustainable drainage systems (SuDs), incorporating naturalistic solutions into the design and soft landscaping of the development adhering to the following hierarchy:

   (a) Discharge into the ground;

   (b) Discharge to a surface water body;

   (c) Discharge to a surface water sewer, highway drain or other drainage system;

   (d) Discharge to a combined sewer where there are absolutely no other options, and only where agreed in advance with the relevant sewage undertaker.

   SuDs provision within open spaces provided as part of development will only be acceptable where the open space continues to meet the quality standards set out in Policy DS24.

5. Proposals for development should not compromise Water Framework Directive objectives, and should ensure that the water environment does not deteriorate, both during construction and during the lifetime of the development. Where necessary, thorough risk assessments of the impact of proposals on surface and groundwater systems should be undertaken, considering appropriate avoidance measures before incorporating appropriate mitigation measures where required.

6. Proposals for new development within the Coastal Protection Zones and Overtopping Hazard Zone, as defined on the policies map will be refused.

7. Proposals for new or replacement dwellings at the Coastal Change Area at Seasalter, as defined on the policies map, will not be permitted. Within this area, the extension of existing dwellings will only be permitted where there is an exceptional justification.

   Any proposals for development in this area must appropriately consider possible coastal change, flood risk, impact on future wetland habitat enhancements and public safety.

8. The Council will work with partners, including Thanet District Council, the Environment Agency, Natural England, Historic England and landowners to investigate and define (if necessary) a Coastal Change Management Area at Reculver, to include the potential extent of coastal retreat.

   Any proposals for development in this area must appropriately consider possible coastal change, flood risk, impact on future wetland habitat enhancements and public safety.

Supporting biodiversity recovery

6.64 Improving biodiversity across the district is a clear priority of this plan and, exceeding the national policy minimum requirement, the council expects that new development (where required) will deliver a 20% net gain in biodiversity against existing conditions across the site.

6.65 Although the district benefits from the biodiversity hotspots including The Blean, the Kent Downs, The River Great Stour and the coast, biodiversity across these sites and neighbouring countryside and urban areas continues to decline. Recreational pressure, the impact of climate change, pollution and intensive farming all play a part in halting nature's recovery and furthering its decline.

6.66 The council will require biodiversity net gain at 20% to realise higher quality biodiversity outputs for Canterbury District. Where appropriate, this will include contributing to proposals identified in the Local Nature Recovery Strategy.

6.67 Major development sites, including those allocated within this plan, present important opportunities to contribute to improved biodiversity across the district; connecting ecological corridors, providing new habitats and integrating nature into the design of new communities. The very largest of these sites also provide opportunities to significantly increase the number of trees in the district and the council expects a minimum of 20% tree cover on these sites, in line with the Canterbury District Tree, Hedge and Woodland Strategy (2023) and Natural England's Urban Tree Canopy Cover Standard. Both approaches seek to increase tree canopy by an agreed percentage based on a locally defined baseline and taking into account local habitats, opportunities and constraints.

6.68 The district's Green Infrastructure Strategy (2018) set out a series of strategic and site based priorities for improving the quality, quantity and functionality of our green and blue spaces and should be taken into consideration when designing the green and blue infrastructure provision on new sites.

Policy DS21 - Supporting biodiversity recovery

1. All proposals for major development must be accompanied by a Green and, where appropriate, Blue Infrastructure Strategy which demonstrates:

   (a) On new developments of over 300 homes, a minimum of 20% tree cover (existing and new) across the site, in line with the council's Tree Strategy. Where ecologically appropriate, the tree cover can contribute to SUDS, open space and Biodiversity Net Gain contributions. All new developments should incorporate woodlands, trees and/or street trees in keeping with the landscape character and to complement the intrinsic ecological interests of the development area;

   (b) That existing open space, notable ecological features, and green and blue infrastructure, including ancient woodland, species rich or non improved grassland, hedgerows, trees, wetlands and river corridors, are conserved, enhanced, connected, and, where possible, extended;

   (c) How the development will mitigate for and adapt to the effects of climate change and how this is

reflected in the planting species mix and site management and maintenance regimes;

(d) An appropriate mix of green and blue infrastructure which conserves and enhances the distinctive character and special qualities of rural and urban landscapes, and the identity of settlements;

(e) That publicly accessible open space has been designed and integrated as part of the overall strategy, taking full advantage of the potential for balanced multiple benefits including increased physical activity, enhanced play, wildlife habitat, sustainable urban drainage, tree planting and landscape provision;

(f) How the development will provide for the needs of pollinators, such as through the selection and planting of pollinator friendly species, and the implementation of pollinators friendly management prescriptions;

(g) That the fragmentation of existing and proposed habitats and open spaces, within and adjacent to the site, has been avoided by maintaining, creating, extending or enhancing ecologically functioning networks, green corridors, and Public Rights of Way, including green bridges and tunnels where appropriate. These habitat connections should be managed over the long term as natural havens for wildlife and, where appropriate, multifunctional for leisure, amenity and recreational use supporting pedestrian and cycle movement; and

(h) Consideration, and inclusion where appropriate, of opportunities for improving connectivity of habitats in strategically important Biodiversity Opportunity Areas and the emerging Local Nature Recovery Strategy; and

(i) Provision for the funded, resourced and monitored long-term maintenance and management of all new and existing natural and semi natural assets, including landscape character, associated with the development. This includes consideration of the multi-benefits of the green and blue infrastructure such as:

    (i) Promoting and encouraging the economic use of woodlands and wood resources, including wood fuel as a renewable energy source;

    (ii) Promoting the growth and procurement of sustainable timber products;

    (iii) Providing opportunities for outdoor education; and

    (iv) Promoting species rich grassland that are typical of the local area and are managed by either grazing or hay cuts.

2. Proposals for non-major development will be expected to incorporate green and, where appropriate, blue infrastructure proportionately to the size and location of the proposed development and its impacts. As a minimum proposals must:

    (a) Retain existing trees and hedgerows, and where possible increase tree cover and hedgerows;

    (b) Ensure green and infrastructure provision is in-keeping with the local landscape character of the area;

(c) Consider opportunities for the multi-benefits of any proposed green or blue infrastructure;

(d) Mitigate for and adapt to the effects of climate change;

(e) Mitigate, and wherever possible avoid, any habitat fragmentation; and

(f) Conserve and where possible enhance, connect or extend Public Rights of Way networks;

(g) Retain, protect and enhance notable ecological features of conservation value such as ancient woodland, semi improved grassland, hedgerows, trees, wetlands, river corridors and other water bodies, and habitats that offer breeding or feeding sites of local importance to populations of protected or targeted species; and

(h) Provide details on the funded, resourced and monitored long-term maintenance and management plans of the green and blue infrastructure.

3. All proposals for development, other than those exempt through national legislation, will be required to demonstrate and deliver a minimum of 20% biodiversity net gain calculated using the latest Natural England biodiversity metric (or an alternative metric set out in legislation), and taking consideration of any national or local guidance on what values / multipliers should be used.

   A biodiversity net gain plan, demonstrating how 20% ecologically functioning net gain will be achieved, will be required to be submitted to the council for approval. This should include information on:

   (a) The pre and post development biodiversity value of the onsite habitat;

   (b) How the hierarchy has been followed, including the subsequent values within the metric:

      (i) Avoid or minimise biodiversity impacts;

      (ii) On-site net gain provision;

      (iii) Off-site net gain provision, within the district;

      (iv) Purchased biodiversity credits for proposals within the district;

      (v) In exceptional circumstances, complaint to national BNG policy, off-site provision or purchased biodiversity credits for outside of the district.

   (c) Should provision not be secured entirely on-site it must be demonstrated that on site biodiversity opportunities have been maximised, including consideration of whether the amount of development proposed is appropriate;

   (d) Ensuring the provision of ecologically functioning biodiversity net gain does not hinder the delivery of publicly accessible open space in accordance with the accessibility, quality and quantity standards set out in Policy DS24;

   (e) Both on and off-site biodiversity net gain proposals must demonstrate how they align with government policy and any subsequent local

guidance or strategies. Biodiversity net gain plans should incorporate appropriate opportunities identified within local strategies, such as Green Infrastructure Strategy, Pollinator Action Plan, Tree Strategy (Priority Creation Areas), Biodiversity Opportunity Areas, Local Nature Recovery Strategy, Kent Downs Area of Outstanding Natural Beauty Management Plan;

(f) The monitoring and reporting mechanisms to be applied, and the frequency, to ensure the biodiversity net gain survives over its lifetime (as set out in national guidance, or subsequent local guidance);

(g) Biological data must be shared with Kent and Medway Biological Record Centre in a format suitable for the Record Centre; and

(h) Where ecologically appropriate, the provision of SuDS, the tree cover requirements and semi-natural habitat required as part of the open space typology provision, can contribute to biodiversity net gain above 10%.

4. Proposals for development which would result in the loss of, or damage to, or threaten the future retention of trees, hedgerows, woodland that make an important contribution to the amenity of the site and the surrounding area and which are important to wild flora and fauna, will only be granted where:

(a) The need for, and benefits of, the development in that location clearly outweigh the loss; and

(b) Adequate mitigation and compensation measures and an implementation plan are agreed with the council. Where trees are unavoidably lost, ensure they are replaced with appropriate native species to a ratio of three new trees to every lost tree, and planting takes place within the first winter season and mechanisms are agreed to ensure the trees are maintained for two summers and replaced if they fail within three years.

Landscape character

6.69 The character of the landscape and seascape contributes significantly to the identity and the sense of place of different parts of the district, and new development should reflect and respond appropriately to the character of the landscape within which it sits, and where appropriate the seascape.

6.70 The Canterbury District Landscape Character Assessment and Biodiversity Appraisal (2020) has assessed in detail the landscape character of the district, highlighting the key features and sensitivities in character areas including historic landscapes, areas of tranquillity and areas of dark skies.

6.71 Within the countryside, tranquility is an important component of the character and identity of our rural areas, and proposals for development should ensure this is preserved. Areas of tranquility are identified in Map 3.9 in the Landscape Character Assessment and Biodiversity Appraisal (2020) and often correlate to identified areas of dark skies.

6.72 The document provides a clear framework which must, along with the Kent Downs AONB Landscape assessments and the South East Marine Plan (and supporting documents) where appropriate, inform the design of proposals for development in the district.

Policy DS22 - Landscape character

1. Proposals for development should demonstrate that they are informed by, and are sympathetic to, the landscape, and where appropriate seascape, character of the locality. Proposals will be expected to take every opportunity to reinforce, restore, conserve or improve, as appropriate, the landscape character of the area in which development is proposed.

2. Proposals for development will be permitted if the following criteria are satisfied:

   (a) The key sensitivities and values of the Landscape Character Areas, as identified in the Canterbury District Landscape Character Assessment and Biodiversity Appraisal 2020 or Kent Downs AONB Landscape assessments (or subsequent updates), have demonstrably informed the design of the development;

   (b) The location, layout, scale and design considers the sensitivity of a particular landscape to accommodate change, and conserves and/or enhances what is special or distinctive about landscape character and where appropriate seascape. This includes considering and, where appropriate, incorporating relevant Landscape Guidelines and Key Habitat Opportunities as identified in the Canterbury District Landscape Character Assessment and Biodiversity Appraisal 2020 or Kent Downs AONB Landscape assessments or the South East Marine Plan Seascape character assessment (or subsequent updates);

   (c) The development does not have an adverse impact on important long distance views, including from vantage points, the PROW network and National Trails;

   (d) The development retains, integrates or enhances distinctive local natural, semi-natural, historic or cultural features;

   (e) The development avoids harm to the landscape and takes appropriate

opportunities to enhance landscape character;

(f) The development avoids or mitigates any impacts on the character and landscape context of the historic City of Canterbury including the World Heritage Site; and

(g) The development aims to protect tranquillity within the identified tranquil areas in the Landscape Character Assessment and Biodiversity Appraisal 2020 (or subsequent updates), minimising impacts and enhancing tranquillity where possible.

The Blean Woodland Complex

6.73 The Blean Complex SAC forms part of a wider Blean Woodland Complex to the north of the District. The Blean Woodland Complex, as defined on the policies map, provides an important habitat and is a fundamental component of the district's landscape character.

6.74 The Blean Woodland Complex is formed of blocks of ancient woodland across various designations, including the Blean Woodland Complex SAC, SSSI, NNR and LWS, many of which are fragmented. Areas of land surrounding the Complex provide opportunities to restore connectivity and enhance the integrity of the Complex.

6.75 This plan seeks to protect the Complex from inappropriate development while supporting its sensitive restoration and improving connectivity and biodiversity including rewilding and wider landscape restoration, where appropriate.

Policy DS23 - The Blean Woodland Complex

1. The council will support projects that restore, enhance, expand and connect the valued woodland habitat of the Blean Woodland Complex, as defined on the policies map, and will work with partners to help achieve these objectives including rewilding, natural regeneration and wider landscape restoration, where appropriate.
2. Projects that support the landscape and nature recovery through informed, sensitive and traditional woodland practices will be encouraged as will those which support the timber market and wider local economy provided there is no conflict with the primary conservation goals of the Complex.
3. Proposals for development that would result in the loss, deterioration or damage to the character, ecology, connectivity and integrity of the Blean Complex SAC will be refused.
4. Development affecting the Blean Woodland Complex should provide opportunities for biodiversity improvement within the identified Biodiversity Opportunity Areas.
5. Proposals for development on land surrounding the Blean Woodland Complex, including Policy C12 - Land north of University of Kent and Policy R17 - Broad Oak Reservoir and Country Park, will need to ensure that development does not adversely affect the landscape, ecology or setting of the Blean Woodland Complex and should be designed to provide the best outcomes for the Complex.

Publicly accessible open space and sports

6.76 Access to a variety of high quality open spaces is essential for biodiversity, the quality of life of our residents and supporting healthy lifestyles and social interaction within communities. Publicly accessible open spaces are important community assets and new developments in the district are required to provide proportionate levels of high quality new open spaces, across the various typologies, to help maintain the district-wide provision.

6.77 The council's Playing Pitch Strategy (2020) and the draft Canterbury District Open Spaces Strategy (2024) clearly identify the need for new and improved open spaces and sports facilities over the period of the Local Plan to respond to the pressures that additional growth will place on existing provision, including in areas of the district which already experience deficits in specific typologies of open space.

6.78 Alongside the provision of new open spaces, it is important that existing publicly accessible open spaces are protected for future generations. The draft Canterbury District Open Spaces Strategy (2024) has recommended that the Local Plan seeks to secure the legal status of open space provided through new developments and this plan also sets out strict controls to prevent the loss of any existing designated open spaces and sports facilities, other than in exceptional circumstances.

6.79 The council will also consider the need for additional guidance to ensure that open spaces secured through the planning system are delivered and managed effectively for our communities.

