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# Canterbury City Council Regulation 18 Local Plan Representation

**Land West of Rattington Street, Chartham**

CLIENT: Wedgewood Land & Investments Ltd.

JUNE 2024  
DHA/14381



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# CONTENTS

<b>1</b>	<b>INTRODUCTION .....</b>	<b>1</b>
1.1	OVERVIEW .....	1
1.2	PLAN CONTEXT .....	1
1.3	PLANNING POLICY FRAMEWORK .....	3
1.4	STRUCTURE OF THE REPRESENTATION .....	7
<b>2</b>	<b>THE SITE AND SUSTAINABILITY CREDENTIALS .....</b>	<b>9</b>
2.1	CASE FOR RE-ALLOCATION.....	9
2.2	OTHER CONSTRAINTS .....	12
<b>3</b>	<b>RESPONSE TO THE DRAFT CONSULTATION .....</b>	<b>15</b>
3.1	INTRODUCTION .....	15
3.2	SUSTAINABILITY APPRAISAL OF THE DRAFT LOCAL PLAN .....	15
3.3	SUSTAINABILITY APPRAISAL OF THE STRATEGIC LAND AVAILABILITY ASSESSMENT.....	15
3.4	CHAPTER 1 SPATIAL STRATEGY FOR THE DISTRICT .....	19
3.5	POLICY SS1: ENVIRONMENTAL STRATEGY FOR THE DISTRICT .....	20
3.6	POLICY SS2: SUSTAINABLE DESIGN STRATEGY FOR THE DISTRICT .....	20
3.7	POLICY SS3: DEVELOPMENT STRATEGY FOR THE DISTRICT .....	21
3.8	POLICY R1 RURAL SERVICE CENTRES .....	22
3.9	POLICY DS1: AFFORDABLE HOUSING .....	24
3.10	POLICY DS2 HOUSING MIX .....	24
3.11	POLICY DS5 SPECIALIST HOUSING PROVISION .....	25
3.12	POLICY DS17: HABITATS OF INTERNATIONAL IMPORTANCE.....	25
3.13	POLICY DS21: SUPPORTING BIODIVERSITY RECOVERY .....	26
<b>4</b>	<b>CONCLUSIONS .....</b>	<b>28</b>

**Appendix 1** – Concept Masterplan

**Appendix 2** - Landscape Visual Appraisal

**Appendix 3** - Transport Scoping Note

**Appendix 4**- Email correspondence with CCC Corporate Policy and Strategy

**Appendix 5** - KCC Highways pre-application response

**Appendix 6** - Email correspondence between DHA Transport and KCC Highways

# 1 INTRODUCTION

## 1.1 OVERVIEW

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- 1.1.1 This representation has been prepared on behalf of Wedgewood Land & Investments Ltd (hereafter referred to as Wedgewood) in response to the Canterbury City Council (CCC) District Local Plan 2040 Regulation 18 Consultation, which runs until Monday, 3 June 2024.
- 1.1.2 Land West of Rattington Street, Chartham (hereafter referred to as the site) has previously been promoted by Wedgewood through various consultation exercises run by CCC, including the previous Regulation 18 consultations (2021 and 2023) and the Call for Sites (2022).

## 1.2 PLAN CONTEXT

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- 1.2.1 Canterbury City Council is preparing a new Local Plan to set out a strategy for development across the district up to 2040. It is seeking views on the overall spatial strategy, the vision and objectives, individual site allocations, and the Plan's draft policies.
- 1.2.2 CCC have prepared the Draft Local Plan following feedback from the issues consultation (2020), options consultation in 2021 and previous consultation in October 2022 on the Draft Local Plan to 2045. The Draft Local Plan (subject of this representation) has been revised following feedback from previous consultations alongside relevant updates that have been made to the National Planning Policy Framework (NPPF). The revisions include a reduction in the Plan Period (being to 2040, from 2044), a decrease in the number of homes proposed across the Plan Period, removal of the new settlement at Cooting Farm, removal of the Eastern Movement Corridor, the proposed Canterbury Circulation Plan and a range of strategic sites to the east of Canterbury and most noticeably the removal of Wedgewood site land West of Rattington Street (Policy R8) from the draft Local Plan.
- 1.2.3 The changes to the draft Local Plan were summarised as being due to:
- (1) Changes in national policy relating to levels of housing growth the government expects within the district.
  - (2) Structural changes in the retail and leisure sectors.
  - (3) The need to respond to the impact of climate change is becoming urgent internationally, nationally and locally.

- 1.2.4 It is noted that the revised NPPF (December 2023) demonstrates that authorities with an up-to-date Local Plan will no longer be required to demonstrate a 5-year housing land supply and those that have published a Regulation 18 or Regulation 19 Local Plan (alongside an up-to-date policies map and draft allocations) will now only need to demonstrate a 4-year housing land supply. The Council's updated AMR addendum (January 2024) demonstrates that CCC can demonstrate a 4.48-year housing land supply, therefore exceeding the requirements of the NPPF.
- 1.2.5 The Council's Local Development Scheme (published October 2022) is outdated and refers to the previous consultation period. However, the Council anticipates publishing the Regulation 19 Draft Local Plan in early 2025 for comment.
- 1.2.6 The primary intention of this representation is to address the removal of the land west of Rattington Street from the current Regulation 18 Draft Local Plan 2040 which we consider unjustified in light of the evidence provided. This representation therefore submits that the site remains available, deliverable, and achievable within the forthcoming Plan period and there is no evidence-led basis upon which the site cannot be reinstated as an allocation within the forthcoming Regulation 19 Submission version of the Plan.

#### *Draft Allocation in 2045 Local Plan*

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- 1.2.7 The site was previously allocated within the draft emerging Local Plan 2045 as site R8 (Land West of Rattington Street). Figure 1.1 shows the concept masterplan of the allocation. Below are the site-specific requirements for the draft allocation:
- Approximately 170 dwellings across 4.83 ha, including 30% affordable housing, 10% of the dwellings to be bungalows, 15% of new homes to be built to M4(2) standards and 5% built to M4 (3) standards.
  - An appropriate housing mix. Proportionate contributions are made to primary and secondary education, primary health care, and other necessary off-site community infrastructure.
  - Open space to be provided on-site as per the requirement of policy DS24.
  - The design and layout of the site should provide a high-quality built environment in accordance with policy DS6, with an average net density of approximately 35 dwellings per hectare.
  - A design to reflect the area's existing character, including the Chartham Conservation Area.
  - A green and blue infrastructure strategy for the site should be provided. This should include 20% biodiversity net gain in line with policy DS21 and appropriate habitat connectivity, including the ancient woodland.

- An appropriate access and transportation strategy should be provided at the site, including providing safe connections for pedestrians and cyclists alike.
- Provision for new local shopping and community facilities. These services should be delivered before 50% of the dwellings are occupied.

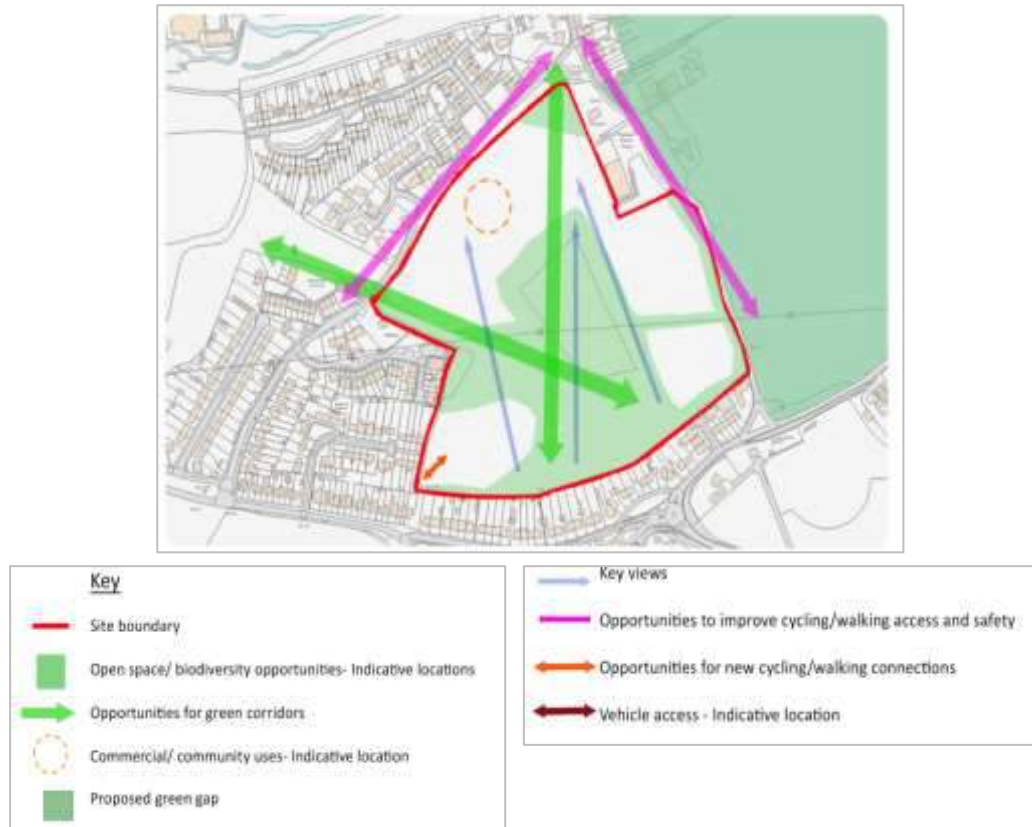


FIGURE 1.1 DRAFT ALLOCATION R8 (DRAFT LOCAL PLAN 2024/5 (COURTESY OF CANTERBURY CITY COUNCIL)

## 1.3 PLANNING POLICY FRAMEWORK

### Plan-Making

- 1.3.1 **Paragraph 11** of the NPPF emphasises that plans and decisions should apply a presumption in favour of sustainable development. For **plan- making** this means that: -

- (a) *"plans should promote a sustainable pattern of development that seeks to: meet the development needs of their area; align growth and infrastructure; improve the environment; mitigate climate change and adapt to its effects;*
- (b) *strategic policies should, as a minimum, provide for objectively assessed needs for housing and other uses, as well as any needs that cannot be met within neighbouring areas, unless: -*
  - (i) *the application of policies in this Framework that protect areas or assets of particular importance provides a strong reason for restricting the overall scale, type, or distribution of development in the plan area; or*
  - (ii) *any adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies in this Framework taken as a whole."*

1.3.2 **Paragraph 15** reminds us that the planning system should be genuinely plan-led. Succinct and up-to-date plans should provide a positive vision for each area's future, a framework for meeting housing needs while balancing other economic, social, and environmental priorities, and a platform for local people to shape their surroundings.

1.3.3 **Paragraph 16** sets out that plans should: -

- (a) *"be prepared with the objective of contributing to the achievement of sustainable development;*
- (b) *be prepared positively in a way that is aspirational but deliverable;*
- (c) *be shaped by early, proportionate, and effective engagement between plan makers and communities, local organisations, businesses, infrastructure providers and operators and statutory consultees;*
- (d) *contain policies that are clearly written and unambiguous, so it is evident how a decision maker should react to development proposals;*
- (e) *be accessible through the use of digital tools to assist public involvement and policy presentation; and*
- (f) *serve a clear purpose, avoiding unnecessary duplication of policies that apply to a particular area (including policies in this Framework, where relevant)."*

1.3.4 **Paragraph 17** sets out that development plans must include strategic policies to address each Local Planning Authority's priorities for the development and use of land in its area.

- 1.3.5 **Paragraph 20** states that strategic policies should set out an overall strategy for the pattern, scale, and quality of places (to ensure outcomes support beauty in place making), and make sufficient provision for: -
- (a) *"housing (including affordable housing), employment, retail, leisure and other commercial development;*
  - (b) *infrastructure for transport, telecommunications, security, waste management, water supply, wastewater, flood risk and coastal change management, and the provision of minerals and energy (including heat);*
  - (c) *community facilities (such as health, education and cultural infrastructure); and*
  - (d) *conservation and enhancement of the natural, built and historic environment, including landscapes and green infrastructure, and planning measures to address climate change mitigation and adaptation."*
- 1.3.6 **Paragraph 22** states that strategic policies should look ahead over a minimum 15-year period from adoption to anticipate and respond to long-term requirements and opportunities, such as those arising from major infrastructure improvements.
- 1.3.7 **Paragraph 23** states that broad locations for development should be indicated on a key diagram, and land use designations and allocations should be identified on a policies map. Strategic policies should provide a clear strategy for bringing sufficient land forward, and at a sufficient rate, to address objectively assessed needs over the Plan Period, in line with the presumption in favour of sustainable development.
- 1.3.8 **Paragraph 31** states that the preparation and review of all policies should be underpinned by relevant and up-to-date evidence. This should be adequate and proportionate, focused tightly on supporting and justifying the policies concerned, and take into account relevant market signals.
- 1.3.9 Policies in Local Plans and spatial development strategies should be reviewed to assess whether they need updating at least once every five years and then updated as necessary. Reviews should be completed no later than five years from the plan's adoption date and should consider changing circumstances affecting the area or any relevant changes in national policy.
- 1.3.10 The next pre-submission (Regulation 19) draft will be examined by an Inspector whose role is to assess whether it has been prepared in accordance with the Duty to Cooperate, legal and procedural requirements, and whether it is 'sound'.
- 1.3.11 In line with **Paragraph 35** for Plans to be found 'sound' final draft plans must be:

**Positively prepared** – providing a strategy which, as a minimum, seeks to meet the area’s objectively assessed needs; and is informed by agreements with other authorities so that unmet need from neighbouring areas is accommodated where it is practical to do so and is consistent with achieving sustainable development;

**Justified** – an appropriate strategy, taking into account the reasonable alternatives, and based on proportionate evidence;

**Effective** – deliverable over the Plan Period, and based on effective joint working on cross-boundary strategic matters that have been dealt with rather than deferred, as evidenced by the statement of common ground; and

**Consistent with national policy** – enabling the delivery of sustainable development in accordance with the policies in this Framework.

### Delivering a Sufficient Supply of Homes

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- 1.3.12 **Paragraph 60** states that to support the Government’s objective of significantly boosting the supply of homes, it is important that a sufficient amount and variety of land can come forward where it is needed, that the needs of groups with specific housing requirements are addressed and that land with permission is developed without unnecessary delay. The overall aim should be to meet as much of an area’s identified housing need as possible, including an appropriate mix of housing for the local community.
- 1.3.13 **Paragraph 61** states that strategic policies should be informed by a local housing need assessment conducted using the standard method in national planning guidance to determine the minimum number of homes needed. The outcome of the standard method is an advisory starting point for establishing a housing requirement for the area. There may be exceptional circumstances, including those relating to the particular demographic characteristics of an area, which justify an alternative approach to assessing housing need, in which case the alternative approach should also reflect current and future demographic trends and market signals. In addition to the local housing need figure, any needs that cannot be met within neighbouring areas should also be considered in establishing the amount of housing to be planned for.
- 1.3.14 To this end, **Paragraph 69** states that strategic plan-making authorities should clearly understand the land available in their areas through the preparation of a Strategic Housing Land Availability Assessment. From this, planning policies should identify a sufficient supply and mix of sites, considering their availability, suitability, and likely economic viability. Planning policies should identify a supply of:



- (a) specific, deliverable sites for five years following the intended date of adoption; and
- (b) specific, developable sites or broad locations for growth, for the subsequent years 6-10 and, where possible, for years 11-15 of the remaining Plan Period.

### Promoting Sustainable Transport

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1.3.15 **Paragraph 108** states that transport issues should be considered from the earliest stages of plan-making and development proposals so that:

- (a) the potential impacts of development on transport networks can be addressed;
- (b) opportunities from existing or proposed transport infrastructure, and changing transport technology and usage, are realised – for example in relation to the scale, location or density of development that can be accommodated;
- (c) opportunities to promote walking, cycling and public transport use are identified and pursued;
- (d) the environmental impacts of traffic and transport infrastructure can be identified, assessed and taken into account – including appropriate opportunities for avoiding and mitigating any adverse effects and for net environmental gains; and
- (e) Patterns of movement, streets, parking, and other transport considerations are integral to the design of schemes and contribute to high-quality places.

1.3.16 **Paragraph 109** states that the planning system should actively manage patterns of growth in support of these objectives. Significant development should be focused on locations which are or can be made sustainable, through limiting the need to travel and offering a genuine choice of transport modes.

1.3.17 **Paragraph 115** states that development should only be prevented or refused on highway grounds if there would be an unacceptable impact on highway safety or the residual cumulative impacts on the road network would be severe.

## 1.4 STRUCTURE OF THE REPRESENTATION

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1.4.1 **Section 2** introduces the site and its surroundings and explains the characteristics that make it a suitable location for future growth.

- 1.4.2 **Section 3** responds to the consultation questionnaire.
- 1.4.3 **Section 4** concludes why the site is suitable for allocation and should be included within the emerging Plan.

## 2 THE SITE AND SUSTAINABILITY CREDENTIALS

### 2.1 CASE FOR RE-ALLOCATION

- 2.1.1 Our client continues to promote the site for a sustainable and proportionate strategic extension to Chartham, comprising housing and infrastructure, including public open space, since the Regulation 18 Draft District Vision and Local Plan Options for Plan (2021).
- 2.1.2 The site occupies 10.82ha of Grade 3 arable farmland and sits south of Baker's Lane and west of Rattington Street adjacent to the built confines of Chartham. The site is well located to benefit from the services and amenities of Chartham, including the bus routes on Cockering Road to the south and the train station, which sits 550m to the north. The site is bound by residential properties across its southern, western and northern boundaries. The eastern boundary is adjoined partially by residential properties, farm buildings and open countryside. A grain store sits within the site boundary. The site, therefore, enjoys a strong level of enclosure and is not visually prominent on the landscape. The site is shown in a local context below.



FIGURE 2.1: SITE LOCATION (COURTESY OF OPENSTREETMAP)

- 2.1.3 The site was previously allocated for 170 dwellings within the previous iteration of the emerging Draft Local Plan under Policy R8. A summary of the draft allocation is on Page 4.

- 2.1.4 The Chartham Conservation Area and associated listed buildings sit to the north of the site's northern boundary. Given intervening vegetation, highway, dwellings and level changes, and impacts on the Conservation Area and listed buildings can be mitigated against through the course of any submitted application, supported by a Heritage Statement.
- 2.1.5 A concept masterplan (**Appendix 1**) supports the submission. It shows how the scheme still proposes to respond sensitively to the previous draft site allocation in relation to the site constraints.

### Highways and access

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- 2.1.6 Two access tracks within the land ownership provide access to the site off Rattington Street to the east, Baker's Lane to the north, or The Crescent to the south. This provides connectivity into the village centre, with additional amenities within walking distance to the south, including bus stops on Cockering Road and Beech Avenue. The site, therefore, falls within a sustainable location.
- 2.1.7 A site access has been designed and has been subject to pre-application discussions with KCC Highways, which has confirmed that access is achievable and that there are no highways reasons to oppose an allocation on the site. This is discussed in further detail in section 3.3 of these representations.
- 2.1.8 Rattington Street takes a general north / south alignment and allows for two-way movements by light vehicles. The road is subject to the national speed limit (60mph) from the junction with Cockering Road, which reduces to 30mph on the north-eastern site boundary.
- 2.1.9 Station Road continues from Rattington Street in a northerly direction through the village centre before reaching the A28 Ashford Road. The A28 provides access to the A2 Trunk Road and Canterbury City Centre to the east and the M20 motorway and Ashford to the west.

### Landscape and Visual

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- 2.1.10 EDLA has completed a landscape appraisal. The assessment concludes that the site is enclosed to the north, west, and south by residential development and roads to the north and east. Therefore, if developed, it would be perceived as a rational infill within Chartham. The site is sloping and comprises a central area of Ancient Woodland, which would need to be retained and development offset.
- 2.1.11 The assessment demonstrates that the proposal may have some visual effects from roads and properties directly adjoining the site and some across the valley views from the North. However, it states that these effects can be mitigated through proposed landscaping mitigation measures, which involve creating new habitats with the potential to link existing ones.

## Ecology

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- 2.1.12 As set out above, the central tree area within the site is Ancient Woodland, whilst the site comprises predominantly Grade 3 arable farmland. Combining the 15 m Ancient Woodland buffer, additional landscaped buffers, and other ecological mitigation can provide net gains to biodiversity by creating new habitats.

## Sustainability of the site

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- 2.1.13 The village of Chartham is recognised as a local centre within the adopted Local Plan settlement hierarchy and as a Rural Service Centre within the emerging Local Plan. It benefits from a range of services, including a train station, bus stops, primary school, nursery, and doctor's surgery, amongst other facilities that are more typical of village locations, such as public houses and local shops.
- 2.1.14 Policy SS3 draft Local Plan 2040 states that the urban areas of Canterbury, Herne Bay and Whitstable will continue to be the focus of development, together with development at the Rural Service Centres. The site, therefore, falls within a village, which is recognised as a sustainable location and appropriate for further proportionate growth within the emerging Plan period.
- 2.1.15 Chartham itself is a dispersed settlement. As with the other villages within the district, it does not currently have a defined settlement boundary. Development sits in three linked clusters, including residential areas to the south and west and the village centre to the north. This site sits between the residential areas and the village centre but behind existing dwellings and, therefore, is out of clear public view.
- 2.1.16 The village has a good range of local services. It has a post office/ convenience store, restaurant, and doctor's surgeries.
- 2.1.17 Key services, such as secondary schools, sixth-form colleges, supermarkets, and hospitals, can be accessed nearby in Canterbury via the A28, or alternatively by train or bus.
- 2.1.18 Within a 15-minute walk of the site is a Community Hall, Primary School, Train station, Bus stop, Place of Worship, Pub, and Recreation Ground.
- 2.1.19 Canterbury, approximately 4.9 km away, provides most of the employment opportunities for many Chartham residents. Canterbury is accessible via public transport, including Bus Route 1A and regular train services.
- 2.1.20 Chartham Railway Station is a great asset to the village. It is 650 m from the site and provides sustainable routes to Canterbury West (5 mins), Ashford International (15 mins), and London St. Pancras (85 mins).
- 2.1.21 An existing footway is available along the length of Baker's Lane to the north of the site and continues along Rattington Street to the village centre. The footway

measures approximately 1.5 metres in width and is maintained to a good standard. The following services are available within easy walking distance:

Facility	Walk Distance	Walk Time
Bus Stops	20m	1 minute
Public House	120m	1 minute
Chartham Village Hall	500m	7 minutes
Chartham Village Stores	550m	8 minutes
St Mary's Church	600m	8 minutes
Chartham Railway Station	700m	9 minutes
Chartham Surgery	850m	11 minutes
Chartham Primary School	950m	11 minutes
The Firs Nursery	950m	11 minutes

2.1.22 Additionally, the National Cycle Route 18 passes through Chartham, providing alternative transport opportunities to Canterbury and Ashford.

## 2.2 OTHER CONSTRAINTS

### Trees

2.2.1 The central wooded area within the site is designated Ancient Woodland. Any scheme brought forward will include the necessary 15m Ancient Woodland buffer as part of its proposal.

### Flood Risk

2.2.2 The site is located within Flood Zone One and has the lowest risk of flooding.

### Contamination

2.2.3 The site is a greenfield site and is not considered to have a likely presence for contamination. This would, therefore, not constrain development.

### Archaeology and heritage

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- 2.2.4 There are no Scheduled Monuments or World Heritage Sites located near the site where the proposed development could significantly affect their setting.
- 2.2.5 The site abuts Chartham's Conservation Area, however given the size of the site, there is sufficient scope for any future design masterplan to be carefully prepared with the inclusion of suitable mitigation measures to minimise any potential impact on the Conservation Area and preserve the significance of the heritage asset. Such measures can be secured as part of the allocation criteria and addressed during the course of the detailed planning application process, such that heritage would not prevent allocation of the site.
- 2.2.6 Whilst the site's archaeological resource is unknown, standard and proven mitigation exists as part of normal planning practice for all development where there is the potential for impact on non-designated archaeological remains. This ensures that the site's archaeological resource is evaluated before any below-ground impact from construction. This is usually achieved by way of a suitably worded planning condition.

### Agricultural Land Value

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- 2.2.7 The site is Grade 3 agricultural land. Given the need for housing in the Canterbury District and the site's sustainable nature, the need for housing is considered to outweigh the loss of Grade 3 farmland.

### Deliverability

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- 2.2.8 Sites must be available, suitable, and achievable for them to be considered deliverable. These tests are reviewed below.

### Availability

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- 2.2.9 We can confirm that the site is available and that there would be no financial restrictions that would impact the viability of a housing scheme or that would prohibit development within the early stages of the Plan Period.

### Suitability

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- 2.2.10 For reasons set out in this section of the representation, the site is considered suitable for development. In summary, the site lies adjacent to the existing settlement confines of Chartham with footway links to the Village Centre and is within walking distance of day-to-day services and public transport links.

- 2.2.11 Residential development on this site would contribute usefully to the required housing supply for CCC's Plan Period.
- 2.2.12 Finally, the site is not constrained by access and infrastructure, flood risk, pollution or contamination.

### Achievability

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- 2.2.13 The site is under one ownership; it is a greenfield with limited constraints on the site other than those that have already been proposed to be mitigated, as shown in the accompanying Concept Masterplan. There are no covenants or legal agreements that would prohibit the site coming forward for immediate development.
- 2.2.14 Therefore, the site is a greenfield development in a sustainable location that can be delivered within the first five years of the Plan Period.



## 3 RESPONSE TO THE DRAFT CONSULTATION

### 3.1 INTRODUCTION

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- 3.1.1 As set out in Section 1, the site has been submitted at each previous stage of the Local Plan consultation process. The site has been previously draft allocated within CCC's draft Local Plan 2045 under policy R8 (Land to the west of Rattington Street) for residential led mixed-use development for new local facilities and 170 dwellings.
- 3.1.2 This section outlines the responses to the Regulation 18 questionnaires published by CCC on behalf of Wedgwood. This section concludes that there are no constraints to the site, land to the west of Rattington Street, being reinstated as a draft allocation as part of the Regulation 19 Draft Local Plan and delivering much-needed new market, affordable and specialist homes within the mid-tier of the settlement hierarchy across the Plan period.

### 3.2 SUSTAINABILITY APPRAISAL OF THE DRAFT LOCAL PLAN

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#### **Q2: Do you have any comments on the Sustainability Appraisal of the draft Local Plan?**

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- 3.2.1 The Sustainability Appraisal (SA) (February 2024) re-assessed the site following a positive recommendation within the SLAA (July 2022) assessment and concluded that there are access and transport infrastructure constraints at the site. As set out in the commentary in section 3.3 below, this is not the case. It has been demonstrated to the Council through consultation with KCC highways that the site has no severe adverse impacts upon the highway network when assessed against the relevant tests in paragraph 414 of the NPPF. As such, the commentary on the SA should be rescinded and revised to make it clear that the site is suitable for allocation in the Regulation 19 draft Local Plan 2040.

### 3.3 SUSTAINABILITY APPRAISAL OF THE STRATEGIC LAND AVAILABILITY ASSESSMENT

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#### **Q:3 Do you have any comments on the Sustainability Appraisal of the Strategic Land Availability Assessment?**

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- 3.3.1 Appendix G: Appraisal of Site Allocations and Alternatives of the SA sets out the following in relation to our client's site:

*SLAA110 - Land to the west of Rattington Street: 10.33ha greenfield site. The site is located within a green space in the Rural Service Centre of Chartham. The applicant's submitted proposal is for residential development. Significant positive effects on Flooding, Housing, Employment and Sustainable communities. Transport has mixed impacts with significant positive effects on access to public transport and significant negative effects on transport highways (large-scale car dependent development). Significant negative effects on Biodiversity, Landscape (including potential negative impacts on the setting of the Kent Downs AONB), Water, Historic environment (adjacent to Grade 2 Listed Buildings and likely impacts on the assets and / or their setting) and Land use (site is a greenfield over 3ha). Air quality and Geology are neutral.*

- 3.3.2 Moreover, the Sustainability Appraisal of The Strategic Land Availability Assessment (December 2023) in Table 4.2 provides a summary of the justification for the allocation or rejection of the SLAA sites. The summary for our client's site was that:

*The site was identified as suitable, available and achievable in the SLAA. While the SA has identified significant negative impacts it is determined when reviewed alongside the SLAA on the balance of impacts and considering possible mitigation and design, that the majority of these impacts can be addressed. In the Regulation 18 draft Local Plan (2022), the site was proposed for a mixed-use allocation with residential focus. Following responses to the Regulation 18 draft Local Plan (2022), there were concerns raised around the suitability of the proposed access point to the site and the wider impacts on the local highways network. The developer has been unable to receive confirmation from KCC that the highway's impacts of the development could be mitigated and therefore the site is no longer proposed for allocation.*

- 3.3.3 The Development Topic Paper (February 2024), which supports the Regulation 18 Consultation Draft Local Plan, summarised the above approach.
- 3.3.4 It is acknowledged that CCC has undertaken a detailed site assessment, however further evidence and engagement with KCC Highways has been undertaken by the site promoters and this supersedes the above assessment. In August/September 2023, a Transport Scoping Note (Appendix 3) and subsequent email correspondence were submitted. Correspondence with the Council's Corporate Policy Strategy team dated 26 April 2024 confirms that such information had been submitted (**Appendix 4**).
- 3.3.5 CCC requested that Wedgewood seek formal pre-application advice from KCC Highways to support the site allocation in the draft Local Plan (2045). The Transport Scoping Note (**Appendix 3**) was submitted to KCC. A response was received from KCC Highways (**Appendix 5**) on 31 August 2023. Further clarification was sought from DHA Transport on 31 August 2023. (**Appendix 6**). KCC Highways response set out the following comments:

- Moving forward, the focus should be on active travel, the promotion and improvement of pedestrian and cycle connectivity, and improvements to public transport links as part of any subsequent planning applications.
- KCC Highways will examine how they can enhance the road network around the site.
- At the detailed design stage, KCC Highways would prefer the community space/local facilities to have a direct access point onto the spine road within the site.
- Concluded that “there are no real ‘showstoppers’, as it were.”

3.3.6 The tests set out within the NPPF are clear in paragraph 114 that plans or specific applications for development should ensure that:

- (a) appropriate opportunities to promote sustainable transport modes can be – or have been – taken up, given the type of development and its location;
- (b) safe and suitable access to the site can be achieved for all users;
- (c) the design of streets, parking areas, other transport elements and the content of associated standards reflects current national guidance, including the National Design Guide and the National Model Design Code; and
- (d) any significant impacts from the development on the transport network (in terms of capacity and congestion), or on highway safety, can be cost effectively mitigated to an acceptable degree.

3.3.7 Both the submitted Transport Scoping Note and the KCC Highways response clearly show that while some work has gone into understanding the sustainable transport modes at the site, this can still be addressed with any submitted planning application and falls within the scope of work that would be reasonably expected of any major allocation within the Local Plan at the detailed design stage.