Policy DS24 - Publicly accessible open space and sports

1. Proposals for new residential and mixed-use development schemes will be required to deliver the following quantum of each category of publicly accessible open space provision in accordance with the specified quantity standards below:

Typology	Definition	Local standard per 1,000 people
Semi natural and natural space	Supports wildlife conservation, biodiversity and environmental education and awareness.	4 hectares per 1,000 people
Parks and gardens	Urban parks and formal gardens, open to the general public. Accessible, high quality opportunities for informal recreation and community events.	0.8 hectares per 1,000 people

Typology	Definition	Local standard per 1,000 people
Amenity green space and Green Corridors	Opportunities for informal activities close to home or work or enhancement of the appearance of residential or other areas. Routes providing walking, cycling or horse riding, whether for leisure purposes or travel. May also offer opportunities for wildlife mitigation.	2.25 hectares per 1,000 people
Fixed play areas *These comprise LAP and LEAP facilities for younger children, along with NEAP and Destination play facilities for older children and young people.*	Areas designed primarily for play and social interaction involving children and young people.	Total of 0.55 hectares per 1,000 people *Comprising: 0.25ha LAP and LEAP facilities; and 0.30ha NEAP and Destination play facilities*
LAP facilities	Local Area of Play targeted at 0 to 5 year olds.	Part of the 0.25 hectares per 1,000 people
LEAP facilities	Local Equipped Area for Play targeted at 5 to 12 year olds.	Part of the 0.25 hectares per 1,000 people
NEAP facilities	Neighbourhood Equipped Area of Play, targeted at 12 to 18 year olds, and provision for young people, such as skate parks.	Part of the 0.3 hectares of the 0.55ha per 1,000 people
Destination play facilities	Play facilities that have a distinctive feature and are part of a larger facility. Could include skate parks or multi-use games areas Targeted at 12 - 18 year olds.	Part of the 0.3 hectares per 1,000 people

Typology	Definition	Local standard per 1,000 people
Outdoor sports pitches	Grassed areas marked for pitch sports. This is in addition to any sports pitches provided as part of any on-site school provision.	0.87ha per 1000 population. The types of sports facilities provided should be informed by the Playing Pitch Strategy and Sport England's Play Pitch Calculator
Allotments	Provides opportunities for communities to grow their own produce. Added benefits include the long term promotion of sustainable living, health and social inclusion.	15 plots (0.375ha) per 1000 population
Civic Space	Provides a setting for civic buildings, public gatherings and community events.	One major civic space per urban centre

2. Development proposals should make appropriate space available to meet the quantity standards within the site as set out below:

   (a) Developments of 7.5ha or greater will be required to provide all typologies in full within the site;

   (b) Developments of between 3.5ha and 7.4ha will be required to provide all typologies in full within the site, except outdoor sports and allotments;

   (c) Developments of less than 3.4ha and flatted schemes will be expected to provide open space that may consist of play and/or green corridors / amenity green space as appropriate to the site and its locality.

   Where the quantity standards are not met in full by open space provision within the site, the council will secure appropriate financial contributions towards qualitative investments to existing off-site open spaces, and on-going maintenance, to ensure the impact of the development is fully mitigated. The council has prepared an Open Spaces Calculator to help applicants quantify such contributions.

3. Where a development of over 3.5ha is proposed in an area of the district with identified deficiencies in the typologies for parks and gardens, play areas, allotments or outdoors sports, or where the specific characteristics of a development site present a strategic

opportunity for provision of one of these typologies, the council will require the applicant to maximise the impact of the open space contribution to the local area and the district by apply flexibility between typologies, while maintaining the overall level of open space provision for the site.

4. The type of outdoor sports pitches must be determined based on the council's Open Space Strategy and Playing Pitch Strategy, or any subsequent updates to these strategies, or identified local need. Through early engagement with planning and through pre application advice, applicants should also have full regard to Sports England's Play Pitch Calculator to determine quantity and sub-typology of outdoor sport required.

5. Proposals for development which include provision of new on site open space must ensure that new open spaces meet the specified quality standards below:

   (a) Be designed as part of the green infrastructure network, contributing to local landscape character, connecting with local routes and green corridors for people and wildlife as well as providing multi-functional benefits such as addressing surface water management priorities (only appropriate for semi natural);

   (b) Play provision is sufficiently diverse to encourage all appropriate ages and to reflect Making Space for Girls guidance;

   (c) Play provision is to be designed to ensure appropriate play opportunities for users with disabilities (physical and mental) embedded in the overall design;

   (d) Be fully accessible and incorporate natural and incidental play, to encourage physical activity to improve mental well-being & health inequalities;

   (e) Provide a location and shape for the space which allows for meaningful and safe recreation and be sufficiently overlooked by active building frontages while maintaining appropriate distances from residential development;

   (f) Be easily found and accessible walking and cycling, and public transport and road where appropriate, including by those with disabilities, with pedestrian crossings on roads where necessary;

   (g) Make the entrances accessible for all users, of appropriate size and inviting with a welcoming sign and directions/map where appropriate;

   (h) Provide clearly defined boundaries with fences or hedges where needed to ensure safety of users;

   (i) Providing signage, seating, cycle furniture, litter bins and lighting, where appropriate, to ensure safety of users without adversely affecting wildlife;

   (j) Provide cultural infrastructure such as public art in line with the council's Cultural Strategy;

   (k) Provide a range of planting, with appropriate mix of predominantly indigenous species, suitable for a range of pollinators, maintained to a good standard;

   (l) Promote biodiversity on-site through design, choice of species

and management practises, while ensuring that the space's ability to perform as an accessible open space is not compromised; and

(m) For developments of over 3.5ha:

(i) Provide an Open Space Layout and Design statement, to incorporate ecological management measures for approval by the council; and

(ii) Provide a Management Plan with adequate resources identified for on-going management and maintenance.

The council will have regard to these quality standards where it applies off-site financial contributions towards improving existing open space provision.

6. Proposals for development for more than 50 homes will be required, for the total on-site open space provision, to obtain the relevant designation (either Town / Village Green or Fields in Trust for the open space from the relevant body in line with the Council's Open Space Strategy (2024).

7. Proposals for development for more that 500 homes will be required, for the total on-site open space provision, to:

(a) Positively explore with the local planning authority transferring the freehold ownership of the open space to an appropriate body including the council, a Parish Council, trust or Community Interest Company; and

(b) Positively explore with the local planning authority the establishment of a flexible and deliverable phased financial model to cover the agreed management, maintenance and replacement costs of the open space in perpetuity, and the agreed resourced delivery and community governance model.

8. Proposals for development which include provision of new on-site open space should have regard to the specified accessibility standards below in determining the position of new open space provision within the site:

Typology	Accessibility distance
Parks and Gardens	Destination 2,000m Other 710m
Amenity and Green Corridors	Recreation amenity 710m Other 480m
LAPs facilities	100m or up to 1 minutes walk
LEAPs facilities	400m or up to 5 minutes walk
NEAPs facilities	1000m or up to 15 minutes walk
Destination play facilities	20 minutes drive time
Semi natural and natural	20ha site within 2,000m or 720m
Outdoor sports pitches	Applicants to seek use of Sport England's Play Pitch Calculator to determine site specific requirements based on Play Pitch Strategy

The council will also have regard to these accessibility standards where it applies off-site financial contributions towards improving existing open space provision.

9. Proposals for development which would result in the loss of publicly accessible open space, as defined on the policies map, will only be permitted if:

   (a) There would be no material harm to the contribution the open space makes to the visual or recreational amenity of the area, and the council has assessed the open space as making no positive contribution to its overall strategy on open space; or

   (b) Where there would be material harm, this would be balanced against demonstrable need for the development in that specific location. Should there be no alternative site available to accommodate the proposed development, any harm must be offset by the provision of other open space of comparable accessibility, quality, size, character and usability in a suitable location, in addition to any open space requirements of the new development; or

   (c) The proposal is for the construction of a new building that is an essential facility for outdoor sport, recreation, play or allotment use or other open space typology uses that does not conflict with the purpose, character or accessibility of the open space; or

   (d) The proposal is for the re-use or replacement of existing buildings provided that the proposed uses do not conflict with the purpose, character or accessibility of the open space; and any replacement building is not materially larger; or

   (e) The proposal is for the carrying out of engineering or other operations required for public safety.

   In addition, proposals for development which would result in the loss, in whole or in part, of sports or recreation facilities must also demonstrate that:

   (f) The site has first been considered for other sport, open space, recreation, biodiversity or community uses; and

   (g) It has been demonstrated that the playing field is surplus to requirements having regard to the council's Open Space Strategy or Playing Pitch Strategy; or

   (h) There is an overriding need for the proposed development which outweighs the loss and the loss would be replaced by equivalent or better provision in terms of quantity and quality in a suitable location; or,

   (i) The development is for a small part of the site; where it has been demonstrated that it will result in enhanced sport and recreational facilities.

10. Proposals for development that would result in the loss of publicly accessible open spaces provided as part of a planning permission for development will be refused.

11. Proposals for new sports and recreation facilities, either as stand alone facilities or as part of a mixed-use development, will be supported where the proposal meets the requirements of other policies in this plan, and where:

(a) The new provision meets Sports England's criteria for the proposed use and any criteria issues by the relevant National Governing Body;

(b) Appropriate ancillary facilities are proposed;

(c) Where other sports facilities are proposed as part of the development, the facilities are co-located where appropriate;

(d) There is no adverse impact upon living conditions;

(e) The site is appropriately accessible by walking, cycling and, where appropriate, public transport;

(f) Buildings are well designed, appropriate in scale and function to the use of the land, and meet the minimum size and quality standards to be usable as the proposed type of sport. This includes ensuring sufficient distance between the boundaries and nearby buildings, new and existing;

(g) The scheme incorporates measures to improve resilience to the potential impacts of climate change; and

(h) The application is supported by evidence of a management scheme which details the future ownership, management and maintenance of the site.

Renewable energy and carbon sequestration

6.80 Over the period of this plan, the provision of new renewable energy technologies is expected to make a significant contribution to the decarbonisation of the district's energy mix.

6.81 In addition to requiring new homes in the district to be net-zero for operational carbon emissions, the Local Plan provides clear support for proposals which can provide existing homes and businesses with renewable or low-carbon sources of energy, provided these are appropriately located and designed.

6.82 Similarly, proposals which can provide carbon sequestration, including schemes for tree planting, will generally be supported and will be expected to maximise opportunities for co-benefits such as for biodiversity and public access to open space.

Policy DS25 - Renewable energy and carbon sequestration

1. Proposals for the utilisation, distribution and development of renewable and low carbon sources of energy of all scales, including freestanding installations, will be supported where this aligns with other policies in the plan. In considering such proposals, the council will give significant weight to the carbon emissions reduction and energy resilience that the projects can deliver.

2. Projects such as rooftop solar photovoltaic power generation for domestic or business use where the primary purpose is to provide power for use on the site where the generation is proposed will be encouraged subject to other policies in this plan.

3. In addition to the requirements of other policies in this plan, proposals for utility scale development for renewable and

low-carbon energy and infrastructure that is primarily for export to the national grid should:

(a) Demonstrate a renewable energy and carbon reduction benefit to the district over the asset lifecycle; and

(b) Be prepared with the involvement of the local community and include the potential for local communities to be involved in the project through co-investment, a community benefit fund or similar; and

(c) Deliver environmental co-benefits such as biodiversity improvement or other ecosystem enhancements; and

(d) Seek to maximise other environmental, community and economic benefits; and

(e) Provide an end-of-life restoration or renewal plan.

4. Additional weight to be given to the benefits of renewable and low-carbon energy proposals which are community-led, or which can be shown to have the support of the local community.

5. Proposals for changes in land use that would provide additional carbon sequestration will be supported in suitable locations across the district. Such proposals will need to:

(a) Evaluate the change in carbon sequestration rates using an accredited methodology recognised by Natural England; and

(b) Demonstrate suitable legal and management arrangements that guarantee the continuation of the carbon sequestration and carbon lock-in for a period in excess of 100 years; and

(c) Demonstrate that the potential for co-benefits from the proposal such as other ecosystem services suitable to the location, biodiversity gain and improved amenity have been maximised; and

(d) Provide a management scheme which details the future ownership, management and maintenance of the site.

Historic environment and archaeology

6.83 Canterbury district has a wealth of heritage assets, including the World Heritage Site and a host of Conservation Areas and listed buildings. These assets play a significant role in the character and identity of our district and need to be carefully managed and preserved for the benefit of future generations.

6.84 National policies establish a clear framework to protect the significance of heritage assets, and this plan reflects these requirements while also providing a positive approach to the sensitive retrofitting of heritage assets to improve energy efficiency, in line with Historic England's guidance. The council will prepare a Retrofit and Energy Efficiency for Traditional Buildings SPD to provide further guidance on improving the energy efficiency of historic buildings.

Policy DS26 - Historic environment and archaeology

1. All proposals for development which have the potential to affect a heritage asset or its setting must be supported by a Heritage Statement. The Heritage Statement should include an assessment of the asset's historic, architectural or archaeological significance, the likely impact of the proposals on its significance, proportional to the importance of the asset and how any harm has been avoided, minimised or mitigated. This includes identifying any public benefits of the proposal, including 'heritage benefits'. Proposals for development within, or affecting the wider setting of, the UNESCO Canterbury World Heritage Site must be supported by a Heritage Impact Assessment (HIA), in line with UNESCO guidance, and should have an understanding of the cumulative impact of development.

2. Proposals for development will only be permitted when the significance of the Outstanding Universal Value of the UNESCO Canterbury World Heritage Site and its buffer zone setting are sustained and enhanced. This includes views into, out of and across the three parts of the World Heritage Site.

3. Proposals for development affecting the wider setting of the Canterbury World Heritage Site or strategic or other significant views to or from Canterbury Cathedral, St Augustine's Abbey, and St Martin's Church, will be required to demonstrate how they will conserve and enhance the Outstanding Universal Value of the World Heritage Sites.

4. Proposals for development which would sustain or enhance the District's Listed Buildings and structures, and their significance and make a positive contribution to local character and distinctiveness will be supported. Such proposals should have regard to:

   (a) The building's historic fabric, architectural style and features of interest, plan form and room hierarchy, readability, curtilage, site layout, and use;

   (b) The contribution of the building to its setting or group value with other buildings;

   (c) Views that contribute to the significance of the building or structure or their setting;

(d) The viable use of listed buildings and structures that is consistent with their on-going and long term conservation; and

(e) Any residual harm to the significance of the listed building or structure that results from a proposed development must be robustly justified.

5. Proposals for development within a conservation area should preserve or enhance its special architectural or historic character or appearance and its setting. All new development and alterations in Conservation Areas should:

   (a) Respect the plan form, architectural features, materials, height, massing, building lines, roofscapes, scale, relationships between buildings and the spaces between them of the Area;

   (b) Retain trees, open spaces, walls, fences and other features where they contribute positively to the character and appearance of the Area;

   (c) Be appropriate in land use to the character, appearance and historic function of the area;

   (d) Not generate levels of traffic, parking or other environmental problems which would result in unacceptable harm to the character, appearance or significance of the Area; and

   (e) Not prejudice important views into or out of the Area.

   Proposals should be informed by the appropriate Conservation Area Appraisal and Design Guide where one is in operation.