3.3.8 Moreover, draft policy R8 of the previous draft Local Plan 2045 sets out the access and transportation requirements and the access and transport strategy for the site should provide safe and convenient pedestrian and cycle connectivity, including improved walking cycle connection to the Great Stour Way and a pedestrian cycle link through the site connecting Bakers Lane and the Crescent, improvements to the Public Right of Way (PRoW) and provide mitigation measures to minimise the need for the use of private cars. Therefore, it is clear that the expectations of CCC through the Regulation 18 consultation process far exceed the requirements needed to fully assess the site for an allocation, given that most of this information can be brought forward at the application stage of any development on the site.

3.3.9 Regarding part (b) of paragraph 114 of the NPPF, **Appendix 6** clearly shows that KCC Highways has no concerns that would prevent the sites from coming forward

via an allocation in the emerging Local Plan. The response showed no concerns were raised that the site could not deliver safe and suitable access for all users.

- 3.3.10 Parts (c) and (d) of paragraph 114 of the NPPF relate to the design of street parking arrangements being to reflect current national guidance, including the National Design Guide and the National Model Design Code, whilst addressing any significant impact of the development on the transport network to an acceptable degree.
- 3.3.11 The submitted transport technical note uses the TRICS database to assess the following categories: -
- 03 – RESIDENTIAL, A – HOUSES PRIVATELY OWNED; and
  - 03 – RESIDENTIAL, B – AFFORDABLE/LOCAL AUTHORITY HOUSES.
- 3.3.12 Survey sites outside of London, in England, Scotland and Wales, in 'Neighbourhood Centre' locations were not considered. Any surveys undertaken during COVID-19 were also excluded.
- 3.3.13 The Transport Scoping Note summarises the TRICS data stating that the proposed development at the site, if the allocation were to come forward, would generate approximately 68 two-way vehicle movements in the weekday AM peak hour and 72 in the PM peak hour. Across the 12-hour working day, approximately 670 trips would be generated, which equates to approximately 56 movements per hour or approximately one every minute on average. It is not considered that this would give rise to significant or 'severe' residual impacts on the operation of the local highway network.
- 3.3.14 Regarding part (c) of paragraph 114 of the NPPF, it is considered that such considerations can be brought forward and assessed further at the detailed design stage. As set out in paragraphs 2.3.11 to 2.3.13, it is clear that the proposed development of the site for a mixed-use development with circa 170 dwellings would not give rise to significant or 'severe' residual impacts to the operation of the local highway network.

### Summary

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- 3.3.15 The conclusions of the most recent site assessment undertaken by CCC have therefore been superseded by this latest evidence and further engagement with KCC Highways which confirms that the local highway network can accommodate the proposed development subject to localised mitigation which can be agreed in the preparation of any future planning application.
- 3.3.16 The above section demonstrates that if the site were to come forward as an allocation there would be no significant or 'severe' impacts to the operation of the highway network. This is reflected in correspondence with KCC after the

submission of pre-application guidance, which stated that there would be “*No real showstoppers*” for the site going forward.

- 3.3.17 We therefore, **strongly contend that** the site at Land West of Rattington Street, Chartham, remains a suitable site for allocation, having demonstrated that there are no highway concerns with the proposed allocation of the site. As highways is the principal reason why the site has been de-allocated, there now remains no evidence-led basis upon which to resist the reinstatement of the site as an allocation within the forthcoming Regulation 19 submission version of the Plan. **We therefore strongly suggest that CCC should re-instate the site as a draft allocation within the subsequent Regulation 19 version of the Local Plan.**

## 3.4 CHAPTER 1 SPATIAL STRATEGY FOR THE DISTRICT

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### Q1: Do you have any comments on the vision

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- 3.4.1 The vision for the Plan Period encompasses the broad policy principles covering the economy, the environment (climate change), transport, and healthy communities. It also highlights Canterbury District’s need to become a sustainable and resilient place that can adapt to climate change and changes in the economy and improve the health of its communities. This is welcomed.
- 3.4.2 The vision describes development in general terms. However, it is not clear how much development will be provided. This part of the vision could be improved. We consider that the housing delivery figure across the Plan Period should be added to the vision as housing delivery is a crucial way in which CCC can ensure the development of healthy communities, the development of a stronger economy supporting community businesses, and opportunities for nature-based solutions and responses to climate change. It also helps to improve transport connectivity.

### Q2: Do you have any comments on the strategic objectives

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- 3.4.3 Much like the vision, the 12 strategic objectives focus on supporting economic growth within Canterbury (including the growth of the universities), resilience to climate change, protection of the natural environment and cultural heritage, and improving transport infrastructure.
- 3.4.4 Objectives 10 and 11 relate to housing, intertwining the need for housing with well-designed sustainable communities that tackle climate change. However, it is notable that no strategic objective deals expressly with housing requirements. CCC’s housing requirement of 1149 dwellings per annum should be included as part of the strategic objectives of the Local Plan.
- 3.4.5 Objective 12 supports the sustainable growth of rural communities through the provision of affordable housing, community facilities, and public transport infrastructure, taking advantage of opportunities to protect and grow the rural

economy. Wedgewood welcomes the Council's acknowledgement of the need to develop existing rural communities' sustainability in accordance with paragraph 83 of the NPPF and strongly suggest that this is backed by robust strategic site allocations capable of delivering the development and associated infrastructure required by the district's rural communities.

### 3.5 POLICY SS1: ENVIRONMENTAL STRATEGY FOR THE DISTRICT

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#### Q3: Do you have any comments on this policy?

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- 3.5.1 Policy SS1(5) states that development across the district will need to incorporate measures to deliver a minimum 20% biodiversity net gain in line with Policy DS21.
- 3.5.2 Wedgewood objects to this section of the policy because there is an absence of evidence in the Council's most up-to-date evidence base to demonstrate why this level of net gain should be required on development sites of all sizes. The Environment Act brought in a statutory requirement of 10% on major application sites from February 2024 and minor sites from April 2024. If CCC wish to exceed the statutory requirement for 10% BNG, this should be tested and justified for viability purposes.
- 3.5.3 A Natural Environment and Open Spaces Topic Paper (October 2022) and Climate Change Topic Paper (February 2024) have been added to the Council's evidence base to support the new round of consultations on the revised Draft Local Plan. Neither document provides any evidence to support the requirement for 20% BNG on all sites. Any requirement should be proportionate to the scale of the proposed development to ensure that it is viable and fundamentally delivered. In the absence of such evidence, the statutory 10% BNG should be sought on all sites.

### 3.6 POLICY SS2: SUSTAINABLE DESIGN STRATEGY FOR THE DISTRICT

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#### Q4: Do you have any comments on this policy?

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- 3.6.1 Policy SS2(1) requires all new residential and commercial development to be designed to achieve net zero operational carbon emissions. In the previous representation, insufficient testing has taken place to ensure that new development can achieve net zero emissions whilst remaining viable.
- 3.6.2 A Climate Change Topic Paper (February 2024) has been added to the Council's evidence base following the 2022 consultation on the Draft Local Plan. The paper (Paragraph 4.8) confirms that an independent viability study for the Local Plan to 2040 (2022) has evaluated and factored in the costs of building new homes to net zero carbon, and this has been shown to be viable and deliverable alongside other policy costs like affordable housing. The paper notes that the viability study

was conducted before the recent changes came into force relating to the requirements of new buildings – this includes the requirement for gas boilers to no longer be the default heating source and for air source heat pumps to be used from 2025.

- 3.6.3 The Future Homes Standard (FHS) is anticipated to launch in 2025. The technical consultation on the proposed specification of the FHS took place in Spring 2023; further consultation will occur throughout 2024, followed by the adoption of the regulations in 2025. From 2025, compliance with the FHS will become mandatory and ensure that new homes built from 2025 will produce 75-80% less carbon emissions than those constructed under current Building Regulations. In doing so, the FHS seeks to decarbonise new homes by improving heating and hot water systems and reducing heat waste.
- 3.6.4 Notwithstanding the above, it is noted that the FHS has yet to be adopted, and significant concerns and risks were raised in the technical consultation relating to the impact of the increased costs of implementing the FHS on house prices and building costs. In turn, there is a chance that the full impact of achieving net zero could filter through into the viability and subsequent delivery of new schemes. It would, therefore, be prudent for the viability assessment to be re-run, including the scenario within which the FHS is implemented, taking into account any government funding to ensure that new development can achieve net carbon zero and remain viable.

### 3.7 POLICY SS3: DEVELOPMENT STRATEGY FOR THE DISTRICT

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#### Q5: Do you have any comments on this policy?

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- 3.7.1 Policy SS3 (1) sets out CCC's housing need as 1,149 per annum across the Plan Period up to 2040 based on updated affordability ratios to the figures given in the Housing Need Assessment (2021). It is acknowledged that CCC is proposing to meet its full local housing need.
- 3.7.2 Historically, the Council has struggled with housing delivery. The HNA (2021) states that the Council completed an average of 572 dwellings per annum from 2001/02 to 2021. However, there are concerns regarding housing and how the Council will achieve the 1,149 dwellings per annum required, given that they have, on average, not previously delivered that number of dwellings.
- 3.7.3 Policy SS3(4) identifies Chartham as a Rural Service Centre. The draft policy highlights that new development will be supported on suitable sites, and existing community facilities and services will be protected and enhanced. The provision of new community facilities and services, business space, and tourism facilities will be supported outside of the settlement boundaries, provided that the need for development outweighs any harm.

- 3.7.4 Wedgewood generally supports SS3 (4) and the overall objectives of the draft policy wording, recognising that the existing level of service provision within Chartham as a Rural Service Centre provides suitable opportunities for sustainable additional and proportionate development. However, Wedgewood strongly objects to the proposed approach of the Council's so-called 'proportionate' growth to Rural Service Centres such as Chartham as the draft Local Plan only allocated the housing as per the Neighbourhood Plan calculation set out in the Development Topic Paper (2024).
- 3.7.5 Given the nature of support the Council has given to the expansion of Rural Service Centres due to their amenities, see paragraph 3.15 of the Development Topic Paper (2024), it is considered vital that the Council revisit the evidence in relation to our client's submission site in Chartham which has been demonstrated at Section 3.3 of this representation to be suitable from a highways perspective under paragraph 114 of the NPPF following further engagement with KCC Highways.
- 3.7.6 It remains our firm view that it is necessary for Land West of Rattington Street to be reinstated as an allocation in the draft Local Plan for 170 dwellings, which would provide a proportionate contribution to the local housing need for Chartham, consistent with the overarching strategy of the emerging Plan.

## 3.8 POLICY R1 RURAL SERVICE CENTRES

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### Q1: Do you have any comments on this policy?

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- 3.8.1 Tied in with Policy SS3(4), this policy sets out the approach of developing Rural Service Centres. It states that Policies R2 to R10 of the draft Local Plan allocate sites within Rural Service Centres for development. Policies R2 to R10 allocate 1,296 dwellings across the Rural Service Centres of Herden, Littlebourne, Sturry and Bridge. Chartham has been allocated a quantum of 42 dwellings; however, these 42 dwellings are not included within the above figure but rather the Neighbourhood Plan housing allocation figure, which is proposed to come forward through windfall development across the Plan Period. Chartham is therefore excluded from the benefits associated with Plan-led development in rural areas as set out in policy SS3 of the draft Local Plan and as set out in Strategic Objective 12.
- 3.8.2 The 1,296 dwellings will be delivered between years 4 and 9 of the draft Local Plan. In the absence of our client's site, no development is anticipated to be delivered in the first five years of the plan period. Moreover, no development is anticipated beyond year 9 of the Plan Period on the basis that CCC is reliant upon the new rural settlement at land north of the University of Kent (1,800 dwellings) for the delivery of residential dwellings within years 8 to 18 of the Plan Period.



- 3.8.3 Given Chartham's key sustainability credentials, it is critical to a sound strategic planning strategy that the settlement is allocated an appropriate level of growth. This must include planned development above and beyond the windfall allowance, and the Neighbourhood Plan should not be relied upon to deliver this. Given that we have demonstrated within this representation that there are no sound technical reasons why the Land at Rattington Street should not be re-allocated, it is clear that the site should be reinstated for the subsequent Regulation 19 stage.
- 3.8.4 Whilst it is acknowledged that new settlements are an appropriate option for the Council to consider, we do not consider that the Council has exhausted the available options within Rural Service Centres. This is evident by the Council restricting development within such settlements to within the confines of the settlement boundaries only.
- 3.8.5 Whilst new settlements can be sustainable options for the delivery of new homes, there are inherent delivery risks in such options forming a significant part of a development strategy if not balanced by a suitable mix of small, medium and large-scale sites. In this case, the delivery of 1,800 as a new standalone rural settlement at land north of the University of Kent is proposed to have the following services and facilities:
- Provision of a community hub.
  - Local centre including local shopping (minimum 1,250sqm) and community uses (minimum 500sqm).
  - Office and business space (minimum 4,000 sqm), including flexible working space.
  - A mobility hub.
  - Provision of a 3FE primary school, with early years provision.
  - Provision of a new high-quality wastewater treatment works. And
  - on-site open space provision in accordance with policy DS24.
- 3.8.6 We consider it overly ambitious for the Council to allocate a new rural settlement with all the above benefits that can be achieved, together with that amount of housing and other factors such as open space and 20% Biodiversity Net Gain (BNG) within the proposed Plan Period. Historically, new settlements take a substantial period of time to be built out and self-sustaining, as proposed at the above site. In recent years, the delivery of such developments has been questioned due to changes in planning rhetoric, which has slowed the delivery of strategic settlements of this scale. Therefore, we question the proposed delivery rates of the Council for the new settlement, which set out that from year 9 of the draft Local Plan, more than 100 dwellings per annum will be built.

- 3.8.7 Furthermore, 220 of the 1,800 dwellings proposed on land north of the University of Kent are proposed outside of the Plan Period. Land West of Rattington Street by contrast can contribute at least 100 dwellings in a single phase delivered in the first five years of the Plan period and in a location that already has the services provided, which it can enhance and contribute to. The site is deliverable within the Plan Period. Due to its scale, it can make significant affordable and specialist housing contributions to meet the community's needs in the 'rural south' of the district.
- 3.8.8 Section 2 above sets out why Wedgewood's site at Land West of Rattington Street, Chartham, is appropriate to deliver housing in a sustainable location within the early years (1 to 5) of the proposed Plan Period and should be reallocated.

### 3.9 POLICY DS1: AFFORDABLE HOUSING

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#### Q1: Do you have any comments on this policy?

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- 3.9.1 The Housing Needs Assessment (2021) assessed affordable housing needs across the district (including social and affordable rent and affordable homeownership). The assessment concluded that the district needs an uplift of 308 net affordable social and affordable rent homes per annum and an additional 156 net affordable homeownership dwellings per annum. The site can deliver over 100 dwellings. The Council have considered it previously capable of delivering 170 dwellings as part of the previous draft Local Plan 2045. It is considered that the site scale can make a substantial contribution to affordable housing that is in line with the policy's requirements on site.

### 3.10 POLICY DS2 HOUSING MIX

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#### Q2: Do you have any comments on this policy?

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- 3.10.1 Wedgewood does not object to the principle of residential development providing for particular needs, for example, affordable housing and adaptable homes built to M4(2) or M4(3) standards, where the evidence exists to justify this. The policy requires specific percentages of M4(2) and M4(3) dwellings and 5% bungalows on schemes for more than 50 dwellings. The policy also fixes the affordable housing mix as well. We wish to raise a genuine concern about setting these specific requirements for a Plan Period to 2040 based on evidence originally prepared in 2021. There seems to be very little ability to vary provision according to up-to-date evidence. Housing needs vary substantially over time based on market trends and demographic needs. The Local Plan must include appropriate flexibility to allow schemes to respond to the particular needs at the time applications are submitted.