6. Proposals for development which seek to protect and enhance the historic significance of those landscapes included in Historic England's register of Parks and Gardens and others identified to be of local interest shall be supported. Proposals should take into account the park and gardens character, fabric, features of interest, setting and/or views into and from the area.

7. Proposals that bring redundant or under-used historic buildings and areas, including those on the Heritage at Risk Register, into appropriate and viable use consistent with their conservation, will be encouraged.

8. Any harm to the significance of a designated heritage asset as a result of proposed development must be robustly justified, through a HIA, Heritage Statement and or options appraisal. Development will not be permitted where it will cause the total loss of, or substantial harm to, the significance of a designated heritage asset or its setting, unless it can be demonstrated that substantial public benefits will be delivered that outweigh the harm or loss caused, or:

   (a) Where the nature of the heritage asset prevents all reasonable or viable uses of the site, and no viable use of the heritage asset can be found in the medium term through appropriate marketing that will enable its conservation; and

   (b) Conservation through grant funding is not possible, and the harm to or loss of the asset is outweighed by the benefits of bringing the site back into use.

9. Where a proposal for development would lead to less than substantial harm to the significance of a designated heritage asset the council will weigh the harm against the public benefits of the proposals including, where appropriate,

securing the optimum viable use of the heritage asset.

10. Proposals for development affecting a non-designated heritage asset of local importance (including locally listed buildings) or its setting will be supported where it is demonstrated that the significance of the asset and its setting, and the conservation of the non-designated heritage asset, has informed the design of the proposed development.

11. In assessing proposals which would improve the energy efficiency or contribute to the decarbonisation of a heritage asset, such as through retrofitting, the council will be supportive where a sympathetic and tailored approach to design and specification is taken. Proposals will be required to show an understanding of the building's setting, traditional construction, current condition and a 'whole house approach' to retrofitting, to ensure that energy efficiency measures are suitable, robust, well integrated, properly coordinated and sustainable, in line with advice set out in Historic England's Guidance on energy efficiency in traditional buildings and the council's Retrofit and Energy Efficiency for Traditional Buildings SPD.

12. Proposals for development affecting shopfronts and advertisement affecting designated and non-designated heritage assets should follow guidance set out within the Council's Shopfront SPD or any subsequent update.

13. The archaeological and historic integrity of designated heritage assets such as Scheduled Monuments and other important archaeological sites, together with their settings, will be sustained and, where possible, enhanced. Development which would adversely affect them will not be permitted. Proposals for development on sites where there is, or is the potential for, an archaeological heritage asset, must include an appropriate desk-based assessment of the asset. Where the desk-based assessment reveals that important or potentially significant archaeological heritage assets may exist, applicants will be required to, where necessary, arrange for field evaluations to be carried out by an appropriately qualified contractor in advance of the determination of the planning application. Such an evaluation should define:

    (a) The character, significance and condition of any archaeological deposits or structures within the application site;

    (b) The likely impact of the proposed development on the archaeology, its significance and setting (including the limits to the depth to which groundworks can go on the site); and

    (c) The means of mitigating the effect of the proposed development including a statement setting out the impact of the development.

Where the case for development affecting a heritage asset of archaeological interest is accepted, the archaeological remains should be preserved in situ. Where this is not possible or justified, appropriate provision for preservation by record may be an acceptable alternative dependent upon their significance. In such instances archaeological recording should be undertaken by an approved archaeological body, deposited with the Kent Historic Environment Record and should take place in accordance with a specification and programme of work to be submitted to and approved by the council in advance of development commencing.

7. Development management policies

Conversion of existing rural buildings

7.1 As set out elsewhere in this plan, new residential development in the countryside is generally unsustainable and will only be supported in very limited circumstances.

7.2 Proposals for the conversion of existing rural buildings to residential uses may be considered appropriate however, subject to the criteria set out below.

Policy DM1 - Conversion of existing rural buildings

Proposals for the conversion of existing agricultural or other rural buildings to residential use which require planning permission, will be supported where the following criteria are met:

(a) It has been demonstrated to the satisfaction of the council that the building has been continuously actively marketed, for at least one year, for alternative uses such as business, tourism or community uses; or

(b) The residential conversion is a subordinate part of a scheme for a business, tourism or community re-use, which will have a positive benefit on the local economy and community; or

(c) The residential conversion meets an identified local housing need; or

(d) The proposed development would represent the optimal viable use of a heritage asset or would be appropriate enabling development to secure the future of heritage assets.

Where one of these criteria is engaged, the scheme must ensure:

(e) There is sufficient land around the building to provide a reasonable level of outdoor space for the occupants which enhances the immediate setting; and

(f) Any alterations or extensions to the building provide a form, bulk, scale and design which takes account of and reinforces landscape character without detracting from existing communities or local tranquillity; and

(g) The building is of permanent, substantial and sound construction and is capable of conversion without major or complete reconstruction; and

(h) Any alterations proposed as part of the conversion complements the landscape and local character in terms of materials used, design and form; and

(i) No fences, walls or other structures associated with the use of the building or the definition of its curtilage or any sub-division of it are erected which would harm landscape character and visual amenity.

Residential garden land

7.3 Residential gardens often contribute to the character of neighbourhoods and, although these locations are often sustainable, mostly being within settlement boundaries, inappropriate development can be harmful to the character and appearance of the area. However, well designed proposals, appropriate to their location, can provide additional homes for our communities and will be supported.

Policy DM2 - Residential garden land

Proposals for development within urban areas, rural service centres and local service centres, within domestic garden land to create new dwellings, where the existing dwelling is retained, will be permitted provided the following criteria are met:

(a) The higher density resulting from the development would not result in significant harm to the character and appearance of the area;

(b) There would be no significant adverse effect on living conditions for adjoining properties and/or their curtilages;

(c) Where the development would involve the net loss of private amenity space serving an existing dwelling, that dwelling must be left with a sufficient area of private amenity space having regard to the standards in this plan;

(d) Access of an appropriate standard can be provided to a suitable highway;

(e) The scale, height, form, appearance and siting of the proposal would fit unobtrusively with the existing building and the character of the street scene; and

(f) Wherever possible, development should retain garden trees and landscaping features that make a positive contribution to the residential environment.

Housing in multiple occupation (HMOs)

7.4 HMOs provide an important component of the district's housing supply, and provide access to housing for some of our communities with specific needs, such as students and young professionals.

7.5 Concentrations of HMOs in neighbourhoods however can change the character and identity of areas, and the council has, over a number of years, used its planning controls to manage this. The plan continues this approach while recognising that in some areas where there is already an exceptionally high proportion of HMOs, it is appropriate to apply more flexibility.

Policy DM3 - Housing in multiple occupation (HMOs)

1. In order to maintain an appropriate area demographic, housing mix and to safeguard the character of local communities, the proportion of HMOs within the areas subject to Article 4 Directions should not exceed 10% of the total number of dwellings within a 100m radius of any application property.

2. Where the proportion of HMO's exceed this requirement the council will not permit:

   (a) Change of use to a HMO(s); or

   (b) A new build HMO(s); or

   (c) Extensions to existing HMO(s) which would create additional bedrooms.

   However, in areas where there is already an exceptionally high proportion of HMOs for example, in any particular block of properties - consideration will be given to permitting further conversions, extensions and new build HMOs.

3. In all cases, regard will also be had to the following factors:

   (a) Whether the proposals would lead to a level of car-parking that would exceed the capacity of the street;

   (b) Whether the proposals could provide acceptable arrangements for bin storage and other shared facilities; and

   (c) Whether the design of any extension would be appropriate in terms of the property itself or the character of the area.

Reducing waste and supporting the circular economy

7.6 The effective management of waste, both through the construction phase of development and its operational lifetime, can support the improved rates of recycling and re-use of materials and contribute to a reduction in carbon emissions in the district.

7.7 Major developments in the district will be expected to carefully consider how to manage waste generated through development and, where appropriate, to re-use or recycle waste generated as part of any demolition works or groundworks.

Policy DM4 - Reducing waste and supporting the circular economy

1. Proposals for development should demonstrate the use of recycled or secondary materials.
2. Proposals for major development shall demonstrate how waste from the construction and lifecycle of the development has been minimised through a Construction Environmental Management Plans (CEMP) at full application or reserved matters stage.
3. As a minimum the CEMP should include an outline of the approach to site waste management including dust and vehicle movements, and how construction waste will be addressed following the waste hierarchy such as through the on-site re-use of materials such as soils.
4. Proposals for major development should also submit a Circular Economy Statement, either as a standalone document or as part of the CEMP, setting out:
   (a) How materials arising from demolition and remediation works will be reused and/or recycled; and
   (b) How the design and construction of the development will reduce material demands and enable building materials, components and products to be disassembled and re-used at the end of their useful life, following design for disassembly principles.
5. Relevant development at all scales must provide adequate, flexible and easily accessible waste management storage space and collection systems in line with the requirements of the Kent Design Guide (or successor documents). Proposals that meet these requirements or propose innovative approaches to waste management will be supported.

Parking design

7.8 Most new developments in the district will incorporate vehicle parking provision, in line with the council's parking standards, however the design and arrangement of parking can have a significant impact on the overall quality of a development and the quality of life for residents. Proposals must ensure that any vehicle parking provision is carefully located and designed, and developments should meet the requirements set out below.

Policy DM5 - Parking design

Proposals for development involving the provision of vehicular parking should ensure that the parking provision is well-designed, function-well and be visually unobtrusive. The council considers that the arrangement of parking has a fundamental effect on the quality of a place or development, so new car parking should:

(a) Be conveniently sited so that it is well used, and should be designed and located so that it is not more convenient or necessary for residents to park on footways and verges;

(b) Be safe, secure and meet the needs of different users, including occupants, visitors and people with disabilities;

(c) Be attractive, well-landscaped and sensitively integrated into the built form, so that it does not dominate the street scene and does not compromise safe walking and cycling routes;

(d) Incorporate green infrastructure, including trees and shrubs, whilst still allowing for visibility, to soften the visual impact, help improve air quality and contribute to biodiversity;

(e) Incorporate permeable paving;

(f) Be appropriately lit and overlooked; and

(g) For larger developments, include a range of parking solutions, accommodated in a variety of ways, in terms of location, allocation and design. Tandem parking, and large parking courts with no natural surveillance, should be avoided; and

(h) Carefully locate electric vehicle spaces and charging points so they are appropriately sited and designed to allow for ease of access and to avoid street clutter; and

(i) Consider parking controls, including ensuring that visitor parking spaces do not become overflow parking spaces for residents.

Extensions and alterations to existing buildings

7.9 Poorly designed changes or extensions to existing buildings can have a harmful impact on the character of streets and neighbourhoods, and particularly on immediate neighbours. Such proposals should be sensitively designed to ensure they are appropriate for the existing building itself, and in terms of the character of the locality.

Policy DM6 - Extensions and alterations to existing buildings

Proposals for development involving extensions or alterations to existing buildings should:

(a) Integrate coherently with the character of the original building in terms of design, layout, size, bulk, mass, height, choice of materials and position; and

(b) Not result in unacceptable loss of privacy, overlooking or overshadowing to neighbouring properties; and

(c) Not be detrimental to the living conditions and character of the locality and streetscape.

Health and crime impact assessments

7.10 Health Impact Assessments and Crime Impact Assessments are established tools for understanding the potential impacts of developments and identifying, through the development and design process, how any potential adverse impacts can be addressed by making changes to the scheme. The council considered that these tolls are particularly important for very large developments and should be used at an early stage of the design and masterplanning process. The council will produce guidance to support applicants in preparing the assessments.

Policy DM7 - Health and crime impact assessments

1. Proposals for development of 100 homes or more, or for non-residential developments of 10,000 sqm or more, and proposals for takeaways, betting shops and payday loan shops of any size, should include a Health Impact Assessment (HIA). The HIA should demonstrate how any adverse health impacts will be effectively mitigated and how the positive health impacts of the proposal will be maximised.
2. Proposals for development of 100 homes or more, or for non-residential developments of 10,000 sqm, or other developments which the council considers may pose a high security or safety risk, should include a Crime Impact Statement (CIS).
3. The council will produce guidance to assist applicants undertaking Health Impact Assessments and Crime Impact Statements.

Shopfronts

7.11 Poorly designed shopfronts can be harmful to the character of our city and town centres and our villages and this plan seeks to protect shopfronts with architectural and historic interest and to ensure that new shopfronts are carefully designed to reflect the character of the building and its context.

Policy DM8 - Shopfronts

1. Shopfronts which are of architectural and historic interest should be retained. The council will expect a high standard of design in new and altered shopfronts, blinds and security measures, all of which should adhere to the Shopfront Design SPG. Where new shopfronts are proposed they should:

   (a) Create a fascia and shop window which is in character with the building itself, the upper floors and the surrounding street scene;

   (b) Be correctly proportioned and be designed in an architectural style and with materials appropriate for the building and its context;

   (c) Not result in a needless loss of architectural features; and

   (d) Not introduce 'house styles' and materials which are out of character with the building and its surroundings.

2. Where a shopfront with historic significance and value survives there will be a presumption in favour of its retention. If a new shopfront will form part of a group of original historic shopfronts its design should complement their character and quality.

Advertisements

7.12 Advertisements can significantly harm the character of localities and lead to a cluttering effect which damages the street scene, such as the use of A-boards. Proposals requiring content will need to demonstrate that they meet the criteria below to be deemed acceptable.

Policy DM9 - Advertisements

Proposals for new advertisements across the district must be of the highest standard of design and respect local character and context, including in terms of scale and materials. Applications for advertisement consent will be permitted where they meet the following criteria and adhere to the Shopfront Design SPG. Proposals will be supported where the advertisement does not:

(a) Adversely affect the historic significance of buildings and/or the character of an area through design, size and siting;

(b) Contribute to an unsightly proliferation or clutter of signage in the local area and detract from the amenity of the street scene;

(c) Cause a physical obstruction to the public realm or cause a detrimental impact to highway safety; and

(b) Cause visual intrusion by virtue of light pollution into adjoining residential properties.

Residential annexes and ancillary accommodation

7.13 The appropriate development of residential annexes can help to meet specific needs of households in our district, such as by providing additional space for a dependent relative. Annex and ancillary accommodation however should be carefully designed as complementary and subordinate to the main dwelling, to avoid it appearing as a separate and unrelated dwelling.

Policy DM10 - Residential annexes and ancillary accommodation

Proposals for development involving the provision of a residential annex or ancillary accommodation will be supported where the development accords with other policies in this plan and where the development:

(a) Is located close to the main dwelling, and within the curtilage of the main dwelling;

(b) Has a functional connection with the main dwelling, such as the occupant should be a dependent relative of the residents of the main dwelling or be employed at the main dwelling;

(c) Is (and remains) within the same ownership as and be occupied in conjunction with the original dwelling;

(d) Is ancillary and subordinate in size and scale to the original dwelling and of a design which complements the original dwelling; and

(e) Is designed in such a way as to easily allow the annex to be brought back as an integral part of the main dwelling at a later date.

Residential design

7.14 High quality design is a key priority of this plan and the council expects that all new developments provide comfortable, spacious, energy efficient and beautiful places in which to live. New homes should be light and provide ventilation and ensure a proportionate amount of outdoor private amenity space, such as gardens or balconies, together with integrated waste management facilities, cycle parking and climate change resilient design.

7.15 New gardens and spaces around new homes provide important opportunities to support wildlife and improve biodiversity and the council expects planting schemes to incorporate native species and support pollinators.

Policy DM11 - Residential design

1. All proposals for development involving residential new build, conversion to residential, alterations and extensions, including purpose built student accommodation and older persons housing should have an acceptable standard of accommodation in terms of internal and external layout, size, quality and amenity space. They should provide a comfortable, health-promoting, safe and secure environment for residents, should be fit for purpose and adaptable for changing needs.

2. Proposals for change of use to dwellings and new-build dwellings, including all types of tenure, should provide:

   (a) Internal space which complies with the minimum space standards set out in the Department for Communities and Local Government's Technical housing standards – nationally described space standards;

   (b) Minimum floor to ceiling height of 2.4m for new build to allow for good internal daylighting;

   (c) Space to allow for home working such as a home office, or space for a desk in a secondary bedroom;

   (d) Good levels of internal daylighting, with good size and accessible windows. Internal daylighting assessments may be required for some proposals. Houses with more than one bedroom should be dual or triple aspect, to allow for good internal daylight levels and cross ventilation;

   (e) Appropriate reduction in sound transmission from external sources into indoor space and private outdoor amenity space where required, particularly in Town Centres;

   (f) Outdoor private amenity space, such as a garden, terrace or balcony, the size of which should be proportional to the size of the home and its location, and should provide a usable layout. Where a terrace or balcony is provided this should be located on a west, south or east elevation where possible;

   (g) Gardens should contain integrated composting facilities and appropriately placed measures to increase biodiversity should be included such as bird/swift bricks or boxes, bat boxes and hedgehog highway routes in fences;

(h) Boundary treatments such as hedgerows, low walls or fences should be provided to front elevations and/or gardens so that the definition between public and private space is made clear;

(i) Shared surfaces, shared private drives, driveways, on-plot parking and parking to the front of homes should be built with permeable paving where appropriate;

(j) Storage space and space for refuse and recycling. Bin stores should be integrated with frontages or boundary treatments for front gardens of houses;

(k) Facilities should provide for covered and secure cycle parking; and

(l) Planting schemes should include native species and encourage biodiversity. All homes with gardens should include a minimum of one fruit tree in the front or rear gardens.

Non-residential design

7.16 Proposals for commercial uses, business space and other forms of non-residential development are expected to be appropriately designed to optimise functionality and also ensure a safe and comfortable environment for users. Designs should promote physical activity and active travel such as by including changing and showering facilities, while community facilities and large scale commercial developments should incorporate "Changing Places" facilities as part of their designs.

Policy DM12 - Non-residential design

All proposals for development involving the provision of non-residential floorspace should provide an acceptable standard of accommodation, provide a comfortable, health-promoting, safe and accessible environment, should be fit for purpose and adaptable for changing needs. Proposals for development should provide:

(a) Good levels of internal daylighting, with good size and accessible windows;

(b) Appropriate reduction in sound transmission from external sources where necessary, particularly in Town Centres;

(c) Internal design and layout that promotes physical activity, including attractive, visible and signed stairwells close to the entrance;

(d) Boundary treatments, including hedgerows, should be provided where appropriate. Planting schemes should include native species and encourage biodiversity;

(e) Well-designed storage space for refuse and recycling, and adequate access for servicing. Major developments should provide a servicing, refuse and recycling strategy;

(f) Places of employment should include changing and shower facilities to support staff cycling to work, as well as covered and secure cycle parking to encourage active travel for staff;

(g) Community facilities should include a "Changing Places" facility,

accessible kitchen and take account of neurodiversity and Alzheimer's requirements;

(h) Large-scale commercial, business and employment developments of over 10,000sqm should incorporate seating, free drinking fountains and free publicly-accessible toilets, including a "Changing Places" facility, as part of the development and provide for the long term maintenance of facilities; and

(i) Shared surfaces and parking should be built with permeable paving where appropriate.

Biomass technology

7.17 Proposals for biomass technology can have adverse impacts on air quality, and should only be located in areas which are off the gas grid and where electrical or other low emission alternatives are unavailable. Proposals will need to be supported by an air quality assessment to enable careful consideration of the impacts of the development. Kent County Council's Minerals and Waste Local Plan provides the planning policy framework for waste management facilities if waste material inputs to generate a biomass fuel is proposed.

Policy DM13 - Biomass technology

1. Proposals for the deployment of biomass technology in locations off the gas grid where coal and oil-fired plants are currently used will be supported where no lower emission alternative is available, including electric heating. To reduce associated air quality impacts, the biomass technology should be a high quality low emission plant, and biomass should be locally sourced. The use of waste derived biofuels within biomass technology will not be supported unless they have been processed to form a recognised biomass fuel and require no additional treatment to be used as such for the purposes of heat generation

2. Proposals for development involving biomass technology will require a detailed air quality assessment that, as a minimum, will include the following information:

(a) The thermal capacity of the proposed biomass technology, and, if possible, its make and model; and

(b) The type of fuel to be used (preferably sustainably locally sourced); and

(c) Confirmation that it will be an approved appliance, compliant with DEFRA's latest guidance and the Clean Air Act; and

(d) The precise location of the proposed stack(s).

Applications for biomass technology that burn fuel at a rate of greater than 45.4kg/hr will be required to gain chimney height approval from the council.

Flood risk

7.18 Where a site-specific flood risk assessment is required in line with other policies within this plan the council will expect applicants to have carefully considered the potential impacts of the proposal, both within the site and outside of the site, and to identify measures which can be implemented to mitigate this. The council will use appropriate mechanisms to ensure that any required mitigation measures are secured and delivered at the appropriate time during any development.

Policy DM14 - Flood risk

Proposals for development which require a site-specific flood risk assessment in line with Policy DS20 will only be supported where a flood risk assessment demonstrates that:

(a) It is located in areas at lowest risk of flooding (from all sources) and, where required the Sequential Test and the Exception Tests demonstrate that the site is appropriate for development and its intended use;

(b) A sequential approach to site layout is applied, directing the most vulnerable uses to the areas at lowest risk from all sources of flooding;

(c) It will be safe for the lifetime of the development, taking into consideration the implications of climate change, and will not increase flood risk elsewhere or result in a loss of floodplain storage capacity or impede flow paths. Off-site flood risk will not be created or exacerbated by new development and where possible the development will reduce the overall flood risk within and beyond the site boundary and will be effectively maintained over the lifetime of the development;

(d) Where any off-site flood risk is identified, measures should be identified and implemented, including passive measures to avoid flood risk off-site;

(e) Surface water runoff is managed effectively and robustly, in line with Policy DM15, giving priority to the use of SUDS, and discharge locations have capacity to receive all foul and surface water flows from the development;

(f) The area of impermeable surface is minimised and porous and/or permeable surfaces are used wherever reasonably practicable;

(g) Building level flood avoidance, resilience and resistance measures are designed into the development where appropriate; and

(h) It provides opportunities to achieve multiple benefits, such as contributing to water efficiency, providing or enhancing biodiversity, landscapes and green infrastructure or general amenities are maximised.

Where necessary, planning permission will be conditional upon flood protection and/or runoff control measures being operational before other site works or occupation.

Sustainable drainage

7.19 Managing drainage effectively is a key component of good design and the council expects all developments to integrate sustainable drainage systems (SUDS). Surface water should be managed in line with the hierarchy set out below and should reflect both national guidance and that produced by Kent County Council as the Lead Local Flood Authority.

7.20 The council will produce further guidance related to surface water runoff rates for new development in the district.

Policy DM15 - Sustainable drainage

1. All proposals for development should include identified drainage provision suitable for the proposal and its location. Taking account of advice from Kent County Council, the Lead Local Flood Authority, proposals must demonstrate, as a minimum, how they have:

   (a) Achieved to the City Council's stipulated greenfield runoff rates, mimic natural flows and drainage pathways and ensure that surface water run-off is managed as close to its source as possible. In exceptional circumstances, evidence will be required to justify why the stipulated greenfield runoff rates cannot be achieved and that appropriate measures have been undertaken to achieve as close as possible;

   (b) Managed all sources of surface water, including exceedance flows and surface flows from offsite, provide for emergency ingress and egress and ensure adequate drainage connectivity;

   (c) Included sustainable drainage systems (SuDs) and prioritise, as appropriate, naturalistic solutions incorporated into the soft landscape of the development. Where SuDS are not appropriate evidence must be provided to demonstrate why. Where the cost of providing SuDS is cited as the main constraint for delivery, the council will require a full cost comparison against standard system, so that the cost implications can be clearly understood;

   (d) Designed the scheme in accordance with Kent County Council's Guidance for master planning sustainable drainage into developments document, or equivalent up date or district specific guidance;

   (e) Ensured measures proposed maintain public safety;

   (f) Ensured that there is adequate treatment of surface water flows, such that there is no diminution in quality of any receiving watercourse;

   (g) Ensured protection of groundwater. This may include undertaking a Groundwater Risk Assessment;

   (h) Considered the risk of contamination, including any Land Contamination Studies where available;

   (i) Considered and, where appropriate, provided multiple benefits, such as providing or enhancing wetland

habitat, biodiversity, landscapes, and improving amenity, access, open space and water quality;

(j) Made an appropriate allowance for climate change;

(k) Identify the maintenance responsibilities for the entirety of the surface water drainage system and provide a management and maintenance plan, which shall include arrangements during the construction phase and the arrangements for adoption by any public authority or statutory undertaker and any other arrangements to secure the operation of the drainage scheme throughout its lifetime; and

(l) On major and strategic developments it should be shown how this infrastructure will be delivered over the different building phases to ensure that schemes are delivered as envisaged and that ongoing and future flood risk is managed. This information should include clear details of the various designed allocations, in terms of discharge rates, discharge volumes and impermeable areas for those future building phases.

Water pollution

7.21 The district includes a number of areas which are sensitive to water pollution, including nitrate vulnerable zones. Where development may affect these sensitive areas, applicants will be required to undertake thorough risk assessments to inform the decision making process. Development proposals that would be harmful to these protected areas will not be permitted.

Policy DM16 - Water pollution

1. Proposals to enhance existing aquatic environments and ecosystems will be supported.
2. Any new development should not compromise Water Framework Directive objectives, and will ensure that the water environment does not deteriorate, both during construction and during the lifetime of the development.
3. Developers shall undertake thorough risk assessments of the impact of proposals on surface and groundwater systems considering appropriate avoidance measures before incorporating appropriate mitigation measures where necessary.
4. Development will not be permitted where it would:
   (a) Prejudice the quality or quantity of surface or groundwater; or
   (b) Have an adverse impact on groundwater protection zones or drinking water safeguard zones; or
   (c) Have an adverse impact on water dependent protected sites or species.
5. Agricultural development or changes in land use will also need to demonstrate how they are taking account of, and minimising, any harm to nitrate vulnerable zones.

Noise, odour and dust pollution

7.22 Noise, odour and dust pollution can have a harmful impact on residents' quality of life, and on businesses, and it is important that they are appropriately considered through the decision making process. Proposals located close to existing noisy uses, and any developments which may increase noise pollution, may need to integrate mitigation such as insulation within their designs.

Policy DM17 - Noise, odour and dust pollution

1. Where appropriate, new developments should integrate adequate noise insulation for future residents to ensure the ongoing viability of existing surrounding uses is not compromised.
2. Developments in close proximity to existing uses which produce significant noise, such as roads, commercial or leisure uses, will provide a noise survey to determine if any necessary measures are required. If any measures are identified, the applicant must demonstrate how these have been included within the scheme.
3. Developments which will increase noise pollution for existing communities and uses will need to demonstrate how they will avoid, or minimise and mitigate their impacts.
4. Where any significant noise pollution cannot be adequately mitigated a proposal will be refused.
5. For developments recognised to produce significant noise, noise management is required throughout development. For developments which have determined necessary measures to mitigate noise pollution, management is required to ensure noise is appropriately minimised and mitigation is maintained.
6. Developments which produce significant odour or are in close proximity to existing uses which produce significant odour, will provide an Odour Management Plan. Where odour effects are assessed as significant, details of appropriate mitigation measures will be required.
7. Where appropriate, new developments will provide a Construction Environmental Management Plan to set out how noise, odour and dust produced during construction, will be mitigated and how management will be maintained throughout the course of construction.

Light pollution and dark skies

7.23 Light pollution can have significant impacts on wildlife and is also proven to have effects on human wellbeing. Proposals for external lightning will need to carefully consider the potential impacts and demonstrate that lighting is appropriate for the location.

7.24 Parts of our countryside benefit from so-called "dark skies" where there is very limited light pollution, and proposals which would cause light pollution in these areas will not normally be permitted.

Policy DM18 - Light pollution and dark skies

1. All proposals for development should be designed to minimise light pollution, both in external aspects and as a consequence of light leakage from the interior.
2. Proposals must minimise light pollution whilst still adhering to the requirements as set out by the Highways authority (Kent County Council) and National Highways.
3. Proposals for external lighting schemes will be permitted if they meet the following criteria:
   (a) The lighting levels do not exceed the levels in the relevant environmental zone as recommended by The Institute of Lighting Professionals (ILP) in their guidance on the reduction of obtrusive light (or equivalent up to date document); and
   (b) It is demonstrated by illuminance contour diagrams that the minimum number, intensity and height and timing of lighting necessary to achieve its locationally appropriate purpose is proposed; and
   (c) It has been designed to minimise light glare, light trespass, light spillage and sky glare, and would not dazzle or distract drivers or pedestrians using nearby highways, through using the best available technology to minimise light pollution and conserve energy; and
   (d) The lighting scheme would not be visually detrimental to its immediate or wider setting or landscape, particularly intrinsically dark landscapes and would be of appropriate colour temperature for its location; and
   (e) It does not adversely impact living conditions; and
   (f) It does not have an adverse impact on long distance views or from vantage points; and
   (g) It is designed to minimise disturbance to wildlife, biodiversity and their food sources; and
   (h) Any development affecting protected species or habitats or in close proximity, follows relevant specific guidance on lighting.
4. Proposals for external lighting within areas of dark skies as recognised within the Landscape Character and Biodiversity Appraisal, will only be permitted in exceptional circumstances.

Contamination and unstable land

7.25 Contamination of land can be highly hazardous; such as through an increased risk of fires or explosions and can have harmful health implications to those working or living on the site and can cause potential harm to the environment including surface and ground water. Unstable land also increases the risk of the site when considering land for development. Instability of the land will limit the integrity of any structural development. Historic or current landfill sites are an example of sites which are likely contaminated and the land unstable.

7.26 The council will support the redevelopment and remediation of contaminated or unstable land provided the criteria below are met.