- 3.10.2 We consider that the requirement for bungalows and M4 (2 & 3) units must be evidenced by reference to need. Otherwise, there is a real risk that developments have to over-provide units for specific groups, resulting in unsuitable units that may be occupied by people without these specific needs. We would question the appropriateness of this policy applying district-wide, as this will likely lead to the delivery of housing types in areas where this is not a localised need. The same applies with respect to the blanket requirement for bungalows on all larger schemes.
- 3.10.3 Given the above, we respectfully suggest that policy DS2 should be revised by removing specific percentage targets for these housing types. Instead, the policy should require applications to deliver housing types, mixes and tenures based on up-to-date evidence of need in place at the time of the application.

### 3.11 POLICY DS5 SPECIALIST HOUSING PROVISION

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#### Q5: Do you have any comments on this policy?

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- 3.11.1 Wedgewood does not object to the principle of providing specialist older persons' housing on the proposed site as part of its development. The site is of a size and scale that would likely be conducive to accommodating such provision.

### 3.12 POLICY DS17: HABITATS OF INTERNATIONAL IMPORTANCE

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- 3.12.1 With regard to the Stodmarsh site, there is no in-principle objection to the policy, however criterion 8 still references specific guidance in respect of nutrient neutrality, requiring all developments to remove at least 50% of phosphates and nitrates from surface water. This is a fast-moving area and guidance is continuing to change and evolve. This policy is therefore likely to become out-of-date quickly.
- 3.12.2 Given the length of the plan period, the policy does not provide allowance for the condition of the Stodmarsh site to have improved and therefore the requirements for mitigation to be relaxed. The 50% removal rate therefore appears overly restrictive and does not allow for changing circumstances.
- 3.12.3 Ultimately the policy as drafted remains excessively prescriptive and relates to matters already addressed through primary legislation and the NPPF which will likely be updated prior to the end of the Plan period. We suggest this element is removed and refers to higher order national policy, however, if the policy is to remain it must provide flexibility to recognise more up-to-date guidance/advice to ensure the policy is "effective" and does not place unnecessary burdens or restrictions on development.

- 3.12.4 We strongly suggest the policy be amended to the following or similar "*criterion a, b and c will be applied unless superseded by more up to date guidance issued by Natural England*".
- 3.12.5 The policy further refers to the Canterbury District Nutrient Mitigation Strategy which is to be provided through strategic wetlands. Further details of this are however not available in the plan for comment, and it is not clear whether this would remove the need for individual sites to provide on-site mitigation. We are however concerned that at this stage, only one site (C20 – Land to the south of Sturry Road) has been identified as an allocation for wetland mitigation. It is not clear how many mitigation credits may be provided by C20 or how they will be distributed. It also not clear when safeguarded land for wetland may be brought forward to provide additional credits.
- 3.12.6 To ensure that the delivery of new homes is not delayed by the availability of credits, we suggest that mechanisms for the provision of mitigation credits are kept under constant review and request the publication of details relating to the Canterbury District Nutrient Mitigation Strategy at the earliest opportunity.

### 3.13 POLICY DS21: SUPPORTING BIODIVERSITY RECOVERY

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#### Q20: Do you have any comments on this policy?

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- 3.13.1 Draft Policy DS21(3) states that development across the district will need to incorporate measures to deliver a minimum 20% biodiversity net gain.
- 3.13.2 Whilst BNG is supported in-principle, The Environment Act 2021 has already introduced a mandatory BNG requirement. The Local Plan is absent of any evidence to justify moving towards 20% BNG over and above statutory requirements.
- 3.13.3 The latest August 2023 Viability Annexe does not appear to review the implications of BNG and instead relies upon the now outdated findings of the 2022 Viability Study. Whilst the supporting "Viability Assessment (May 2022)" considers BNG in broad terms in respect of potential additional planting costs, it does not and cannot take into account additional land requirements which might result from this increased standard which will be dictated on a site-by-site basis and could significantly reduce the development potential of sites. Where the 20% requirement cannot be met on site, it further fails to take into account the additional cost and delay associated with securing suitable off-site measures and in our view no longer reflects the up-to-date economic context which has altered significantly since the original report's production.
- 3.13.4 The proposed enhanced requirement significantly risks the delivery of the Local Plan and planned levels of housing, likely requiring additional sites to be identified to meet housing needs.

- 3.13.5 Wedgewood therefore strongly objects to the requirement to deliver in excess of the mandatory 10% BNG on the basis that the policy is not “Positively Prepared”, “Justified” or “Effective”. As such the policy must be adjusted to align with statutory requirements in the absence of sufficient and up-to-date viability evidence.

## 4 CONCLUSIONS

- 4.1.1 This representation has been prepared on behalf of Wedgewood Land & Investments Ltd in relation to Land West of Rattington Street, Chartham.
- 4.1.2 The representation reiterates the support of Wedgewood towards the village of Chartham being classified as a Rural Service Centre. However, we strongly object to the present distribution of development which would see Chartham excluded from the certainty and associated benefits of Plan-led growth and only allocated 42 dwellings through the Neighbourhood Plan via windfall development. Given that all other Rural Service Centres have been identified for a proportionate amount of allocated growth, we strongly suggest that opportunities for allocations in Chartham are revisited as a priority, particularly given the availability of suitable sites such as that of our client's at land west of Rattington Street.
- 4.1.3 In this vein, Wedgewood strongly objects to the removal of Land West of Rattington Street as a draft allocation in the draft Local Plan 2040. Section 3.3 of these representation highlights that this version of the draft Local Plan and the supporting evidence base, Sustainability Appraisal and the Strategic Land Availability Assessment has not fully considered the submitted evidence relating to the site from previous consultations and the consultation with KCC highways, the statutory consultee on highway matters. The representation demonstrates that access can be achieved at the site off Bakers Lane without causing any severe impacts upon the highway network and therefore passes the relevant tests set out in paragraph 14 of the NPPF.
- 4.1.4 Given that this was the sole barrier to the site being allocated within the draft Local Plan, it is submitted that this representation and the evidence appended to this document is sufficient to wholly overcome CCC's concerns, and therefore, the site Land West of Rattington Street is suitable to be reinstated as a draft allocation in the Regulation 19 Local Plan. This will help CCC with ensuring that Chartham, as an important Rural Service Centre, is able to grow proportionally.
- 4.1.5 It has also been submitted that CCC is over-reliant on delivering the new rural settlement at Land north of the University of Kent (1800 dwellings) within the latter half of the Plan Period. It is considered it is necessary for our client's site to be reinstated as an allocation in order to ensure a greater proportion of growth within sustainable rural areas across the Plan Period, given the infrastructure required to make new settlements self-sustaining and ensure that settlements such as Chartham are afforded the social, environmental and economic benefits associated with Plan-led growth.
- 4.1.6 Notwithstanding the above, it is considered that several of the district-wide policies and strategic policies are overly demanding. The onus of the draft policies are not proportionate depending on the number of dwellings proposed and could risk the viability and deliverability of new development and the delivery of affordable housing. Additional evidence is required to support key policies, including those relating to biodiversity net gain and reduction of carbon emissions.

Without the additional evidence, some of the critical draft policies are unsubstantiated and unjustified. A plan-wide threshold approach should be applied to draft policies to ensure that requirements are reasonable and proportionate to the scale of development.

- 4.1.7 Ultimately, it is concluded that CCC's highway concerns in relation to our client's site at land west of Rattington Street have been fully addressed and there remains no evidence-led basis upon which to resist the reinstatement of our client's draft allocation.
- 4.1.8 The site is in a sustainable location, viable and deliverable within the first five years of the plan period, and of a size and scale that can deliver affordable housing and specialist accommodations for older persons to meet the local need in the rural south of the district and will contribute positively to the economic and social vitality of the rural communities and facilities within Chartham.
- 4.1.9 Our client remains committed to working positively with CCC to ensure that the site is reallocated within the submission version of the Local Plan and we would welcome the opportunity to discuss the site with CCC policy officers prior to the publication of the Regulation 19 submission version Local Plan.

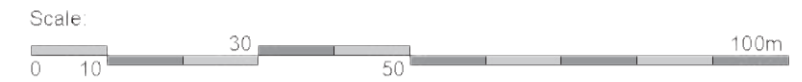
# APPENDIX

1





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Revision Note & Date		Initial
Rev	Date	Note

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**Proposed Residential Development,  
 Land South of Bakers Lane, Chartham**  
 Client Details  
**Wedgewood Homes**

Drawing Title  
**Illustrative Masterplan**

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Scale	1:1000@A1	Date	March 2022	Drawn	RDT	Checked	
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**Illustrative Masterplan**  
 Proposed Residential Development, Land South of Bakers Lane Chartham

# APPENDIX

2



# **LANDSCAPE AND VISUAL IMPACT ASSESSMENT**

## **LAND WEST OF RATTINGTON STREET**

Prepared for Wedgewood Land and Investments Ltd

September 2020

# **ETLA**

Eleanor Trenfield Landscape Architects Ltd

<b>Project Ref:</b>	<b>0312-R01</b>
Client:	Wedgewood Land and Investments Ltd
Status:	Final
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Date:	September 2020

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# ETLA

Eleanor Trenfield Landscape Architects Ltd

## **CONTENTS**

1.0	Introduction .....	1
2.0	Site Context .....	2
3.0	Published Landscape Character Assessments and Related Studies .....	5
4.0	Relevant Policy .....	8
5.0	Site and Visual Appraisal .....	11
6.0	Landscape and Visual Opportunities and Constraints .....	15
7.0	Summary and Conclusion .....	19

## **FIGURES**

Figure 1: Site Context Plan

Figure 2: Topography Plan

Figure 3: Zone of Theoretical Visibility

Figure 4: Site Photographs

Figure 5: Landscape and Visual Opportunities and Constraints Plan

## **1.0 INTRODUCTION**

- 1.1 Eleanor Trenfield Landscape Architects Ltd (ETLA) were appointed by Wedgewood Land and Investments Ltd to undertake a Landscape and Visual Impact Assessment (LVIA) of Land west of Rattington Street, Chartham ('the Site') in respect of residential led development ('the Proposed Development').
- 1.2 The LVIA has been undertaken as part of the promotion of the Site to Canterbury City Council's (CCC) Call for Sites 2020.
- 1.3 With reference to **Figure 1: Site Context Plan** and CCC's online Local Plan Proposals Map<sup>1</sup>, the Site is approximately 10.8 hectares (ha).
- 1.4 In accordance with the Call for Site's guidance, the LVIA sets out the landscape and visual context of the Site (the current baseline), identifies the relevant landscape and visual receptors, including where the Site can be seen from.
- 1.5 The LVIA also identifies and the opportunities and constraints of the Site, including potential mitigation and enhancement to address the suitability of the Site in landscape and visual terms.
- 1.6 The LVIA has been undertaken by Chartered Landscape Architects with extensive experience in residential led schemes, AHLV matters and assessments in Kent. The LVIA has prepared with reference to the Guidelines for Landscape and Visual Impact Assessment, 3<sup>rd</sup> Edition (GLVIA 3), 2013 and Natural England's 'An Approach to Landscape Sensitivity'<sup>2</sup>, 2019.

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<sup>1</sup> Canterbury City Council, Local Plan 2017 on-line proposal maps, [https://mapping.canterbury.gov.uk/webapps/Local\\_Plan\\_Proposals\\_2017/](https://mapping.canterbury.gov.uk/webapps/Local_Plan_Proposals_2017/)

<sup>2</sup> Natural England, An Approach to Landscape Assessment, to inform spatial planning and land management, 2019, [https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment\\_data/file/817928/landscape-sensitivity-assessment-2019.pdf](https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/817928/landscape-sensitivity-assessment-2019.pdf)

## 2.0 SITE CONTEXT

2.1 With reference to **Figure 1: Site Context Plan**, the Site is located within Chartham and covers approximately 10.8 hectares.

2.2 The Site is bound by:

- Properties to the north along Bakers Lane and properties at the intersection of Bakers Lane and Rattington Street;
- Rattington Street to the east of the Site, east of which are agricultural fields;
- Properties to the south of the Site along The Crescent;
- Properties to the west of the Site including those along Pomfret Road and Summer Piece Grove

2.3 The following section sets out the relevant landscape features present locally.

### Landform and Hydrology

2.4 With reference to **Figure 2: Topography Plan**, land within and adjoining is part of a valley slope falling northwards towards the Great Stour (valley), beyond which land rises to form an undulating landscape. Land on the Site falls from approx. 60m Above Ordnance Datum (AOD) to approx. 30m AOD. Land within the valley to the north lies at approx. 15 to 20m AOD.

2.5 South of the Site and Chartham, land continues to rise to +100m AOD, forming an undulating landscape, much of which is designated within the Kent Downs Area of Outstanding Natural Beauty (AONB).

2.6 There are no watercourses extending through the Site.

### Land Use and Settlement Pattern

2.7 With reference to **Figure 1: Site Context Plan**, land use in the vicinity of the Site is varied, comprising the following:

- A railway line along the valley connecting Chartham to Ashford and Canterbury;
- The village core is located at the base of the valley, with post-war ribbon development along Shalmsford Street, Bakers Lane and The Crescent up to the 1960s. The 1970s saw additional development north of the Site, and further, more recent development has occurred to the south-east of Cockering Road. Properties within Chartham are set within a strong framework of trees and small woodland parcels are present.
- There are parcels of undeveloped land between the centre of Chartham and Shalmsford Street, and agricultural land surrounding the village. Large woodland parcels are more prevalent on higher ground.

- Pylon structures extend east-west through the upper part of Chartham, and cross the centre of the Site.

### **Vegetation Patterns**

- 2.8 With reference to **Figure 1: Site Context Plan**, there are blocks of woodland across the elevated valley sides and ridgelines, whilst the fields are more open in character.
- 2.9 The field patterns are typically regular and rectangular, and some are enclosed by hedgerows. The mature vegetation and woodland belts present within Chartham result in the village being partially hidden in cross valley views.
- 2.10 The local roads and rail routes are typically flanked by vegetation structure. Rattington Street for example, where it adjoins the Site, is flanked by high hedgerow on either side limiting views to the east and west. Cockering Road is more open, with hedgerows and trees along its southern edge but open views across the fields to the north.
- 2.11 There is a small rectangular shaped parcel of ancient woodland within the Site, disconnected from other habitat networks.

### **Infrastructure**

- 2.12 With reference to **Figure 1: Site Context Plan**, the Site is adjoined to its east and north by roads (Rattington Street and Baker's Lane respectively).
- 2.13 A line of pylons extend through the landscape in an east-west direction, crossing the Site.
- 2.14 A railway line extends along the base of the valley, with a station at Chartham.

### **Public Rights of Way (PRoW)**

- 2.15 With reference to **Figure 1: Site Context Plan** and Kent County Council on-line PRoW mapping<sup>3</sup>, there are no PRoWs which cross the Site. There is a network of PRoW through and around Chartham and on the northern slopes of the Stour Valley.

### **Designations**

- 2.16 With reference to **Figure 1: Site Context Plan**, the Site is not within a National Park, Area of Outstanding Natural Beauty (AONB), or Canterbury's Area of High Landscape Value (AHLV).