Policy DM19 - Contamination and unstable land

Proposals for development on sites which may have or are suspected to have contamination or at risk due to land instability, or involve hazardous installations or substances, will only be approved, where:

(a) In the case of land contamination, a Land Contamination Report is provided. Appropriate investigation and assessment should be undertaken to identify the nature, extent and risks associated with the contamination, and evidence has been provided that remediation can be undertaken to reduce any risk to an acceptable level for its proposed use; and

(b) In the case of development involving the erection of buildings or structures on suspected unstable land, a stability report is undertaken, and where instability is present, acceptable remedial measures are proposed before or as part of the development; and

(c) The proposal involves the use, production, storage or management of hazardous substances and there is no unacceptable risk to public health or safety, the general amenity of the area or environmental interests.

Where the above criteria are satisfied conditions may be attached to any permission to ensure that appropriate monitoring is carried out, remediation measures are completed (through submission of a completion certificate) and the site is made suitable for use before development starts.

8. Carried Forward 2017 Local Plan Policies

8.1 The majority of the strategic site allocations and other the housing site allocations included within the 2017 Canterbury District Local Plan have now received planning permission and most are under construction. These sites are expected to contribute to the housing land supply over the period of this Local Plan, and particularly during the early years.

8.2 This chapter carries forward site allocation policies, and associated infrastructure policies, to apply in the event that current planning applications lapse or are sought to be varied and for the small number of sites where no planning permission currently exists.

8.3 All policies within this chapter must be read alongside the other policies within this Local Plan.

2017 Local Plan strategic site allocations

8.4 Of the 12 strategic sites allocated in Policy SP3 of the 2017 Local Plan, 11 have been carried forward. Site 10 Land at Ridlands is not carried forward as it has been replaced by Policy C6 Merton Park.

8.5 *Site 1: South Canterbury*

8.5.1 A hybrid planning application (CA//16/00600) was granted permission in June 2023 for an urban extension of up to 4,000 dwellings which included a full element for 140 dwellings and vehicular/cycle/pedestrian access via New Dover Road. The site has not yet started construction.

8.6 *Site 2: Land at Sturry/Broad Oak*

8.6.1 The southern section had a hybrid application (CA/20/02826) granted permission in March 2021, which included a detailed permission for the construction of part of the Sturry Link Road and a local road from the Sturry Link Road to Shalloak Road and an outline permission for 630 dwellings and associated community infrastructure. The site has not yet started construction.

8.6.2 The northern section had a hybrid application (CA//18/00868) granted permission in March 2021, which included a detailed permission for 456 residential dwellings (402 houses and 54 flats) and an outline permission for a commercial area comprising 212sqm of Class A1 and up to 593sqm of Class B1 use. The site began construction in 2021.

8.7 *Site 3: Land at Hillborough, Herne Bay*

8.7.1 Parcel A of the site had a hybrid application (CA/17/01866) granted permission in November 2021, which included 193 residential units, and outline for 707 residential units, up to 27,000 sq.m. of employment/commercial floorspace, 80 bed care home, convenience store, three retail units, community centre and land for a two-form entry primary school. In June 2023, the non-material amendment planning application (CA/23/00709) was granted planning permission and as such reduced the number of dwellings granted detailed planning permission from 193 to 189 dwellings. The site began construction in 2022.

8.7.2 Parcel B of the site had an outline application (CA/20/01628) for up to 180 dwellings granted permission in August 2021. A reserved matters application (CA/23/00189) was granted in July 2023, and a variation to retain two dwellings was granted in January 2023. The site has not yet started construction.

8.7.3 Parcel C of the site submitted an application (CA/21/00158) in January 2021 for 350 dwellings and the application is pending decision.

8.8 *Site 4: Herne Bay Golf Course*

8.8.1 A hybrid application (CA//15/00844) for a mixed use development granted permission in September 2015. The full element of the application comprised 113 residential units and a Sports Hub. The outline element of the application comprised 459 residential units including affordable housing, 60 bed care home, doctors surgery and public house.

8.8.2 Since the 2015 hybrid consent a full application amended the detailed housing element from 113 to 109 dwellings and this part is complete. Four further reserved matters applications were submitted: Phase 1B for 156 dwellings was approved in December 2017; Phase 4 for 102 dwellings was approved in November 2018; Phase 5 for 109 dwellings was approved in August 2019; and Phase 6a for 92 units was approved in July 2021. The site began construction in 2016.

8.9 *Site 5: Strode Farm*

8.9.1 A hybrid application (CA//15/01317) granted permission in August 2018, which included a detailed permission for the demolition of three dwellings, and outline permission for 800 dwellings. Reserved matters (CA/21/01800) covering Phase A for 128 dwellings was approved in May 2022. The site has not yet started construction.

8.10 *Site 6: Land at Greenhill, Herne Bay*

8.10.1 A hybrid application (CA//17/02907) granted permission in October 2020, which included a detailed element for the change of use of agricultural land to outdoor sports playing pitches and outline for 450 dwellings, including affordable housing, and community facilities. A Reserved Matters application (CA//21/01277) covering all of the 450 dwellings was approved in December 2021. The site began construction in 2021.

8.11 *Site 7: Land North of Thanet Way, Whitstable*

8.11.1 An outline application (CA//15/01296) was granted permission in October 2016 for 400 dwellings. All 400 dwellings now have detailed planning permission granted through three reserved matters applications (CA//18/01664, CA//20/02436, CA//21/02426). The site began construction in 2020.

8.12 *Site 8: Land North of Hersden*

8.12.1 A hybrid application (CA//22/01845), for up to 800 new homes, was registered in August 2022 and is pending decision. The application includes a detailed element for 261 residential dwellings and outline for 539 dwellings, 1ha of land for employment floor space, 0.8ha of primary school extension land, new community building and new sports pavilion. The site has not started construction.

8.13 *Site 9: Land at Howe Barracks*

8.13.1 A hybrid application (CA//14/01230) was granted permission in December 2015 for 500 dwellings. Five reserved matters applications have been submitted:

(a) Phase 1 for 171 dwellings which was granted in August 2017; the new distributor road connecting A257 (Littlebourne Road) with Chaucer Road which was granted April 2017;

(b) Phase 2 for 200 dwellings which was granted in April 2019; and

(c) Phase 3 which has been submitted as two planning applications, one for 122 dwellings and one for 7 dwellings, both are currently under consideration.

8.13.2 The site began construction in 2017. Phase 1 is complete.

8.14 *Site 11: Land at and adjacent to Cockering Farm, Thanington*

8.14.1 Parcel A of the site was granted outline planning permission (CA//15/01479) in July 2016 for a mixed use development comprising: 750 residential units, including affordable housing; 30 bed Pilgrims Hospice and 60 bed nursing home; employment floorspace; Primary school; and westbound slip road on the A2. The site began construction in 2019.

8.14.2 Parcel B of the site has outline planning permission for up to 400 dwellings which was granted in November 2018. The site has not started construction.

8.15 *Site 12: Land South of Ridgeway (John Wilson Business Park), Whitstable*

8.15.1 A hybrid application (CA//17/00469) was granted permission in October 2019. The application includes detailed proposals for 140 dwellings and outline consent for 160 units and 3,500sqm of employment floorspace (B1a). Since the hybrid planning permission in 2019 a reserved matters application covering Phase 2 and 3 for 160 dwellings was approved in March 2022. All of the dwellings have detailed planning permission. The site began construction in 2021.

Policy CF1 - Strategic site allocations

Site 1: South Canterbury

Site 1	Development	Amount/Type
South Canterbury	Housing	4,000 dwellings
	Employment floorspace	70,000sqm
	Retail	Local centre shopping facilities only
	Other	Local community "hub"; the necessary provision of and contributions to primary school education and the necessary provision and/or contributions to secondary school education; health care provision; extended and re-sited park & ride at Dover Road; land reserved for potential relocation of Kent & Canterbury Hospital, if required; provision of new public open space, including allotments and new woodland planting
	Infrastructure	New junction onto the A2 and modifications to the existing junction arrangement; new fast bus link from the site to Canterbury City centre

Site 2 - Land at Sturry/Broad Oak

Site 2	Development	Amount/Type
Land at Sturry/ Broad Oak	Housing	1,000 dwellings
	Employment floorspace	Business floorspace to meet the needs of local business/office space
	Retail	Local centre shopping facilities only
	Other	Community facilities to meet local need; the necessary provision of and contributions to primary school education and the necessary provision and/or contributions to secondary school education; health care provision; protection and management of all remaining ancient woodland; provision of new public open space; including public gardens; parkland and playing fields
	Infrastructure	Provision of/or proportionate contribution to New Sturry Relief Road; reduced use of the existing Sturry Crossing for local traffic and buses only; closure of existing rail foot crossings; provision of new car park for Sturry station.

Site 3 - Land at Hillborough, Herne Bay

Site 3	Development	Amount/Type
Land at Hillborough, Herne Bay	Housing	1,300 dwellings
	Employment floorspace	33,000 (Altira park, extended)
	Retail	Local centre scale shopping only
	Other	Health care provision; community facilities to meet local need; the necessary provision of and contribution to primary school education and the necessary provision and/or contributions to secondary school education.
	Infrastructure	New link to Thanet Way via Altira Park and limited access to Sweechbridge Road; provision of new west-facing on-slip to Thanet Way at the Heart-in-Hand junction; measures to discourage additional traffic using Heart-in-Hand road; improvements to A291 corridor*

*Improvements to A291 corridor will include highway infrastructure works having regard to the requirements of the Highway Authority and may include improvements to Bullockstone Road which forms part of the Herne Relief Road as referred to in Policy CF7 and identified on the Policy Map.

Site 4 - Herne Bay Golf Course

Site 4	Development	Amount/Type
Herne Bay Golf Course	Housing	600 dwellings
	Employment floorspace	1ha of mixed commercial uses
	Retail	Local centre scale shopping only
	Other	8ha of sports & leisure facilities, including cricket, football, hockey, tennis and open space; health care provision; care home; provision and/or contributions to primary and secondary school education
	Infrastructure	Improvements to A291 corridor*; new footpath/cycle path to be provided in conjunction with site 5 (Strode Farm, Herne Bay) to link sites 4 and 5

*Improvements to A291 corridor will include highway infrastructure works having regard to the requirements of the Highway Authority and may include improvements to Bullockstone Road which forms part of the Herne Relief Road as referred to in Policy CF7 and identified on the Policy Map.

Site 5 - Strode Farm

Site 5	Development	Amount/Type
Strode Farm, Herne Bay	Housing	800 dwellings
	Employment floorspace	15,000sqm
	Retail	Local centre shopping provision only
	Other	Community facilities, including new parish hall and local needs housing; the necessary provision of and contributions to primary school education and the necessary provision and/or contributions to secondary school education; health care provision
	Infrastructure	Provision of new highway through the site linking Thanet Way to Bullockstone Road and improvements to Bullockstone Road, as indicated on the Policy Map; new footpath/cycle path to be provided in conjunction with site 4 (Herne Bay Golf Course) to link sites 4 and 5

Site 6 - Land at Greenhill, Herne Bay

Site 6	Development	Amount/Type
Land at Greenhill Herne Bay	Housing	300 dwellings
	Other	Community facilities to meet local need; recreation & leisure facilities, new allotment provision; the necessary provision of and contributions to primary school education and the necessary provision and/or contributions to secondary school education; health care provision

Site 7 - Land north of Thanet Way, Whitstable

Site 7	Development	Amount/Type
Land north of Thanet Way, Whitstable	Housing	400 dwellings
	Other	Extension of Duncan Down country park; additional public open space, including allotments

Site 8 - Land North of Hersden

Site 8	Development	Amount/Type
Land North of Hersden	Housing	800 dwellings
	Employment floorspace	1ha new business space for local business
	Other	New community building; play areas and allotments; multi-use games area; the necessary provision of and contributions to primary school education and the necessary provision and/or contributions to secondary school education and provision of the main school vehicular access through Site 8; health care provision
	Infrastructure	Provision of, or proportionate contribution towards the provision of new Sturry Relief Road and/ or contributions to transportation improvements on the A28 corridor; improved footpath/cyclepath links to existing network.

Site 9 - Land at Howe Barracks, Canterbury

Site 9	Development	Amount/Type
Land at Howe Barracks, Canterbury	Housing	400 dwellings (No development shall take place on the western slopes)
	Infrastructure	Provision of requirement for new A28-A257 Link Road; and retention of significant level of parkland/open space

Site 11 - Land at and adjacent to Cockering Farm, Thanington

Site 11	Development	Amount/Type
Land at and adjacent to Cockering Farm, Thanington	Housing	1,150 dwellings
	Employment floorspace	1.5ha
	Other	Provision of public open space within the site; Allotments; the necessary provision of and contributions to primary school education and the necessary provision of and/or contributions to secondary school education; Community and local facilities to meet local need; Play areas; Multi-use games area; health care provision, new additional woodland planting to enhance the Larkey Valley Local Nature Reserve
	Infrastructure	Provision of, or funding new eastbound A2 off slip at Wincheap and associated highway improvements at the junction with Ten Perch Road and extended westbound slip road off the A2; Improved/ new road link to 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.

Site 12 - Land South of Ridgeway (John Wilson Business Park), Whitstable

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

Planning applications for development of all, or part, of a Strategic Site Allocation, shall be accompanied by a comprehensive masterplan for the whole Strategic Site Allocation. The masterplan shall identify how the Strategic Site Allocation fits into the wider surroundings and shall include the detailed requirements for the site; the phasing of development, the physical and social infrastructure; and detailed design proposals incorporating "garden city" principles. Development proposals submitted for these sites shall be in accordance with the requirements of this policy.

2017 Local Plan housing allocations

8.16 Policy HD1 in the 2017 Local Plan identified a number of smaller site allocations for housing development. Many of these sites have not received planning permission and are carried forward in this Local Plan. However, regular engagement with land owners identified there is still intention to develop these sites and planning applications have already been submitted for a number of the sites. Through the council's ongoing and comprehensive monitoring work these sites are still considered deliverable or developable, based on their specific circumstances.

Policy CF2 - Housing allocations

Development will be permitted at the housing allocations in the district as set out below:

Site	Residential yield
Canterbury	
St Martins Hospital, Canterbury	200
Adjacent Canterbury West Station, Canterbury	20
St Johns Lane Employment Exchange, Canterbury	24
Northgate Car Park, Canterbury	21
Castle Street Car Park, Canterbury	54
Holmans Meadow Car Park, Canterbury	20
Rosemary Lane Car Park, Canterbury	20
Ivy Lane North, Canterbury	10
Hawks Lane, Canterbury	9
St Radigund's Place, Canterbury	7
St John's Lane Car Park, Canterbury	5
Herne Bay	
Land at Bullockstone Road, Herne Bay	190
Herne Bay Golf and Driving Range and Land Adjacent	80
Garage Site, Kings Road, Herne Bay	43
Land at Herne Bay Station	35

Site	Residential yield
Beach Street, Herne Bay (mixed use redevelopment)	20
Whitstable	
Land at Ladysmith Grove	31
Tankerton Road Car Park and Garage, Whitstable	17
124 & adjoining Middle Wall, Whitstable	7
Rural	
Barham Court Farm, Church Lane, Barham	25
Land rear of 51 Rough Common Road, Rough Common	28
Rough Common Road, Rough Common	16

Infrastructure policies

8.17 Each of the strategic sites outlined in Policy CF1 are dependent on the delivery of strategic transport infrastructure and therefore the relevant infrastructure policies are also carried forward within this Local Plan.

8.18 This includes policies to safeguard land for pedestrian and cycle routes, for improvements to Park and Ride facilities along with key highway infrastructure improvements necessary to deliver the strategic site allocations and a playing pitch allocation at Swalecliffe.

Policy CF3 - Pedestrian and cycle routes

Land will be safeguarded for the proposed pedestrian and cycle routes, as shown on the Policy Map.

Policy CF4 - Sturry Road Park and Ride

Land identified on the Policy Map adjacent to the existing Park and Ride site at Sturry Road is safeguarded for the expansion of that facility.

Policy CF5 - New Dover Road Park and Ride

Provision will be made adjacent to a new A2 interchange near Bridge for the relocation and expansion of the New Dover Road Park and Ride.

Policy CF6 - A2 Bridge Interchange

The Council will require the provision of a new A2 interchange near Bridge as identified on the Policy Map as an integral part of new development proposals. Any development proposals that might prejudice this junction will be resisted. Contributions to this road and junction will be sought from appropriate developments in the area as set out in Policy CF1.

Policy CF7 - Herne Relief Road

The Council will require the provision of a A291 Herne Relief Road as identified on the Policy Map, and as an integral part of new development outlined in Policy CF1. Any development proposals that might prejudice this route will be resisted. Contributions to this relief road may be sought from appropriate developments.

Policy CF8 - Sturry Relief Road

The Council will seek to implement a Sturry Relief Road as identified on the Policy Map. Any development proposals that might prejudice this route will be resisted. Contributions to this relief road will be sought from appropriate developments as set out in CF1.

Policy CF9 - A28/A257 Barracks Link Road

A road linking Chaucer Road and the A257 as identified on the Policy Map, will be provided as part of the development of the Howe Barracks Strategic Site (Policy CF1). Any development proposals that might prejudice these improvements will be resisted.

Policy CF10 - Swalecliffe

Land is allocated adjacent to St Augustines Business Park, Swalecliffe, as shown on the Policy Map, for junior football pitches.

9. Monitoring indicators

9.1 The Local Plan outlines key objectives to deliver sustainable development across the district over the period of the Local Plan. The policies in the draft Local Plan have been developed to ensure that these objectives are delivered, however it is critical that progress against these objectives is monitored effectively and on a regular basis.

9.2 Effective monitoring will help us to understand how the Local Plan is performing, and whether there is a need to review policies or produce additional guidance.

9.3 The council will develop a series of monitoring indicators for the Regulation 19 Local Plan stage to assess matters including:

- whether housing and affordable housing targets are being met;
- the delivery of new jobs and business floorspace;
- the protection and enhancement of community facilities;
- the regeneration of our town centres and the delivery of new retail floorspace;
- the delivery of the transport strategy and progress towards modal shift targets;
- the delivery of infrastructure including community facilities;
- the implementation of the council's net zero operational emissions target through new residential and commercial developments;
- the delivery of the 20% biodiversity net gain;
- the provision of new sports facilities;
- the provision of high quality open space through development across the district.

9.4 The council is seeking views from stakeholders and communities on how best to monitor these matters effectively, and any additional matters which should be monitored over the period of the Local Plan.

Appendices

Appendix 1: Glossary

Active travel
Journeys that are made by physically active means, including walking or cycling.

Affordable housing
Housing for sale or rent, for those whose needs are not met by the market (including housing that provides a subsidised route to home ownership and/or is for essential local workers); and which complies with one or more of the following definitions:

Affordable housing for rent: meets all of the following conditions:

(a) the rent is set in accordance with the government's rent policy for social rent or affordable rent, or is at least 20% below local market rents (including service charges where applicable);

(b) the landlord is a registered provider, except where it is included as part of a build to rent scheme (in which case the landlord need not be a registered provider); and

(c) it includes provisions to remain at an affordable price for future eligible households, or for the subsidy to be recycled for alternative affordable housing provision. For Build to Rent schemes affordable housing for rent is expected to be the normal form of affordable housing provision (and, in this context, is known as affordable private rent).

Starter homes: is as specified in sections 2 and 3 of the Housing and Planning Act 2016 and any secondary legislation made under these sections. The definition of a starter home should reflect the meaning set out in statute and any such secondary legislation at the time of plan-preparation or decision-making. Where secondary legislation has the effect of limiting a household's eligibility to purchase a starter home to those with a particular maximum level of household income, those restrictions should be used.

Discounted market sales housing: is that sold at a discount of at least 20% below local market value. Eligibility is determined with regard to local incomes and local house prices. Provisions should be in place to ensure housing remains at a discount for future eligible households.

Other affordable routes to home ownership: is housing provided for sale that provides a route to ownership for those who could not achieve home ownership through the market. It includes shared ownership, relevant equity loans, other low cost homes for sale (at a price equivalent to at least 20% below local market value) and rent to buy (which includes a period of intermediate rent). Where public grant funding is provided, there should be provisions for the homes to remain at an affordable price for future eligible households, or for any receipts to be recycled for alternative affordable housing provision, or refunded to government or the relevant authority specified in the funding agreement.

First homes: First homes are a type of discounted market sale housing which:

(a) must be discounted by a minimum of 30% against the market value;

(b) are sold to a person or persons meeting the first homes eligibility criteria (as set out on the UK Government Website);

(c) on their first sale, will have a restriction registered on the title at HM Land Registry to ensure this discount (as a percentage

of current market value) and certain other restrictions are passed on at each subsequent title transfer; and

(d) after the discount has been applied, the first sale must be at a price no higher than £250,000.

Air Quality Management Area (AQMA)
An AQMA is an area designated by a Local Authority, which is unlikely to achieve national air quality objectives by the relevant deadlines. A strategy to improve the air quality within the area is prepared and implemented.

Ancient woodland
Ancient woodland is an area identified by Natural England that has been wooded continuously since at least 1600 AD; possibly supporting rare and/or endangered species of fauna and flora.

Authority Monitoring Report (AMR)
The council prepares an AMR each year to assess the performance and effects of the Local Plan.

Area of Archaeological Importance (AAI)
An AAI is an area designated to help prevent important archaeological sites from being damaged or destroyed without at least allowing for some investigation and recording first. It is a criminal offence to undertake any works that disturb the ground inside the boundaries of an AAI (including those that do not require planning permission) without prior notification to the Secretary of State. Canterbury is one of five areas designated as an Area of Archaeological Importance under the Ancient Monuments and Archaeological Areas Act 1979.

Area of Outstanding Natural Beauty (AONB)
An AONB is a national landscape designation. The primary purpose of which is to conserve and enhance the country's natural beauty and finest landscapes. AONBs are designated by Natural England.

Best and most versatile agricultural land
Land in grades 1, 2 and 3a of the Agricultural Land Classification.

Blue infrastructure
A network of multi-functional blue spaces (such as streams, ponds, rivers, the sea and other water bodies) and other natural features, urban and rural, which are capable of delivering a wide range of environmental, economic, health and wellbeing benefits for nature, climate, local and wider communities and prosperity.

Brownfield land
Land which is or was occupied by a permanent structure, including the curtilage of the developed land (although it should not be assumed that the whole of the curtilage should be developed) and any associated fixed surface infrastructure. This excludes: land that is or was last occupied by agricultural or forestry buildings; land that has been developed for minerals extraction or waste disposal by landfill, where provision for restoration has been made through development management procedures; land in built-up areas such as residential gardens, parks, recreation grounds and allotments; and land that was previously developed but where the remains of the permanent structure or fixed surface structure have blended into the landscape.

Business use
Any development that is within the E(g) use class.

Carbon sequestration
The process of capture and long-term storage of atmospheric carbon dioxide.

Change of use
A change in the way that land and/or buildings are used. Planning permission is usually necessary in order to change from one 'use class' to another (refer to the Use Classes Order for more information).

Changing places facilities
Toilets with extra features to meet the needs of people with a range of disabilities and their carers. The toilets provide enough space and the right equipment, including equipment such as hoists, curtains, adult-sized changing benches and space for carers.

Climate change
The long-term change in the Earth's climate patterns. This may be a change in the average weather conditions or the distribution of weather events with respect to an average, for example, greater or fewer extreme weather events. This is attributed largely to the increased levels of atmospheric carbon dioxide produced by the use of fossil fuels.

Climate change adaptation: refers to the adjustments to natural or human systems in response to actual or expected climatic factors or their effects, including changes in rainfall and rising temperatures, which moderate harm or exploit beneficial opportunities.

Climate change mitigation: is action taken to reduce the impact of human activity on the climate system, primarily through reducing greenhouse gas emissions.

Coastal change area
An area identified as likely to be affected by coastal change (physical change to the shoreline through erosion, coastal landslip, permanent inundation or coastal accretion).

Committed development
Committed development refers to all land with a current planning permission attached to it or that is allocated in adopted development plans for development (particularly residential development).

Community hub
A hub which provides a range of community facilities and services to meet the day to day needs of communities with new developments and is accessible by walking and cycling. The local community should be actively involved in the decision about what should be included within these areas, including a local centre, business space and mobility hubs.

Community Infrastructure Levy (CIL)
CIL is a financial levy introduced by the Planning Act 2008, which local planning authorities are empowered, but not required, to charge on certain types of new development to help deliver the necessary supporting infrastructure in their area. It is based on a simple formula, which relates the size of the charge to the size and character of the development paying the levy.

Community facilities and services
Any development that is within the F1(d or f), F2a, b or c, or E(b, d or e) use class including local shopping plus commercial, leisure (F2c and Ed) and Education uses, and public houses, of a scale proportionate to the needs of the local community.

Commercial use
Any development that is within the E(a), E(b), E(c), E(e) or E(f) use class or a Public House or drinking establishment.

Compulsory Purchase Order (CPO)
A CPO grants the local planning authority the power to acquire land compulsorily in the public interest, in order to help deliver social and economic change, where the landowner or occupier is not willing to sell by agreement.

Conservation area
A conservation area is a designation applied by the local planning authority to define areas of special architectural or historic interest. conservation areas are afforded extra powers to control works and demolition of buildings to protect or improve the character or appearance of the area.

Curtilage
The area normally within the boundaries of a property surrounding the main building and used in connection with it.

Development
Development refers to the carrying out of building, engineering, mining or other operation in, on, over or under land, or the making of any material change in the use of any building or other land.

Development Plan Documents (DPDs)
Development Plan Documents (DPDs) outline the key development goals for an area.

The Local Plan and the Herne Bay Area Action Plan are both DPD documents. The proposals map accompanies the Local Plan and consists of a series of maps which help to illustrate policies geographically. All DPDs are subject to rigorous procedures of community involvement, consultation and independent examination, and adopted after receipt of the inspector's binding report. Once adopted, development management decisions must be made in accordance with DPDs, unless material considerations indicate otherwise.

District settlement hierarchy
The grading of settlements based on the number of their services and facilities.

Ecological network
An ecological network refers to the creation of larger and better connected areas of natural habitat which is recognised as a key strategy for maintaining and conserving biodiversity and enabling wildlife to adapt to climate change.

Educational facilities
Any facilities for primary, secondary, further or higher education including sports facilities and creche, day nursery.

Employment use
Any development that is within the B2 or B8 use class.

Exception test (flood risk)
A test with three criteria, set out in the NPPF, which need to be passed before development can be considered in areas at risk of flooding.

Flood Risk Assessment (FRA)
A Flood Risk Assessment gauges the likelihood of flooding in a particular area so that development needs and mitigation measures can be carefully considered.

Flood Zone (1, 2 & 3)
Flood Zones indicate the probability of flooding. Flood Zone 1 has the lowest probability of flooding and Flood Zone 3 has the highest. Zones 2 and 3 are shown on the Environmental Agency Flood Map with Flood Zone 1 being all the land falling outside Zones 2 & 3.

Garden city principles
Framework for the Garden City model of development, and includes:

- Land value capture for the benefit of the community.
- Strong vision, leadership and community engagement.
- Community ownership of land and long-term stewardship of assets.
- Mixed-tenure homes and housing types that are genuinely affordable.
- A wide range of local jobs in the Garden City within easy commuting distance of homes.
- Beautifully and imaginatively designed homes with gardens, combining the best of town and country to create healthy communities, and including opportunities to grow food.
- Development that enhances the natural environment, providing a comprehensive green infrastructure network and net biodiversity gains, and that uses zero-carbon and energy-positive technology to ensure climate resilience.

- Strong cultural, recreational and shopping facilities in walkable, vibrant, sociable neighbourhoods.
- Integrated and accessible transport systems, with walking, cycling and public transport designed to be the most attractive forms of local transport.

Green corridors

Green corridors link housing areas to the national cycle network, town centres, employment areas and community facilities. They help to promote environmentally sustainable forms of transport such as walking and cycling within urban areas and can also act as vital linkages for wildlife dispersal between wetlands and the countryside.

Green infrastructure

A network of multi-functional green spaces and other natural features, urban and rural, which are capable of delivering a wide range of environmental, economic, health and wellbeing benefits for nature, climate, local and wider communities and prosperity.

Green gap

A green gap refers to a wedge of land between settlements that is protected from development in order to maintain the distinction between built up areas and prevent the merging of adjacent places; can also provide recreational opportunities.

Greenfield

Land, often farmland that has not been previously developed.

Heritage assets

A heritage asset is a building, monument, site, place, area or landscape positively identified as having a degree of significance meriting consideration in planning decisions. Heritage assets are the value components of the historic environment. They include designated heritage assets and assets identified by the local planning authority during the process of decision-making or through the plan-making process (including local listing).

Historic environment

The historic environment refers to all aspects of the environment resulting from the interaction between people and places through time, including all surviving physical remains of past human activity, whether visible, buried or submerged.

Infrastructure

Infrastructure is the basic set of services necessary for development to take place, for example, transport (airports, ports, road network, cycling and walking infrastructure, rail network), affordable housing, education (further and higher education, secondary and primary education, nursery school), health (acute care and general hospitals, mental hospitals, health centres/primary care trusts, ambulance services), social infrastructure (supported accommodation, social and community facilities, sports centres, open spaces, parks and play space), green infrastructure (see separate definition), public services (waste management and disposal, libraries, cemeteries, emergency services, places of worship, prisons), utility services (gas supply, electricity supply, heat supply, water supply, waste water treatment, telecommunications infrastructure) and flood defences.

Infilling

Small scale development comprising:

- Gap site development within a street frontage;
- Backland development; or
- Site redevelopment (where the replacement of an existing building is proposed)

Landscape buffer

An area of land, usually at the periphery of a development site, that is landscaped to provide separation and screening between the proposed development and adjoining land uses to minimise and mitigate the impact of development on adjoining land uses and/or the wider landscape.

Landscape character
A distinct, recognisable and consistent pattern of elements, be it natural (soil/landform) and/or human (settlement/development) in the landscape that makes one landscape different from another, rather than better or worse.

Leisure use
Any development that is within Fb,c,d or E(d) use classes, or relevant sui generis uses.