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<sup>3</sup> Kent County Council, Definitive Rights of Way Mapping, <https://webapps.kent.gov.uk/countrysideaccesscams/standardmap.aspx>



Land west of Rattington Street

2.17 The Site is to the south of (outside of) a Conservation Area. There are no listed buildings within the Site. Clusters of buildings are present within the early historic core of the village, north of the Site, along Rattington Street.

### **3.0 PUBLISHED LANDSCAPE CHARACTER ASSESSMENTS AND RELATED STUDIES**

#### **Published Landscape Character Assessments**

3.1 The Site is covered by several published landscape character assessments, which support the planning policy evidence base and provide guidance on the management of future change.

3.2 The Site is covered by:

- Natural England's, National Character Area (NCA) 119: North Downs (NCA 119), 2013;
- Landscape Assessment of Kent<sup>4</sup> (LAK): East Kent Arable Belt, 2004;
- Draft Canterbury Landscape Character and Biodiversity Appraisal (CLCBA), Landscape Character Area 27: Stour Valley Sides.

#### **National Level: National Character Area 119: North Kent Plain**

3.3 The Site is on the northern edge of the North Kent Plain Character Area, north of which the landscape transitions to the North Kent Plain (NCA 113). Key characteristics of NCA 119 are stated to comprise the following:

- A distinctive downland ridge extends through the NCA, offering extensive views;
- The carved topography provides a series of dry valleys, ridges and plateaux; and
- The area is cut by deep valleys;
- Woodland is found primarily on the steeper slopes of the scarp and valley sides;
- Well wooded hedgerows and shaws are an important component of the field boundaries, contributing to a strongly wooded character, and much of the woodland is ancient;
- Ancient paths and drove roads are often sunken and are a distinctive feature; and
- Tracts of species rich grassland and patches of chalk heath are important downland habitats.

#### **County Level: Landscape Assessment of Kent (2004): East Kent Arable Belt**

3.4 This assessment is +16 years old, and therefore the reader should take into consideration that the current baseline of the landscape may have undergone some significant changes in the past 16 years. Characteristic features of the East Kent Arable Belt Landscape Character Area are identified as:

- Open rolling landform with large arable fields and well-wooded hilltops, a simple pattern to the landscape;
- Narrow winding lanes and dispersed settlement; and

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<sup>4</sup> Landscape Assessment of Kent Part 2, [https://www.kent.gov.uk/\\_\\_data/assets/pdf\\_file/0015/12462/Landscape-Assessment-of-Kent-October-2004\\_Part2.pdf](https://www.kent.gov.uk/__data/assets/pdf_file/0015/12462/Landscape-Assessment-of-Kent-October-2004_Part2.pdf)

- Parkland trees and 18<sup>th</sup> century estate villages.

- 3.5 The condition of the landscape is described as Good, and a simple unified landscape with relatively few detracting features. It states that large blocks of broadleaved woodland, grassland and frequent copses provide a strong ecological framework for the large arable fields.
- 3.6 The sensitivity is assessed to be moderate. The assessment states that intermittent views are obtained within the rolling landscape and that the landscape has an ancient nature of a tranquil landscape overlain with parkland features such as holm oak which make the landscape distinctive. Note that this distinctive characteristic identified is not relevant to the site and its surroundings given that there are no historic parklands nearby.
- 3.7 Landscape Actions identified advocate conserving large blocks of broadleaf woodland, preventing fragmentation, reinforce ancient characteristics of the woodland, conserve open views across the rural landscape, conserve and reinforce characteristics of narrow roads, conserve features associated with historic parkland.

**District Level: Canterbury Landscape Character and Biodiversity Appraisal (2012, Draft):  
Stour Valley Sides**

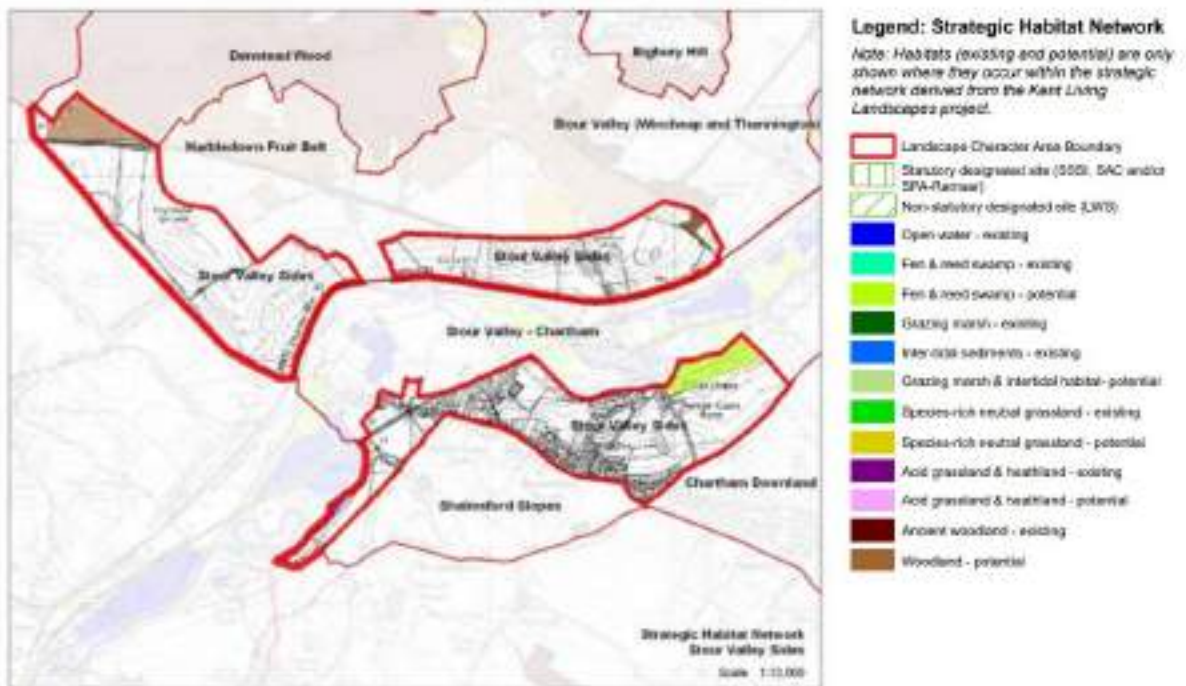
- 3.8 Key characteristics identified include:
- Undulating well drained chalk slopes;
  - Open ploughed fields provide for long views across the Stour Valley to the rural landscape beyond;
  - Mature hedgerows and small blocks of mature trees help to maintain field structure;
  - Narrow winding lanes enclosed by mature hedgerows; and
  - 20<sup>th</sup> century development including small residential estates and standardised social housing present including in prominent position along Shalmsford Street ridge.
- 3.9 The condition of the Stour Valley Sides LCA is identified within the document as moderate. It states that the agricultural landscape is generally coherent with fragmented hedgerows and small woodland blocks creating some unity in the landscape. It states that residential development of the southern side is often poorly sited and makes no reference to local vernacular style. The ecological interest of the area is moderate.
- 3.10 Sensitivity of the landscape is described as moderate, with village expansion in the 20<sup>th</sup> century eroding some of its distinct character. The visibility of the landscape is assessed to be moderate, varying from high visibility on the open elevated farmlands to low on the more enclosed lower slopes.
- 3.11 Guidelines identified include:

- Conserve landscape pattern through retention and management of existing hedgerows and woodlands;
- Resist proposals to develop on ridgeline locations and visually sensitive valley sides **to the north of the Stour**;
- Where development is appropriate it should be of a local scale and character and relate to existing settlements; and
- Improve and soften new development using characteristic elements such as woodland blocks and hedgerows.

3.12 The mapping within the assessment for the Stour Valley Sides LCA identifies a strategic habitat network, which does not extend to include the Site.

### Habitat Network Opportunity

An area of land north of the railway, next to Denstead Wood has network opportunity for woodland habitat. Elsewhere there is little network opportunity in this character area.



(image illustrating extent of Stour Valley Sides LCA and the strategic habitat network which does not include the Site).

## **4.0 RELEVANT POLICY**

4.1 The following policies are relevant to landscape and visual matters.

### **NATIONAL POLICY**

#### **National Planning Policy Framework<sup>5</sup>, 2019**

4.2 The relevant NPPF policies are paragraphs:

- 8, relating to the environmental role of sustainable development;
- 11, relating to the presumption in favour of sustainable development;
- 84, relating to the use of previously developed land and locations which are well related to existing settlements;
- 91, requiring planning policies and decisions to achieve healthy, inclusive and safe places;
- 118c, in making effective use of land by the reuse of previously developed land;
- 127, requiring developments to function well and be visually attractive;
- 170, requiring policies and decisions to contribute to and enhance the local and natural environment, including by protecting and enhancing valued landscapes; and
- 180, ensuring that new development is appropriate for its location.

### **DISTRICT POLICY**

#### **Canterbury City Council, Local Development Scheme (LDS), adopted 2019<sup>6</sup>**

4.3 The LDS sets out the documents which will form the development plan for the district. The LDS informs local communities and interested parties about the anticipated timetable for preparing planning documents.

#### **Canterbury District Local Plan, adopted 2017<sup>7</sup>**

4.4 The Local Plan sets out plans to develop Canterbury District until 2031 and is used to help make planning decisions, as well as being the key document in respect of the District's vision for new housing.

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<sup>5</sup> Ministry of Housing, Communities and Local Government, National Planning Policy Framework, 2019, <https://www.gov.uk/government/publications/national-planning-policy-framework--2>

<sup>6</sup> Canterbury City Council, Local Development Scheme, <https://docs.google.com/document/d/1Opa9WtgDyRqeH5m-271ekqYdYIE7pGohmHf6jhRUr5k/edit>

<sup>7</sup> Canterbury Council, Canterbury District Local Plan, [file:///C:/Users/rhlal/AppData/Local/Packages/MicrosoftEdge\\_8wekyb3d8bbwe/TempState/Downloads/Canterbury\\_District\\_Local\\_Plan\\_adopted\\_\\_July\\_2017%20\(1\).pdf](file:///C:/Users/rhlal/AppData/Local/Packages/MicrosoftEdge_8wekyb3d8bbwe/TempState/Downloads/Canterbury_District_Local_Plan_adopted__July_2017%20(1).pdf)

4.5 The Plan Objectives include providing sufficient housing to meet local housing need and to protect the built and natural environment. The Local Plan refers to the ‘green economy’, which has several strands, including:

- *“protection of the best of the natural and built environment;*
- *encouragement of high environmental standards in new building; and*
- *sustainable pattern of new development.”*

4.6 Relevant policies are:

- SPI: Sustainable Development – which reiterates the principles of the NPPF;
- SP4: Strategic Approach to the Location of Development - which states that urban areas within Canterbury will be supported for development, subject to where this would be acceptable in environmental terms;
- CC2: Reducing Carbon Emissions from New Development – stating development should include proportionate measures to reduce carbon and greenhouse gas emissions;
- CCI1: Sustainable Drainage Systems – requiring all development to incorporate drainage provision;
- DBE1: Sustainable Design and Construction – requiring all development to respond to the objectives of sustainable design and construction;
- DBE3: Principles of Design – requiring proposals to be of high design and to have regard to visual impact and the way the development is integrated into the landscape;
- DBE7: Public Realm – requiring development proposals to reinforce the character of an area;
- DBE8: Public Open Space – requiring developments to incorporate landscape design to the frontage of developments, where they border roads;
- DBE9: Outdoor Lighting – requiring the minimisation of light spillage;
- LB4: Landscape Character Areas – requiring development proposals to demonstrate that they are informed by, and are sympathetic to, the landscape character of the locality;
- LB8: Landscape Scale Biodiversity Networks – requiring new development to avoid the fragmentation of existing habitats;
- LBI0: Trees, Hedgerows and Woodland – requiring new development to incorporate new tree planting and retain trees, hedgerows and woodland that make an important contribution to the amenity of the site and the surrounding area;
- OSI1: Outdoor Space Provision – requiring new housing development to make provision for appropriate outdoor space, including semi-natural areas and green corridors;
- OSI2: Green Infrastructure (GI) – requiring development to incorporate new foot, cycle and ecological corridors, such that GI is planned to conserve and enhance the distinctive character of landscapes; and

- LB2: Area of High Landscape Value - identified to protect the historic and landscape setting of the City and the World Heritage Site. The Site is not located within the AHLV, however the AHLV wraps around Chartham, extending southwards from Shalmsford Street and Cockerling Road.

**Developer Guidance on Sustainable and Environmental Measures for new developments SPG<sup>8</sup>**

4.7 This document brings together the various policies within the Canterbury District Local Plan related to sustainable and environmental measures required on new developments and sets out some practical measures available to meet these requirements.

4.8 In respect of landscape and ecology, this includes:

*“Integrated landscape structure and open space system including shelter belts linked where possible to the surrounding landscape; and*

*Conservation and retention of high quality natural features (trees, hedgerows, watercourses, water bodies etc.) and the contribution made to increasing and enhancing biodiversity.”*

**Trees and Development SPG, 2003<sup>9</sup>**

4.9 This guidance provides advice and examples of best practice, and to assist applicants in the identification and successful retention of appropriate trees within development sites of all sizes.

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<sup>8</sup> Canterbury City Council, Developer Guidance on Sustainable and Environmental Measures for new developments, <https://drive.google.com/drive/folders/1IfAKQgb-wzqb1h-rf8kAgndq3DXrykN8>

<sup>9</sup> Canterbury District Local Plan, 2003

## 5.0 SITE AND VISUAL APPRAISAL

5.1 The following section sets out the landscape features of the Site and its visibility from representative locations within the surrounding landscape.

### Site Appraisal

5.2 Land use within the Site comprises an agricultural field and a rectangular parcel of ancient woodland, located within the centre of the Site.

5.3 Photographs 1 and 2 (within **Figure 4: Site Photographs** appended to this report) illustrate the sloping nature of the Site and the parcel of ancient woodland.

### Visual Appraisal

5.4 With reference to **Figure 1: Site Context Plan** and **Figure 4: Site Photographs**, fieldwork has been undertaken from publicly accessible locations surrounding the Site to demonstrate a range of representative views. **Figure 3: Zone of Theoretical Visibility** establishes a potential extent of the visual envelope from which to identify potential viewpoint locations during the site visit.