Listed building
A building of special architectural or historic interest. Listed buildings are graded I, II* or II with grade I being the highest. Listing includes the interior as well as the exterior of the building, and any buildings or permanent structures (eg wells within its curtilage).

Local Development Scheme (LDS)
The LDS outlines what the council is going to do to prepare new and revise existing planning policy for the Canterbury district and the timescales for doing this (including consultation milestones) over the next three years.

Local listed building
A building considered as having local historic and architectural value that makes a positive contribution to its local character and sense of place, but is not statutory listed (ie not of national importance).

Local Nature Reserve (LNR)
A LNR is a site that has been designated by the local planning authority for its importance to local wildlife and geology. They are established to protect sensitive features as well as to provide opportunities for education and/or public enjoyment.

Local Plan
The Plan for the future development of the local area, drawn up by the local planning authority in consultation with the community. It comprises of a written document detailing the policies and proposals for the development and use of land; as well as a proposals map.

Local Wildlife Site (LWS)
A LWS is a site that has been designated by the local planning authority to define areas that support both locally and nationally threatened wildlife. Many of these sites will contain habitats and species that are priorities under the UK Biodiversity Action Plans (BAP).

Main town centre uses
Retail development (including warehouse clubs and factory outlet centres); leisure, entertainment and more intensive sport and recreation uses (including cinemas, restaurants, drive-through restaurants, bars and pubs, nightclubs, casinos, health and fitness centres, indoor bowling centres and bingo halls); offices; and arts, culture and tourism development (including theatres, museums, galleries and concert halls, hotels and conference facilities).

Major development
For housing, development where 10 or more homes will be provided, or the site has an area of 0.5 hectares or more. For non-residential development major development includes additional floorspace of 1,000m2 or more, or a site of 1 hectare or more, or as otherwise provided in the Town and Country Planning (Development Management Procedure) (England) Order 2015.

Marine Conservation Zones (MCZs)
A MCZ is an area that is important for the conservation of the diversity of nationally rare or threatened habitats and/or species and those places containing habitats and/or species that are representative of the biodiversity in our seas.

Mineral safeguarding area
An area designated by minerals planning authorities which covers known deposits of minerals which are desired to be kept safeguarded from unnecessary sterilisation by non-mineral development.

Minor development

Residential development below the provision of ten dwellings, or where the site is less than 0.5 hectares in size. For non-residential development, minor developments include proposals with an additional floorspace of under 1,000m^2 or a site smaller than one hectare, or as otherwise provided in the **Town and Country Planning (Development Management Procedure) (England) Order 2015**.

Mobility as a Service (MaaS)

A term used to describe digital transport service platforms that enable users to access, pay for, and get real-time information on, a range of public and private transport options.

Mobility hub

A recognisable place with information features which brings together public, shared and active travel modes within an attractive public realm in order to facilitate modes of transport as alternatives to the private car.

National Nature Reserves (NNR)

A NNR is a site that has been designated by Natural England for being one of the finest in terms of wildlife and/or geology in the country. They are established to protect sensitive features as well as to provide opportunities for education and research.

National Planning Policy Framework (NPPF)

The NPPF is the national planning policy guidance issued by central government, which has replaced Planning Policy Guidance (PPG) and Planning Policy Statements (PPS).

National Planning Practice Guidance

The National Planning Practice Guidance is a web-based resource launched in March 2014, which brings together, condenses and represents all planning practice guidance. It is linked to the National Planning Policy Framework, in a new usable and accessible format available entirely online.

Neighbourhood plan

Parish and town councils and neighbourhood forums can write a Neighbourhood Plan (NP) (also called a Neighbourhood Development Plan) for their area. The NP can set out policies and plans for that area, like a Local Plan, but cannot contain strategic policies. It must be in general conformity with national policies, as well as the Local Plan policies for the area. It will be adopted by the local authority, as a formal part of the development plan, if it has received a majority vote from the local community for that area via a local referendum. This means that planning decisions will then have to be made in accordance with the neighbourhood plan unless material considerations indicate otherwise.

Older people

People over or approaching retirement age, including the active, newly retired through to the very frail elderly; and whose housing needs can encompass accessible, adaptable general needs housing through to the full range of retirement and specialised housing for those with support or care needs.

Older persons housing

There are different types of specialist housing designed to meet the diverse needs of older people, which can include:

Age-restricted general market housing: This type of housing is generally for people aged 55 and over and the active elderly. It may include some shared amenities such as communal gardens, but does not include support or care services.

Retirement living or sheltered housing: This usually consists of purpose-built flats or bungalows with limited communal facilities such as a lounge, laundry room and guest room. It does not generally provide care services, but provides some support to enable residents to live independently. This can include 24 hour on-site assistance (alarm) and a warden or house manager.

Extra care housing or housing-with-care: This usually consists of purpose-built or adapted flats or bungalows with a medium to high level of care available if required, through an onsite care agency registered through the Care Quality Commission (CQC). Residents are able to live independently with 24 hour access to support services and staff, and meals are also available. There are often extensive communal areas, such as space to socialise or a wellbeing centre. In some cases, these developments are known as retirement communities or villages - the intention is for residents to benefit from varying levels of care as time progresses.

Residential care homes and nursing homes: These have individual rooms within a residential building and provide a high level of care meeting all activities of daily living. They do not usually include support services for independent living. This type of housing can also include dementia care homes.

Planning application

A planning application can take three forms:

(1) Outline permission: submitted to establish the basic principles of a proposed development, but still requiring approval of reserved matters of detail.

(2) Full planning application: includes all the details of the proposed development - site/building plans and types of building materials to be used.

(3) Reserved matters: the matters of detail which have to be approved following the grant of outline planning permission.

Primary shopping area

A primary shopping area is a defined area where retail development is concentrated.

Proposals map

Plans of the district showing the land use allocations and policy notations referred to in the Local Plan.

Public Rights of Way (PRoW)

Public rights of way are rights across land exercisable by the public, and which allow them to pass along them at any time they choose. Some rights of way also allow travel by other means, eg by horse, bicycle or car.

Publicly accessible open space

Space of public value, it can take many forms, from formal sports pitches to open areas within a development, linear corridors and country parks. It can provide health and recreation benefits to people living and working nearby; have an ecological value and contribute to green infrastructure (see separate definition), as well as being an important part of the landscape and setting of built development, and an important component in the achievement of sustainable development.

Ramsar sites

Ramsar sites are wetlands of international importance, designated under the Ramsar Convention of 1971. The Ramsar Convention is an international agreement, which provides for the conservation and good use of wetlands.

Renewable energy

Includes energy for heating and cooling as well as generating electricity. Renewable energy covers those energy flows that occur naturally and repeatedly in the environment – from the wind, the fall of water, the movement of the oceans, from the sun and also from biomass and deep geothermal heat. Low carbon technologies are those that can help reduce emissions (compared to conventional use of fossil fuels).

Rural business

Refers to agriculture, agri-environmental schemes, equestrian, horticulture or viticulture businesses.

Rural diversification

The expansion, enlargement or variation of the range of products or fields of operation of a

rural business (branching out from traditional farming activities, for example new income generating enterprise like renewable energy, tourism and food processing).

Rural exception sites

Small sites used for affordable housing in perpetuity where permission would not otherwise be granted for housing development. Rural exception sites seek to address the needs of the local community by accommodating households who are either current residents or have an existing family or employment connection.

Scheduled Monument (SM)

A SM is a nationally important monument (usually archaeological remains) which enjoys greater protection against inappropriate development through the Ancient Monuments and Archaeological Areas Act 1979.

Section 106 Agreement

A legal agreement (under Section 106 of the 1990 Town & Country Planning Act) between a Local Planning Authority and a developer, or undertakings offered unilaterally by a developer, that ensure that certain extra works related to a development are undertaken.

Sensitive receptors

Sensitive receptors are people or environments that are particularly vulnerable to the effects of contaminants. Examples of sensitive receptors include, but are not limited to, children, the elderly and people with pre-existing health conditions like asthma.

Sequential test (flood risk)

The sequential test compares a proposed development site with other available sites. Its aim is to steer new development to areas with the lowest risk of flooding

Site of Special Scientific Interest (SSSI)

A SSSI is a site that has been designated under the Wildlife and Countryside Act 1981 for its unique and varied habitats, which hold some of our rarest and most threatened wildlife and geology.

Special Area of Conservation (SAC)

A SAC is a site that has been designated to protect internationally important natural habitats and species under the European Union's Habitats Directive, which was transposed into UK law by the Habitats and Conservation of Species Regulations in 2010.

Special Protection Area (SPA)

A SPA is an area which has been identified as being of international importance for the breeding, feeding, wintering or the migration of rare and vulnerable species of birds found within European Union countries.They are European designated sites, classified under the Birds Directive.

Strategic Flood Risk Assessment (SFRA)

The assessment of flood risk on a catchment-wide basis for proposed development in a district.

Strategic Land Availability Assessment (SLAA)

The SLAA's primary role is to identify sites with potential for development, identify any issues affecting the development of sites such as access problems and estimate when they are likely to come forward which may be affected by issues such as policy constraints or site conditions. The SLAA is therefore of considerable value in being able to demonstrate that sufficient developable sites are available.

Supplementary Planning Document (SPD)

Supplementary Planning Documents add further detail to the policies included in the Local Plan. They can be used to provide further guidance for development on specific sites, or on particular issues, such as design. SPD's are capable of being a material consideration

in planning decisions but are not part of the development plan.

Sustainability Appraisal (SA)
An appraisal of the economic, environmental and social effects of a plan from the outset of the preparation process to allow decisions to be made that accord with sustainable development.

Sustainable transport
Any efficient, safe and accessible means of transport with overall low impact on the environment, including walking and cycling, ultra low and zero emission vehicles, car sharing and public transport.

Sustainable Urban Drainage (SUDs)
SUDs are designed to reduce the potential impact of new and existing developments with respect to surface water drainage. It seeks to replicate natural systems to drain away surface water run-off through collection, storage, and cleaning before allowing it to be released slowly back into the environment, such as into water courses.

Transport assessment
A comprehensive and systematic process that sets out transport issues relating to a proposed development. It identifies measures required to improve accessibility and safety for all modes of travel, particularly for alternatives to the car such as walking, cycling and public transport, and measures that will be needed to deal with the anticipated transport impacts of the development.

Transport statement
A simplified version of a transport assessment where it is agreed the transport issues arising from development proposals are limited and a full transport assessment is not required.

Travel plan
A long-term management strategy for an organisation or site that seeks to deliver sustainable transport objectives and is regularly reviewed.

Tree Preservation Order (TPO)
A mechanism for securing the preservation of a single or group of trees of acknowledged amenity value. A tree subject to a tree preservation order may not normally be topped, lopped or felled without the consent of the local planning authority.

Use classes
A classification of land uses for development management purposes defined by the Town and Country Planning (Use Class) Order 1987 and subsequent amended orders.

Viability
Refers to the ability of a development to meet its costs including planning obligations, while ensuring an appropriate site value for the landowner and a market risk adjusted return to the developer.

Windfall site
Windfall sites refer to those that have not been specifically allocated for development in the Local Plan process. They normally comprise sites that have unexpectedly become available, but which are considered suitable for development in relation to Local Plan policy.

World Heritage Site
A cultural or natural site of outstanding universal value designated by the International Council on Monuments and Sites (ICOMOS). Canterbury Cathedral and Precinct, St Augustine's Abbey and St Martin's Church was designated as a World Heritage Site in 1988 because of its visual record of the introduction of Christianity to Britain.

Appendix 2: Commuted sums calculator

Affordable housing commuted sums position statement

This statement aims to provide guidance to developers, including Housing Associations and other Registered Providers on the council's approach to how and when commuted payments in lieu of on-site affordable housing will be considered.

It should be emphasised that the council views payment of a financial contribution in lieu of on-site affordable housing as the **least preferable option**. The overwhelming preference is for on-site provision of affordable housing, as supported by the NPPF and Canterbury District Local Plan. This is because financial contributions are considered an inefficient and resource-intensive method of providing affordable housing in the district and the council will only agree to the provision of affordable housing by way of a financial contribution in exceptional circumstances.

1. Background

1.1 The Canterbury district exhibits overall, high property prices, particularly when considered in the wider context of the price range seen within East Kent. This results in a high level of need for affordable housing in the Canterbury district with affordability being an issue for even those on above average incomes.

1.2 The requirement for affordable housing will be applied in accordance with the provisions of Policy DS1 Affordable Housing. The council will seek provision of 30% affordable housing on all residential developments consisting of 10 or more units or on sites of 0.5 hectares or greater. Commuted sums will be required on schemes for six to nine dwellings within the Kent Downs Area of Outstanding Natural Beauty.

1.3 Policy DS1 also requires financial contributions towards the provision of off site affordable housing for:

- Student accommodation (excluding shared living housing) - 30%;
- Sheltered housing - 30%; and
- Extracare housing (excluding brownfield sites) - 20%.

2. Financial contributions in lieu of accommodation (commuted sum)

2.1 The council acknowledges that on some developments there can be difficulties in delivering on-site provision of affordable housing. Therefore accepting a financial contribution equivalent to the provision of 30% affordable housing on-site may be considered. **This will be in exceptional circumstances, where it is demonstrated to the council's satisfaction that on-site provision, in accordance with Policy DS1, is not feasible.**

2.1 It is strongly recommended that pre-application advice is sought if an applicant considers a commuted sum to be appropriate.

2.3 Any financial contribution would then be used to enable the equivalent off-site provision of affordable housing within the district.

2.4 The financial contribution sought in lieu of affordable housing will represent the land, servicing and purchasing costs which the council or Registered Provider would need to pay to buy plots on the open market in order to develop equivalent affordable housing on another site. Land costs (including servicing and purchasing costs) typically represent 30% of the open market value of housing.

2.5 It is expected that the developer profit is 17.5% and that the affordable housing contribution should not be reduced (below 30%) to allow a larger profit than this.

2.6 If the contribution calculated is below £1,000 (and no other financial contributions are required) the council may waive this as an exception, as it is recognised that the resources required to secure the contribution via a legal agreement may outweigh the amount that is received.

2.7 The expectation is that the commuted sum will be payable on commencement of the development. However, on a site by site basis, the council may agree to an alternative trigger or phasing.

3. **How a commuted sum is calculated**

In calculating a commuted sum the following approach will be used:

Step A: The applicant must provide details of the different types and sizes of homes within the proposed scheme. The council, in liaison with the developer, will determine what proportion of each of these house types would be required to be affordable if the council's affordable housing policy (Policy DS1) were to be met. The key consideration should be meeting the overall provision of affordable homes (30%), and the ratio between rental and ownership affordable housing.

Step B: The applicant must provide details of the open market value (OMV) of these identified affordable homes. This should be based on local evidence of similar schemes and supported by a valuation prepared by an RICS Registered Valuer.

Step C: The applicant must submit evidence to demonstrate how much an appropriate Registered Provider (RP) would purchase the affordable housing units for on the basis that the homes remain affordable in perpetuity. This can be provided as either:

(a) as a cash price for each affordable unit; or

(b) as a percentage of the OMV for affordable home types (ie rental and ownership) the RP would normally pay (ie the RP transfer rate).