- Photograph 1: View from the north-eastern part of the Site. The view illustrates the sloping nature of the site and the ancient woodland block. The boundaries of the Site comprise hedgerows, residential fencing and scrub.
- Photograph 2: taken from the western side of the Site, illustrating the sloping nature of the Site and the cross valley views to the north
- Photograph 3: View from Rattington Street, north of which is the junction of Rattington Street and Baker's Lane and a Conservation Area;
- Photograph 4: View from a gap in residential properties along The Crescent providing an access route to the Site from The Crescent, south-west of the Site. The photograph illustrates that views into the Site from the road are minimal, due to the intervening built form. The properties adjoining the Site along The Crescent would likely obtain views into the Site;
- Photograph 5: View from the access to Larkey View, a residential close bordering the southern edge of the Site. The Site is partially visible, through gaps in the vegetation along the northern edge of the close, beyond which are views of rising land of the slopes of the northern side of the Stour Valley;
- Photograph 6: View from Rattington Street, at a location to the south-east of the Site. The photograph illustrates the sunken character of the lane and the dense hedgerow flanking the road;
- Photograph 7: View from Cockering Road, south-east of the Site. The ancient woodland block within the Site is visible, as are the properties south of the Site at Larkey View. The pylons that cross the landscape are visible, extending directly through the Site. The wider panorama



comprises sloping land falling towards the Stour Valley to the north (right) beyond which land rises to form a wooded skyline;

- Photograph 8: View from further east along Cockering Road. Due to the more elevated position, a greater extent of the Site is visible than at Photograph 7. The pylon structures are also visible, as are the properties to the south of the Site on Larkey View. The properties further north within Chartham are more visually screened due to the mature tree cover present.
- Photograph 9: View from a PRow extending eastwards from Chartham, on lower, flat land near to the base of the Stour Valley. The ancient woodland parcel and pylon within the Site is partially visible, seen in the context of local built form. Properties at Larkey View are partially visible south of the Site.
- Photograph 10: View from Rentain Road looking north towards the Site. The boundary vegetation of the Site forms a green edge to Baker's Lane. The field and ancient woodland that forms the majority of the Site is not visible, screened by the mature boundary vegetation structure.
- Photograph 11: View from a PRow to the south-west of Chartham, from the brow of a hill looking towards Shalmsford Street. The Site is not visible from this location.
- Photograph 12: View from a PRow extending westwards from Howfield Lane. The Site is partially visible, seen in the context of properties within Chartham including those at Larkey Rise to the south of the Site.
- Photograph 13: View from Hatch Lane, at the junction with a PRow which extends south-west. The Site is partially visible beyond properties in the foreground.
- Photograph 14: View from the North Downs Way, on the north side of the Stour Valley. The village of Chartham is set within a mature tree structure and therefore properties are partially hidden from view from the north. The properties along Shalmsford Street are partially visible, to the west of Chartham, rising up the southern valley slope. The Site is visible, with the parcel of ancient woodland visible in the centre of the Site. Properties to the south of the Site are partially visible, set within a mature framework of trees.
- Photograph 15: View from the North Downs Way, further west from Photograph 14. The Site is barely perceptible from this distance and set within a structure of mature vegetation. Properties along Shalmsford Street are visible.

## Visual Summary

### 5.5 The visual appraisal demonstrates the following:

- The village of Chartham is set within a mature framework of trees and woodland. It therefore has the appearance of being partially 'hidden' in cross-valley views from the north;
- Views into the Site are obtained from the east along Cockering Road and from cross-valley elevated locations including along the North Downs Way. Where cross-valley views are

obtained, the parcel of ancient woodland is visible within the Site, with properties to the south forming a backdrop to the Site and the view. The Site is seen in the context of existing properties within Chartham and therefore as part of the settlement rather than associated with its wider more rural context;

- Given the topography and vegetation structure present, views into the Site from the valley within Chartham are restricted;
- There are no views obtained from the Kent Downs AONB of the Site;
- Upper storey rooms of properties to the south and west adjoining the Site are likely to have views into the Site; and
- There are limited views into the Site from the adjoining Rattington Street and Baker's Lane due to the strong vegetation framework along these boundaries of the Site.

### **Site Sensitivity**

- 5.6 From the landscape and visual appraisal, the sensitivity of the Site is determined through an analysis of its value and susceptibility.

#### Value

- 5.7 The Site is not covered by any landscape designations, however there is a parcel of ancient woodland located centrally within the Site.
- 5.8 With reference to GLVIA 3 Box 5.1, the condition of the Site is considered to be 'fair', as a farmed field.
- 5.9 The scenic quality of the Site is limited, and the Site is seen in the context of the road and residential land uses which border the boundaries of the Site.
- 5.10 The Site has no formal recreational value, due the fact that there are no public rights of ways or permissive routes that cross through the Site.
- 5.11 Due to the proximity of roads and adjoining residential development, the Site is not considered tranquil, and does not exhibit any sense of remoteness or wildness. The Site is not considered to have any literary or artistic associations.
- 5.12 From the above, the landscape value of the Site is considered to be low, however, due to containing a parcel of ancient woodland, this is elevated to medium.

#### Susceptibility

- 5.13 With reference to GLVIA 3, the susceptibility of the Site refers to its ability to accommodate change without undue consequences to its baseline.

- 5.14 The Site is adjoined by residential properties and roads, however, given that the Site is sloping and part of it comprises ancient woodland, it is considered to have medium to high susceptibility to residential development.

Site Sensitivity

- 5.15 From the combination of the medium value and the varying medium to high susceptibility, the overall sensitivity of the Site is considered to be **medium to high**.

## **6.0 LANDSCAPE AND VISUAL OPPORTUNITIES AND CONSTRAINTS**

6.1 From the landscape and visual baseline review, this section of the LVIA sets out the landscape and visual opportunities and constraints of the Site, followed by an analysis of the required mitigation and likely effects of the Proposed Development.

### **Landscape and Visual Opportunities**

6.2 The Site has the following opportunities for residential led development as the Site:

- Is not covered by any national statutory landscape designations, i.e. National Park or AONB;
- Is bound and physically contained by residential land uses and a road along its northern, western and southern sides;
- The visual assessment demonstrates that the Site is perceived more in the context of the settlement edge than the wider rural landscape;
- Development on the Site would not extend the settlement pattern any further east or south than existing and whilst it would result in loss of an agricultural field, this would be limited both perceptually and physically, and would appear as a natural 'filling in' of the settlement pattern in this location;
- The Site contains a parcel of ancient woodland and therefore should be retained as part of the green infrastructure strategy for the Site with the potential to enhance habitat connectivity locally;
- There is a mature hedgerow along the eastern boundary of the Site which should be retained and strengthened within any proposals;
- There is a mature tree belt along the northern boundary of the Site which should be retained within any proposals;
- There is opportunity to create significant new habitat connections across the Site, connecting the existing vegetation structure to the ancient woodland, which currently is isolated within the Site;
- Is not crossed by any formal recreational routes / public rights of way and therefore has no formally permitted recreational use (there are informal paths around the edges of the Site which local residents appear to use); and
- There is potential to provide new pedestrian and cycle links through the Site to connect Baker's Lane to The Crescent, allowing cyclists an alternative route to Rattington Street which has no pavement.

### **Landscape and Visual Constraints**

6.3 The Site has the following constraints in respect of residential development, as the Site:

- The Site is sloping and therefore would require a sensitive approach to terracing and contouring for development;
- Includes a parcel of ancient woodland which should be retained and development offset by at least 15-20m;
- There are pylon lines crossing the Site – any development and trees would need to be offset from these as appropriate; and
- The boundary vegetation is partial in coverage, it does not extend all the way around the Site.

### **Landscape and Visual Mitigation and Enhancement**

6.4 With reference to **Figure 5: Landscape and Visual Opportunities and Constraints Plan**, and the requirements of the Call for Site's submission to identify mitigation measures, the following mitigation measures are proposed to integrate the Proposed Development:

- The ancient woodland parcel should be retained and enhanced and development offset by at least 15-20m from its edges;
- Access into the ancient woodland by residents should be prevented, however the buffer offset around the woodland could be used as part of the open space network and include woodland edge planting and informal paths, in accordance with any future ecological recommendations;
- The scheme should incorporate a network of new green corridors that connect the ancient woodland to the boundary vegetation, to enhance the local habitat networks and to reduce its isolation in the centre of the field;
- The pylon structures within the Site are to be retained and development and planting offset as appropriate. These linear corridors could include informal pedestrian paths and grassland;
- The terracing of the Site needs to be sensitively approached and street trees incorporated in an east-west direction to create a sense of development nestled within a strong vegetation framework, reflecting the character elsewhere within Chartham and filtering views from the north;
- The rural character of Rattington Street should be retained and the hedgerow structure widened and reinforced with additional trees, to filter views into the Site from the east. Development should be set back from this boundary;
- The steepest parts of the Site should be considered for open space including new tree structure, such as woodland and community orchards;
- There is potential to create new pedestrian connectivity through the Site to the adjoining pedestrian routes; and
- There is potential to retain long views from the site to the north, from strategically placed open space areas, to retain some characteristic cross-valley views.

### **Likely Landscape and Visual Effects**

- 6.5 In respect to the change from a field to residential land use, this is considered to be inevitable for any greenfield site. What is pertinent for the Site, is that provided the ancient woodland is retained and the boundaries enhanced and new habitat corridors created, the landscape effects would be limited to the change of use of the field to residential development and open space and any vegetation structure lost due to access.
- 6.6 In visual terms, the Proposed Development would be visible from close range residential receptors and users of the roads adjoining the Site. The Proposed Development would also be visible in cross-valley views from the north, however, given the distance and its context of residential development, the effects would be limited.
- With regards to views from adjoining roads, provided vegetation is retained and enhanced, and development set back from the roads, the visual effects from these roads would be not be significant, with the exception of any new road access and associated visibility splays to be determined.
  - With regards to views from Cockering Road to the east, provided development was set back from the eastern boundary and this boundary reinforced as per the mitigation recommendations, the resultant visual effects would not be significant;
  - With regard to views from the valley floor and wider Chartham, due to the intervening built form and vegetation structure, views beyond the immediate vicinity of the Site are restricted, and therefore resultant effects would not be significant;
  - With regards to views from residential properties, these have not been accessed and therefore assumptions made. There is likely to be views from windows of properties nearest to the Site, and the changes to these views are likely to be significant in the short term, however, if the boundary vegetation is reinforced as per the mitigation measures proposed, the effects would reduce in the long term due to the filtering effects of the proposed vegetation once established, in some instances reducing effects to non-significant;
  - With regard to cross-valley views from the north, including along the North Downs Way, the development would form a small but noticeable part of the overall view, perceived in the context of the village of Chartham. In some locations, the effect on the view may be considered to be significant. Provided street trees proposed within the mitigation measures are incorporated throughout the development, and new woodland or community orchards are incorporated in the steepest parts of the Site, the visual effects would reduce in the long term, due to the filtering effects of the vegetation. The resultant visual effects on establishment would not be significant;
- 6.7 In landscape terms, the site is assessed to be of medium to high sensitivity. The mitigation measures proposed include the retention of the ancient woodland, reinforcement of boundary landscape

structure and new landscape corridors incorporated to extend habitat opportunities within the Site. Land in the steepest part of the Site is recommended to be used as open space with potential to incorporate new woodland and community orchards, contributing positively to local landscape character.

- 6.8 In terms of the wider landscape character at a district level, the sensitivity of the landscape character is regarded as moderate for the Stour Valley Sides LCA. Development of the Site would result in a limited change to this overall area, introducing additional residential development which is not uncharacteristic within the village as well as the opportunity for a new woodland structure and green corridors, which would contribute positively to the local landscape character and structure. The overall effect would be adverse, however would not be significant, particularly given the additional mitigation measures proposed that would serve to enhance the existing landscape structure.
- 6.9 At a county and national scale, the likely effect is considered negligible.

## **7.0 SUMMARY AND CONCLUSION**

- 7.1 The Site is enclosed to the north, west and south by residential development and roads to the north and east and therefore if developed, would be perceived as a rational infill within Chartham. The Site is sloping part of the Site comprises a parcel of ancient woodland which would need to be retained and development offset from.
- 7.2 This assessment demonstrates that the Site can accommodate development from a visual perspective. Inevitable adverse visual effects would be primarily limited to a localised geographical area, comprising roads and properties directly adjoining the Site, and some longer cross valley views from the north. These effects can be mitigated through the proposed landscape mitigation measures which involve creation of new habitats and linking of existing habitats.
- 7.3 This assessment demonstrates that the Site can accommodate development from a landscape perspective. In terms of the potential effect on landscape character, the scheme would result in the change of land use from a field to built form and significant new green infrastructure. The mitigation measures propose a planting strategy which would ensure that the development appears nestled into a vegetated framework, reflecting the wider local character of Chartham. Furthermore, the new woodland edge to the ancient woodland, new green corridors connecting the ancient woodland to the reinforced site boundaries, and a considerable area of new woodland / community orchards and open space in the steepest parts of the Site would significantly enhance local green infrastructure and habitats and provide new amenity space for existing and new residents within this part of Chartham.



## **8.0 FIGURES**

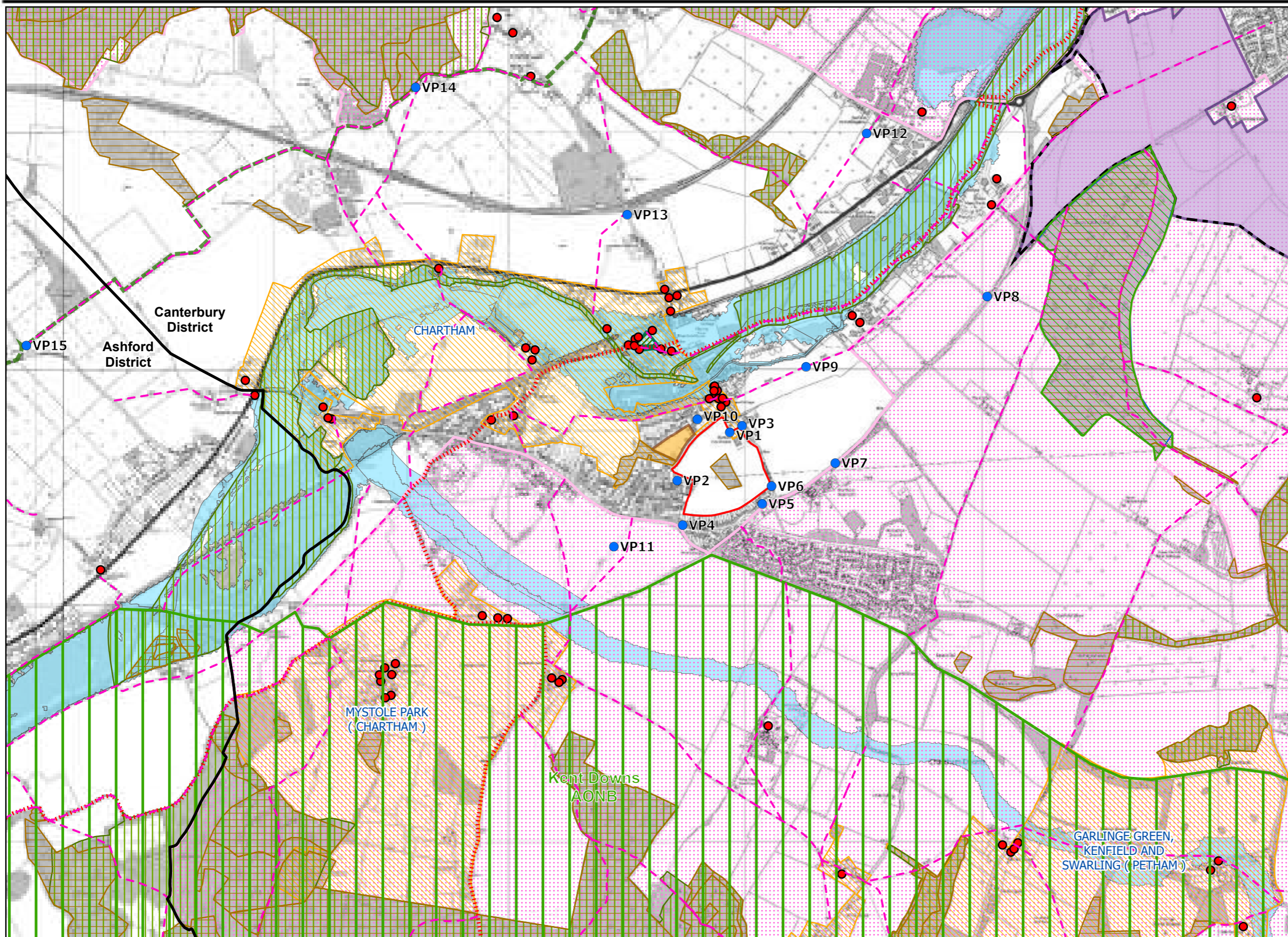
**Figure 1: Site Context Plan**

**Figure 2: Topography Plan**

**Figure 3: Zone of Theoretical Visibility**

**Figure 4: Site Photographs**

**Figure 5: Landscape and Visual Opportunities and Constraints Plan**



- Key:**
- Site Boundary
- Landscape**
- Area of Outstanding Natural Beauty (AONB)
  - National Trails
  - Public Rights of Way (PRoW)
  - Sustrans National Route
- Heritage**
- Listed Building
  - Scheduled Monuments
- Ecology**
- Local Nature Reserve (LNR)
  - Site of Special Scientific Interest (SSSI)
  - Ancient Woodland
  - Flood Zone 2 (EA)
- Canterbury Local Plan 2017**
- Boundary of Urban Area
  - Major Development Sites
  - Village Green
  - Conservation Areas
  - Area of High Landscape Value (LB2)
  - Local Wildlife Sites (LB7)
  - Housing (HD1)
  - Local Authority Boundary
  - Final Viewpoints

**Landscape Character Areas:**

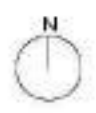
The site falls within the following landscape character areas:

National:  
NCA 119 North Downs (Natural England)

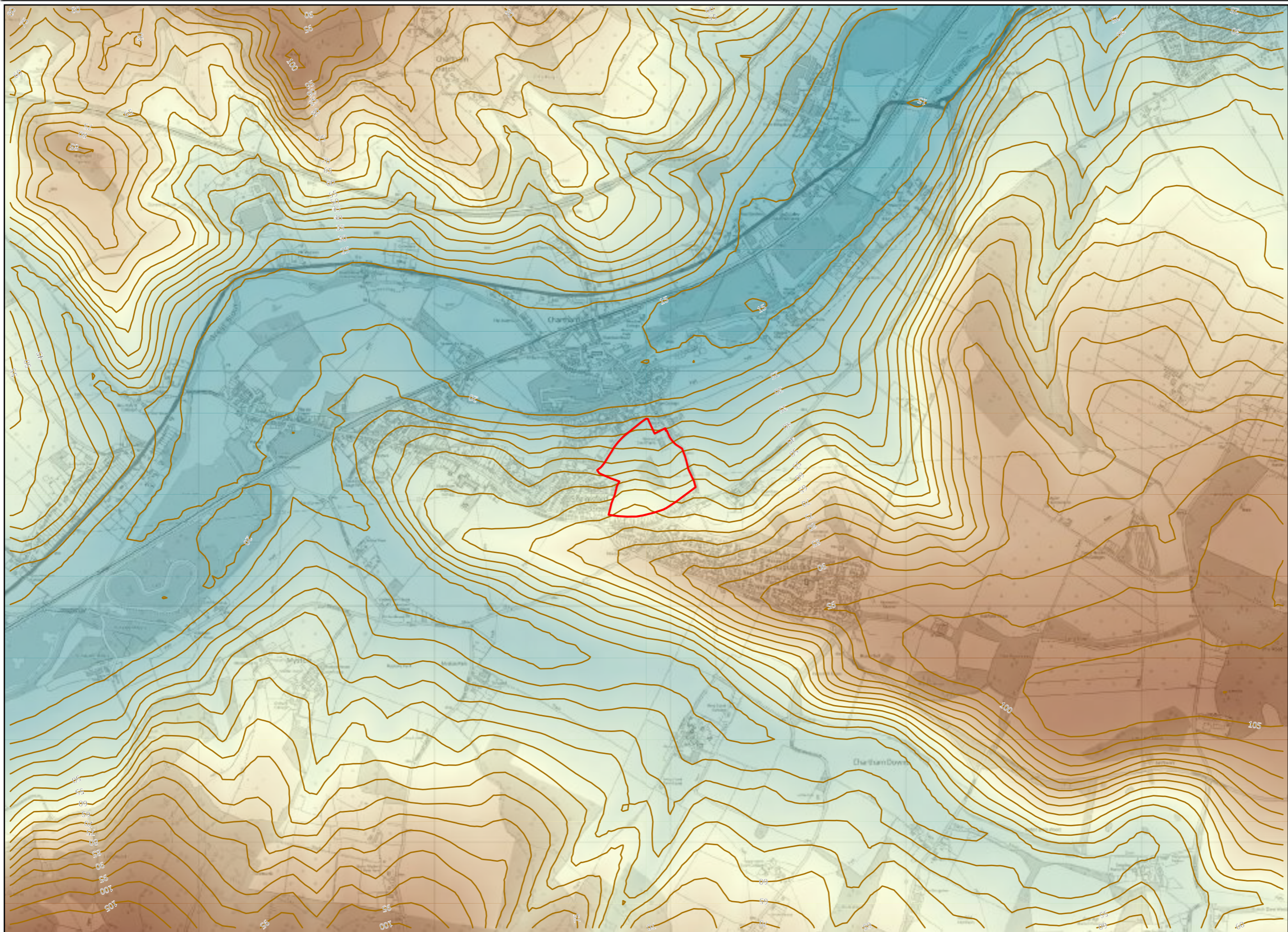
County:  
East Kent Arable Belt (The Landscape Assessment of Kent, 2004)

District:  
27: Stour Valley Sides (Canterbury Landscape Character and Biodiversity Appraisal, 2012)

Figure 1



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**Key:**

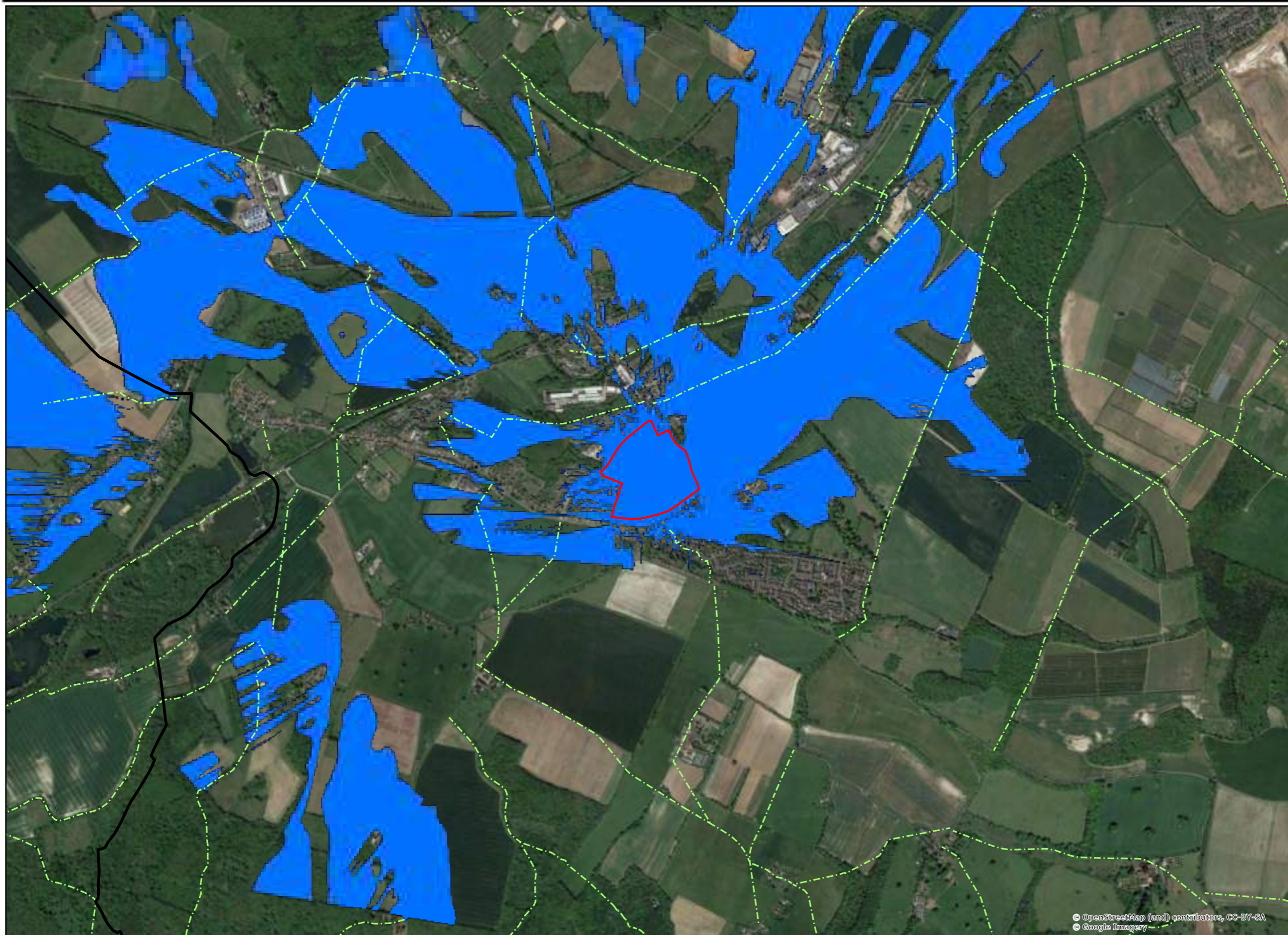
- Site Boundary
- Contours

DTM (metres above ordnance datum)

100

33

Figure 2



**Key:**

- Site Boundary
- Zones of Theoretical Visibility
- Public Rights of Way

Screened ZTV Production Information -  
 - DTM data used in calculations is OS Terrain 5 that has been combined with OS Open Map Local data for woodland and buildings to create a Digital Surface Model (DSM).

- Additional Woodland and Buildings within study area are modelled at 15m and 8m respectively.
- Viewer height set at 1.5m
- Calculations include earth curvature and light refraction

N.B. This Zone of Theoretical Visibility (ZTV) image illustrates the theoretical extent of where the development will be visible from, assuming 100% atmospheric visibility, and includes the screening effect from vegetation and buildings, based on the assumptions stated above.

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 © Google Imagery

**Figure 3**



Parcel of ancient woodland within the Site

Properties west of Site



**VIEWPOINT I**  
[FOR CONTEXT ONLY]

**Description:** View from the north-eastern corner of the Site, illustrating the sloping nature of the Site. The ancient woodland parcel is present in the centre of the field, and pylons cross the Site. The boundaries are vegetated, partially filtering views to adjoining properties.

Figure 4

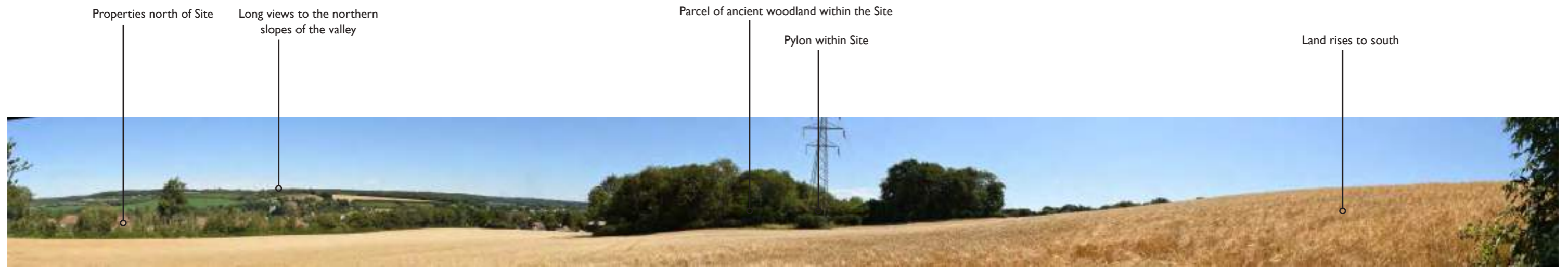
VIEWPOINT INFORMATION				PROJECT INFORMATION			
Camera make & model. <b>Nikon D750</b>		Focal Length. <b>50mm</b>		Project Title. <b>Land West of Rattington Street, Chartham</b>		Figure Number. <b>L04</b>	
Date & time of photograph. <b>29/08/2020 @ 09:30</b>		Visualisation Type. <b>Type I</b>		Drawing Title. <b>Site Context Photos</b>		Project Number. <b>0312</b>	
Direction of View (Clockwise). <b>180° from North</b>		Distance from site. <b>0m</b>		Projection. <b>Cylindrical</b>		Sheet Number. <b>1 of 30</b>	
				Drawn By. <b>AA</b> Approved By. <b>ET</b>		Date. <b>11/08/2020</b>	
						Rev. -	





**Description:** View from the north-eastern corner of the Site

**VIEWPOINT 1 - SINGLE FRAME**



**VIEWPOINT 2**  
[FOR CONTEXT ONLY]

**Description:** View from within the Site on the western corner of the Site, illustrating the ancient woodland, sloping nature of the Site and the cross valley views to the north

VIEWPOINT INFORMATION				PROJECT INFORMATION		
Camera make & model. <b>Nikon D750</b>		Focal Length. <b>50mm</b>		Project Title. <b>Land West of Rattington Street, Chartham</b>		Figure Number. <b>L04</b>
Date & time of photograph. <b>29/08/2020 @ 09:49</b>		Visualisation Type. <b>Type I</b>		Drawing Title. <b>Site Context Photos</b>		Project Number. <b>0312</b>
Direction of View (Clockwise). <b>40° from North</b>	Distance from site. <b>0m</b>	Projection. <b>Cylindrical</b>		Drawn By. <b>AA</b>	Approved By. <b>ET</b>	Date. <b>11/08/2020</b>
						Sheet Number. <b>3 of 30</b>
						Rev. <b>-</b>





**Description:** View from within the Site on the western corner of the Site, illustrating the ancient woodland, sloping nature of the Site and the cross valley views to the north

**VIEWPOINT 2 - SINGLE FRAME**





**VIEWPOINT 3**  
[FOR CONTEXT ONLY]

**Description:** View from Rattington Street, north-east of the Site, near to the junction with Baker's Lane.

VIEWPOINT INFORMATION				PROJECT INFORMATION		
Camera make & model. <b>Nikon D750</b>		Focal Length. <b>50mm</b>		Project Title. <b>Land West of Rattington Street, Chartham</b>		Figure Number. <b>L04</b>
Date & time of photograph. <b>29/08/2020 @ 09:23</b>		Visualisation Type. <b>Type I</b>		Drawing Title. <b>Site Context Photos</b>		Project Number. <b>0312</b>
Direction of View (Clockwise). <b>240° from North</b>	Distance from site. <b>10m</b>	Projection. <b>Cylindrical</b>		Drawn By. <b>AA</b>	Approved By. <b>ET</b>	Date. <b>11/08/2020</b>
						Sheet Number. <b>5 of 30</b>
						Rev. <b>-</b>





**Description:** View from Rattington Street, north-east of the Site, near to the junction with Baker's Lane.

**VIEWPOINT 3 - SINGLE FRAME**

Gap between properties, informal track  
access to Site



**VIEWPOINT 4**  
[FOR CONTEXT ONLY]

**Description:** View from a gap in residential properties along The Crescent providing an access route to the Site from The Crescent, south-west of the Site. The photograph illustrates that views into the Site from the road are minimal, due to the intervening built form.

VIEWPOINT INFORMATION			PROJECT INFORMATION		
Camera make & model. <b>Nikon D750</b>			Focal Length. <b>50mm</b>	Project Title. <b>Land West of Rattington Street, Chatham</b>	Figure Number. <b>L04</b>
Date & time of photograph. <b>29/08/2020 @ 09:16</b>			Visualisation Type. <b>Type I</b>	Drawing Title. <b>Site Context Photos</b>	Project Number. <b>0312</b>
Direction of View (Clockwise). <b>10° from North</b>	Distance from site. <b>48m</b>		Projection. <b>Cylindrical</b>	Drawn By. <b>AA</b> Approved By. <b>ET</b>	Date. <b>11/08/2020</b>

**ETLA**



**Description:** View from a gap in residential properties along The Crescent providing an access route to the Site from The Crescent, south-west of the Site. The photograph illustrates that views into the Site from the road are minimal, due to the intervening built form.