The applicant should calculate the 'cost to developer' if the affordable homes were to be provided on site. The cost will be equivalent to the difference between the open market value and the price that the Registered Provider would be prepared to pay.

For example, if a house is worth £200,000 on the open market and a registered provider would purchase the property for £120,000 then the 'cost to developer' would be £80,000. Similarly if the RP would pay 60% of the OMV for a house the developer would bear the remaining 40% of the value, i.e. the 'cost to developer' would be £80,000.

The council will require letters from three Registered Providers that are active in the Canterbury district, and/or another area in Kent as suitable evidence. The council will use the average RP transfer rate to calculate the cost to the developer.

In the absence of submitted evidence that has been endorsed by the Registered Providers the Council will use its own evidence to determine the 'cost to developer'. This evidence will be based on recent transactions across the Canterbury district.

4. **Monitoring**

Monitoring will be on a site-by-site basis. Funds collected will be used within ten years, or as agreed in the s.106 agreement. After this time any unspent money will be refunded with interest.

The council will record and report where funds have been allocated and spent. This information will be made available on request and will be published on an annual basis. Through the s.106 agreement the council will expect to index the agreed financial contribution from the date of the agreement to the date of payment. The index applied will be the Land Registry House Price Index.

Appendix 3: Parking standards

The proposed parking standards are based on KCC's 2021 draft standards (Version 1.0), set out in the Kent Design Guide, with a presumption that no parking will be provided in town/city centre and edge of centre locations.

Where off street parking is to be provided as part of a development, opportunities should be taken to integrate trees and vegetation within the parking areas.

The PPG states that: "Maximum parking standards can lead to poor quality development and congested streets, local planning authorities should seek to ensure parking provision is appropriate to the needs of the development and not reduced below a level that could be considered reasonable."

This document provides guidance on appropriate parking standards for new developments within the Canterbury District. It is intended to be flexible and to be the starting point for dialogue with the council and KCC as Local Highway Authority. Developers are advised to engage by seeking pre-application advice prior to submitting a planning application.

Canterbury is a diverse district and identifying an appropriate level of car parking provision should take account of local circumstances. This includes accessibility to public transport, levels of car ownership, existing parking controls and local travel patterns. However, where the proposed supply of parking deviates significantly from the recommended standard, a detailed justification will be required.

Table 1 Residential car parking standards

	City/ town centre	Edge of centre	Suburban	Rural
1 & 2 bed flats	None	None	1 space/ unit	1 space/ unit
1 & 2 bed houses	None	None	1 space/ unit	1 space/ unit
3 bed houses	None	1 space/ unit	2 spaces/ unit	2 spaces/ unit
4+ bed houses	None	2 spaces/ unit	2 spaces/ unit	3 spaces/ unit
Visitor parking	None	0.2 space/ unit	0.2 space/ unit	0.2 space/ unit

Notes:

1. The location category of individual sites is subject to discussion with the city council;
2. A lower provision may be considered where the following are in place or proposed:
   - Car clubs
   - Travel Plans including the provision of sustainable transport modes
   - Controlled parking zones
3. If flats in central locations are to be provided parking for disabled blue badge holders will be assessed on an individual site basis;
4. Garages will not count towards the parking supply unless there are effective on- street parking controls and they meet the minimum dimensions in Table 8, but carports and car barns will be acceptable;
5. On plot tandem parking should be avoided;
6. Future residents will not be eligible for on street parking permits unless the development is adding proportionately to the stock of on-street parking spaces.

Table 2 Non-residential car parking standards

B2 Uses		
Up to 200m^2	3 spaces	
Over 200m^2	1 space per 50m^2	
B8 Uses		
Storage and distribution	1 space per 110m^2	Parking provision for associated office space to be determined using the standards set out under Class E(c) or E(g)
Wholesale Trade distribution	1 space per 35m^2	

Notes:

1. A lower parking provision, or no parking should be provided in city/ town centre or edge of centre locations.
2. Adequate facilities should be provided to enable site specific goods vehicle loading requirements to be met.

C1 Uses		
	Staff	**Visitors**
Hotels, unless in town/city centres where no parking will be required	1 space per 2 staff	1 Space per bedroom
C2 Uses		
Nursing/residential care homes	1 space per resident staff + 1 space per 2 additional staff	1 space per 6 beds or residents
Hospitals and hospices	1 space per 2 staff	2 spaces per 3 beds
Residential schools or colleges, training centres	1 space per resident staff + 1 space per 2 additional staff	1 space per 15 students
C3 Sheltered accommodation		
Sheltered accommodation	1 space per resident warden + 1 space per 2 units	

Use Class E Commercial, business and service				
Retail: Use E(a)				
	City/town centre	**Edge of centre**	**Suburban**	**Rural**
Food retail up to 1000m^2	None	None	1 space per 18m^2	1 space per 18m^2
Food retail over 1000m^2	None	None	1 space per 14m^2	1 space per 14m^2
Non-food retail	None	None	1 space per 25m^2	1 space per 25m^2

Food and drink: Use class E(b)		
	Staff	**Customers**
Restaurants and Cafés	1 space per 2 staff	1 space per 6m^2
Transport Cafés	1 space per 2 staff	1 space per 15m^2
Retail: Use class E(c)		
Financial and Professional Services	1 space per 20m^2	
Indoor leisure: Use class E(d)		
Gym and health and fitness centres	1 space per 22m^2 + 1 space per 15 seats where appropriate	
Other indoor sport, recreation or fitness such as bowling green, centres, alleys; snooker halls; tennis, squash, badminton clubs	3 spaces per lane/ court/ table	Where there are provisions for spectators, an additional parking provision of 1 space per 15 seats
Use Class E(e)		
Medical centres/clinics/surgeries	1 space per 2 staff	4 spaces per treatment/ consulting room
Use Class E(f)		
Nurseries, crèches, pre-schools	1 space per 2 staff	1 space per 4 children
Day care centres	1 space per 2 staff	1 space per 4 attendees

Offices: Use class E(g)		
Offices up to 500m^2	1 space per 20m^2	
Offices between 500 - 2,500m^2	1 space per 25m^2	
Offices over 2,500m^2	1 space per 30m^2	
Hi tech/Research/Light industrial	1 space per 35m^2	

Notes:

1. A lower parking provision, or no parking should be provided in city/ town centre or edge of centre locations.
2. Site specific allocation of goods vehicle loading requirements will be required.

Learning and non-residential: F1 Uses		
	Staff	**Visitors/ Pupils/ Clients**
Primary and secondary schools	1 space per staff + 10%	
Further and higher education	1 space per staff	1 space per 7 students
Libraries, art galleries, museums, exhibition halls	1 space per 60m^2	
Law courts	1 space per 2 staff	6 spaces per courtroom
Places of worship	1 space per 5 seats	
Historic house and gardens, country park	1 space per 400 visitors per annum	Provision should also be made for coach parking at a maximum of 1 coach space per 5000 visitors per annum

Local community: F2 uses		
Essential goods shops less than 280m^2	1 space per 18m^2	
Multi activity sports and leisure centres, swimming pools, ice rinks	1 space per 22m^2 + 1 space per 15 seats where appropriate	Provision should also be made for coach parking at a maximum of 1 coach space per 300 seats as an alternative to car parking provision, where appropriate, and consideration should be given to minibus parking facilities.
Stadia	1 space per 15 seats	Provision should also be made for coach parking at a maximum of 1 coach space per 300 seats as an alternative to car parking provision where appropriate, and consideration should be given to minibus parking facilities.
Outdoor sports facilities, playing fields	1 space per 2 participants	1 space per 15 spectators Consideration should be given to coach and / or minibus parking facilities.
Golf courses & driving ranges	3 spaces per hole/ bay	
Equestrian centres, riding stables	1 space per stable	
Other uses	1 space per 22m^2	

Notes:

1. A lower parking provision, or no parking should be provided in city/ town centre or edge of centre locations.
2. Site specific allocation of goods vehicle loading requirements will be required.
3. On all new school sites where it is likely that pupils will travel to and from school in coaches, buses or minibuses, sufficient space should be reserved to allow for the drop-off and collection of pupils.

Sui generis uses		
	Staff	**Visitors**
Car sales, including auctions	1 space per 2 staff	1 space per 50m^2
Petrol filling stations	1 space per 20m^2	Applies to retail areas only, not to forecourts
Night clubs/casinos	1 space per 22m^2	
Theatres	1 space per 5 seats	
Retail warehouse clubs	1 space per 25m^2	
Amusement arcades	1 space per 22m^2	
Cinemas, concert halls, conference centres, bingo halls	1 space per 5 seats	
Social clubs, discotheques, dance halls, ballrooms	1 space per 22m^2	
Residential hostels	1 space per resident staff + 1 space per 2 other staff	1 space per 6 residents
Vehicle servicing & repair	1 space per 2 staff	4 spaces per service bay
Taxi and vehicle hire, coach & bus depots	1 space per 2 staff	1 space per 4 registered vehicles
Open commercial use, e.g. scrapyards & recycling centres	1 space per 2 staff	To be assessed individually
Public houses, licenced bars and banqueting halls, including bars open to non residents in hotels and non diners in restaurants	1 space per 2 staff	1 space per 10m^2
Takeaways including drive through restaurants	1 space per 2 staff	1 space per 8m^2
Veterinary Surgeries	1 space per 2 staff	4 spaces per treatment/ consulting room

Notes:

1. A lower parking provision, or no parking should be provided in city/ town centre or edge of centre locations.
2. Site specific allocation of disabled parking spaces and goods vehicle loading requirements will be required.

Table 3: Electric vehicle parking standards

Residential uses	
Dwellings with on-plot or allocated parking	1 active charge point per dwelling, Minimum 7KW Mode 3 AC
Dwellings with unallocated communal parking	10% of spaces with active charging, minimum 7KW plus remainder of all spaces to have passive charging
Non-residential uses	
All uses with off street parking	20% of spaces with active charging, minimum 7Kw, wifi enabled, plus remainder of all spaces to have passive charging

Table 4: Disabled car parking standards and mobility aids (such as large wheelchairs and scooters)

For communal residential parking areas; and employees and visitors to business premises	
Car parks up to 40 spaces	2 designated spaces + 1 space of sufficient size, but not specifically designated plus one designated parking space for mobility aids.
Car parks with 40 to 200 spaces	4 designated spaces or 5% of the total, whichever is the greater plus 1 designated parking space + 2% of all car parking spaces for mobility aids.
Car parks with greater than 200 spaces	6 designated spaces + 2% of the total capacity plus 1 designated parking space + 2% of all car parking spaces for mobility aids.
For shopping, recreation and leisure	
Car parks up to 50 spaces	1 designated spaces + 2 spaces of sufficient size, but not specifically designated plus one designated parking space for mobility aids.
Car parks with 50 to 200 spaces	3 designated spaces or 6% of the total, whichever is the greater plus 1 designated parking space + 2% of all car parking spaces for mobility aids.
Car parks with greater than 200 spaces	4 designated spaces + 4% of the total capacity plus 1 designated parking space + 2% of all car parking spaces for mobility aids.

Table 5: Minimum cycle parking standards

	Short to medium term Collection/delivery/shopping	Medium to long term Meetings/staff
E(a) Retail uses		
Up to 1,000m^2	1 space per 200m^2	1 space per 200m^2
Up to 5,000m^2	1 space per 400m^2	1 space per 400m^2
Over 5,000m^2	Minimum of 12 spaces	
E(b) Retail uses	1 space per 10 seats	1 space per 20 seats
E(c) / E(g) / B2 / B8 uses	1 space per 1000m^2	1 space per 200m^2
C1 Hotels	1 space per 10 beds, units or pitches	
C2 Uses		
Hospitals and other residential institutions offering care	1 space per 10 beds	
Residential schools, colleges and training centres	1 space per 5 students	
C3 Residential uses [2]		
Houses	1 space per bedroom	
Flats and maisonettes	1 space per bedroom, can be provided in a secure weatherproof communal facility	
Sheltered accommodation	1 space per 5 units	
E(e) Medical centres, surgeries	1 space per 2 consulting/ treatment rooms	
F1 Learning and non-residential institutions		
Primary schools	1 space per 20 pupils	
Secondary schools, higher education	1 space per 5 pupils/ students	
Other non residential institutions	1 space per 50 seats or 100m^2	

E(d), F2 (b) (c) (d) Assembly & leisure uses		
Leisure and entertainment venues	1 space per 300 seats	1 space per 10 staff
Sports facilities and venues	1 space per 10 participants +10%	1 space per 10 staff
Sui generis uses		
To be determined on an individual basis		

Notes:

1. Cycle parking for staff should be free, secure and weatherproof, preferably within the curtilage of the building.
2. Residential:
   (i) Cycle parking should normally be provided within the curtilage of the dwelling. Where a garage is provided it should be of a suitable size to accommodate the required cycle provision in addition to the motor vehicle.
   (ii) A secure and weatherproof communal facility with a tool station should be provided where there is no suitable alternative.
3. 5% of all communal cycle parking should be designed for use by adaptive cycles/ cargo bikes/cycles with trailers or buggies.
4. Vertical parking of cycles will not count towards provision unless hydraulic assist racking is provided
5. In addition to the provision of well-designed cycle parking, facilities for showering and storing of clothing and helmets in non-residential developments will be sought, as they are also important for encouraging cycle use.

Table 6: Minimum motorcycle parking standards

Non-residential developments	1 motorcycle space for every 20 car parking spaces

Table 7: Minimum car parking space dimensions

	Length	Width
Cars1	5.0m (6.0m for spaces parallel to the kerb)[2]	2.5m (2.0m for spaces parallel to the kerb)
EV recharging space	5.0m	3.7m
Disabled car space	5.5m	3.7m
Cars abutting a hard boundary on one side[3]	5.0m	2.7m
Cars abutting a hard boundary on both sides[3]	5.0m	2.9m
Garage - one car[4]	7.0m	3.6m
Garage - two cars[4]	7.0m	6.0m
Car port/ car barn - one car[5]	5.0m	2.5m
Car port/ car barn - two cars[5]	5.0m	5.5m
Car barn - one car[6]	5.5m	2.9m
Car barn - two cars[6]	5.5m	5.4m
Tandem parking - first car	6.0m	2.5m

Notes:

1. Where the space abuts a footway or carriageway, 0.5m setback should be provided.
2. Applicable where car parking spaces are provided parallel to, and abutting a carriageway, aisle or drive.
3. Typically in a car park, rather than a resident's drive.
4. Internal dimensions.
5. Car ports or barns that are open on all sides.
6. Car barns that are enclosed.

Table 8: Parking space dimensions for other vehicles

	Length	Width
Powered 2 wheelers	2.5m	1.5m A minimum space of 1.0m should be allowed between each motorcycle
Light goods vehicles	7.5m	3.5m
Minibuses	8.0m	4.0m
Coaches	15.0m	4.0m
Rigid goods vehicles	14.0m	3.5m
Articulated goods vehicles	18.5m	3.5m