**VIEWPOINT 4 - SINGLE FRAME**

Glimpsed views to Site through gaps in vegetation



**VIEWPOINT 5**  
[FOR CONTEXT ONLY]

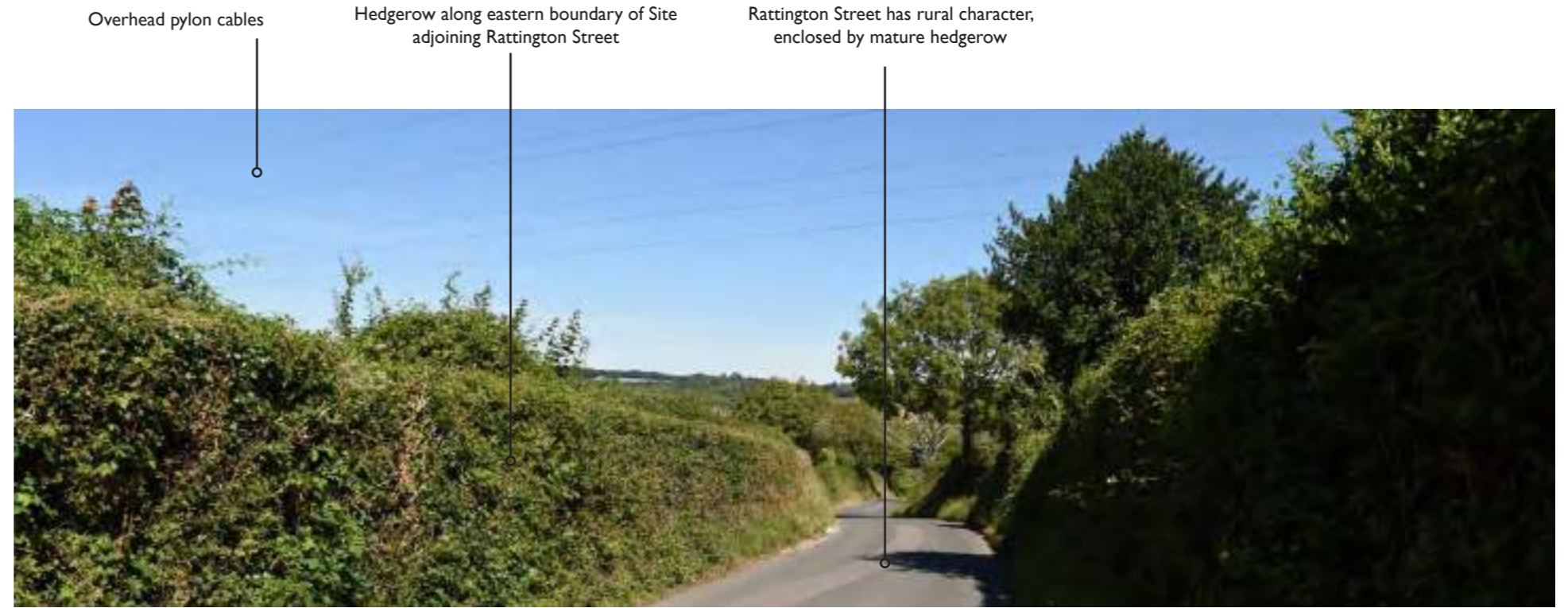
**Description:** View from the access to Larkey View, a residential close bordering the southern edge of the Site. The Site is partially visible, through gaps in the vegetation along the northern edge of the close, beyond which are views of rising land of the slopes of the northern side of the Stour Valley

VIEWPOINT INFORMATION				PROJECT INFORMATION			ETLA
Camera make & model. <b>Nikon D750</b>		Focal Length. <b>50mm</b>		Project Title. <b>Land West of Rattington Street, Chartham</b>		Figure Number. <b>L04</b>	
Date & time of photograph. <b>29/08/2020 @ 10:00</b>		Visualisation Type. <b>Type I</b>		Drawing Title. <b>Site Context Photos</b>	Project Number. <b>0312</b>	Sheet Number. <b>9 of 30</b>	
Direction of View (Clockwise). <b>340° from North</b>	Distance from site. <b>39m</b>	Projection. <b>Cylindrical</b>		Drawn By. <b>AA</b>	Approved By. <b>ET</b>	Date. <b>11/08/2020</b>	
						Rev. <b>-</b>	



**Description:** View from the access to Larkey View, a residential close bordering the southern edge of the Site. The Site is partially visible, through gaps in the vegetation along the northern edge of the close, beyond which are views of rising land of the slopes of the northern side of the Stour Valley

VIEWPOINT 5 - SINGLE FRAME



**VIEWPOINT 6**  
[FOR CONTEXT ONLY]

**Description:** View from Rattington Street, at a location to the south-east of the Site. The photograph illustrates the sunken character of the lane and the dense hedgerow flanking the road

VIEWPOINT INFORMATION				PROJECT INFORMATION			
Camera make & model. <b>Nikon D750</b>		Focal Length. <b>50mm</b>		Project Title. <b>Land West of Rattington Street, Chartham</b>		Figure Number. <b>L04</b>	
Date & time of photograph. <b>29/08/2020 @ 10:02</b>		Visualisation Type. <b>Type I</b>		Drawing Title. <b>Site Context Photos</b>		Project Number. <b>0312</b>	
Direction of View (Clockwise). <b>340° from North</b>		Distance from site. <b>5m</b>		Projection. <b>Cylindrical</b>		Sheet Number. <b>11 of 30</b>	
				Drawn By. <b>AA</b> Approved By. <b>ET</b>		Date. <b>11/08/2020</b>	
						Rev. -	

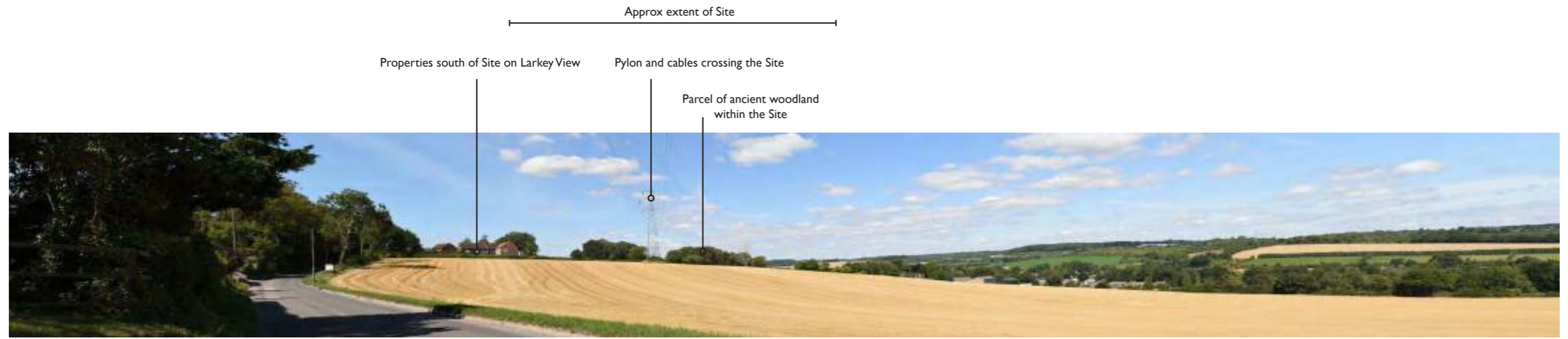




**Description:** View from Rattington Street, at a location to the south-east of the Site. The photograph illustrates the sunken character of the lane and the dense hedgerow flanking the road

**VIEWPOINT 6 - SINGLE FRAME**





**VIEWPOINT 7**  
[FOR CONTEXT ONLY]

**Description:** View from Cockering Road, south-east of the Site. The ancient woodland block within the Site is visible, as are the properties south of the Site at Larkey View. The pylons that cross the landscape are visible, extending directly through the Site. The wider panorama comprises sloping land falling towards the Stour Valley to the north (right) beyond which land rises to form a wooded skyline

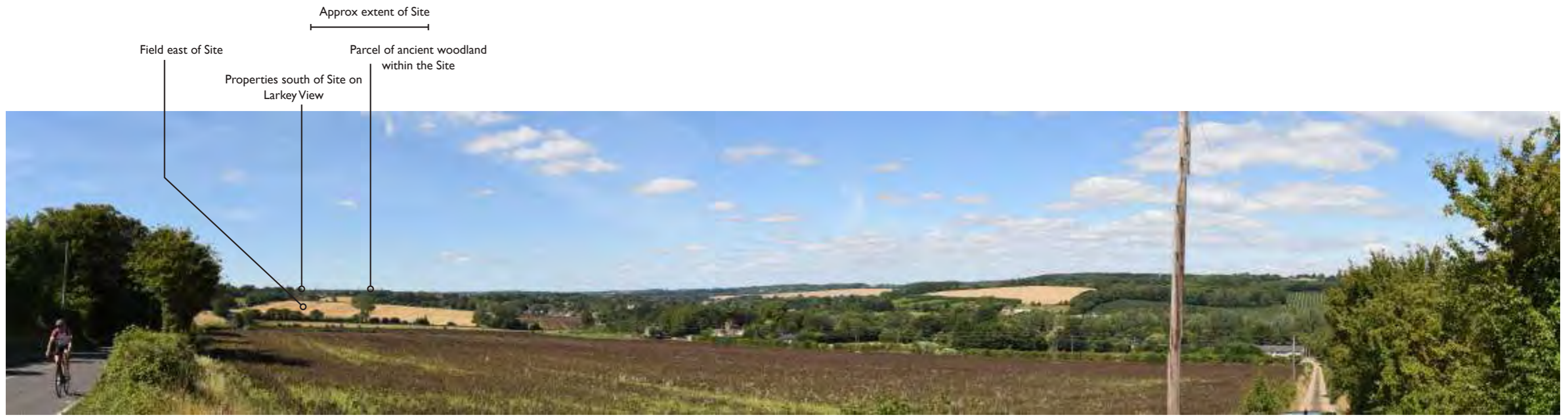
VIEWPOINT INFORMATION				PROJECT INFORMATION		
Camera make & model. <b>Nikon D750</b>		Focal Length. <b>50mm</b>		Project Title. <b>Land West of Rattington Street, Chartham</b>		Figure Number. <b>L04</b>
Date & time of photograph. <b>29/08/2020 @ 09:52</b>		Visualisation Type. <b>Type I</b>		Drawing Title. <b>Site Context Photos</b>		Project Number. <b>0312</b>
Direction of View (Clockwise). <b>270° from North</b>	Distance from site. <b>290m</b>	Projection. <b>Cylindrical</b>		Drawn By. <b>AA</b>	Approved By. <b>ET</b>	Date. <b>11/08/2020</b>
						Sheet Number. <b>13 of 30</b>
						Rev. <b>-</b>





**Description:** View from Cockering Road, south-east of the Site. The ancient woodland block within the Site is visible, as are the properties south of the Site at Larkey View. The pylons that cross the landscape are visible, extending directly through the Site.

**VIEWPOINT 7 - SINGLE FRAME**



**VIEWPOINT 8**  
[FOR CONTEXT ONLY]

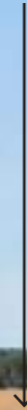
**Description:** View from further east along Cocking Road. Due to the more elevated position, a greater extent of the Site is visible than at Photograph 7. The pylon structures are also visible, as are the properties to the south of the Site on Larkey View. The properties further north within Chartham are more visually screened due to the mature tree cover present.

VIEWPOINT INFORMATION				PROJECT INFORMATION		
Camera make & model. <b>Nikon D750</b>		Focal Length. <b>50mm</b>		Project Title. <b>Land West of Rattington Street, Chartham</b>		Figure Number. <b>L04</b>
Date & time of photograph. <b>29/08/2020 @ 09:46</b>		Visualisation Type. <b>Type I</b>		Drawing Title. <b>Site Context Photos</b>		Project Number. <b>0312</b>
Direction of View (Clockwise). <b>240° from North</b>	Distance from site. <b>1166m</b>	Projection. <b>Cylindrical</b>		Drawn By. <b>AA</b>	Approved By. <b>ET</b>	Date. <b>11/08/2020</b>
						Sheet Number. <b>15 of 30</b>
						Rev. <b>-</b>





Southern part of Site



**Description:** View from further east along Cockerling Road. Due to the more elevated position, a greater extent of the Site is visible than at Photograph 7. The pylon structures are also visible, as are the properties to the south of the Site on Larkey View.

**VIEWPOINT 8 - SINGLE FRAME**



**VIEWPOINT 9**  
[FOR CONTEXT ONLY]

**Description:** View from a PRoW extending eastwards from Chartham, on lower, flat land near to the base of the Stour Valley. The ancient woodland parcel and pylon within the Site is partially visible, seen in the context of local built form. Properties at Larkey View are partially visible south of the Site.

VIEWPOINT INFORMATION				PROJECT INFORMATION			
Camera make & model. <b>Nikon D750</b>		Focal Length. <b>50mm</b>		Project Title. <b>Land West of Rattington Street, Chartham</b>		Figure Number. <b>L04</b>	
Date & time of photograph. <b>29/08/2020 @ 10:18</b>		Visualisation Type. <b>Type I</b>		Drawing Title. <b>Site Context Photos</b>		Project Number. <b>0312</b>	
Direction of View (Clockwise). <b>210° from North</b>		Distance from site. <b>377m</b>		Projection. <b>Cylindrical</b>		Sheet Number. <b>17 of 30</b>	
				Drawn By. <b>AA</b> Approved By. <b>ET</b>		Date. <b>11/08/2020</b>	
						Rev. -	





**Description:** View from a PRoW extending eastwards from Chartham, on lower, flat land near to the base of the Stour Valley. The ancient woodland parcel and pylon within the Site is partially visible, seen in the context of local built form. Properties at Larkey View are partially visible south of the Site.

**VIEWPOINT 9 - SINGLE FRAME**

Boundary vegetation along  
southern edge of Site adjoining  
Baker's Lane



**VIEWPOINT 10**  
[FOR CONTEXT ONLY]

**Description:** View from Rentain Road looking north towards the Site. The boundary vegetation of the Site forms a green edge to Baker's Lane. The field and ancient woodland that forms the majority of the Site is not visible, screened by the mature boundary vegetation structure.

VIEWPOINT INFORMATION				PROJECT INFORMATION		
Camera make & model. <b>Nikon D750</b>		Focal Length. <b>50mm</b>		Project Title. <b>Land West of Rattington Street, Chatham</b>		Figure Number. <b>L04</b>
Date & time of photograph. <b>29/08/2020 @ 09:36</b>		Visualisation Type. <b>Type I</b>		Drawing Title. <b>Site Context Photos</b>	Project Number. <b>0312</b>	Sheet Number. <b>19 of 30</b>
Direction of View (Clockwise). <b>160° from North</b>	Distance from site. <b>55m</b>	Projection. <b>Cylindrical</b>		Drawn By. <b>AA</b> Approved By. <b>ET</b>	Date. <b>11/08/2020</b>	Rev. <b>-</b>

**ETLA**



**Description:** View from Rentain Road looking north towards the Site. The boundary vegetation of the Site forms a green edge to Baker's Lane. The field and ancient woodland that forms the majority of the Site is not visible, screened by the mature boundary vegetation structure.

**VIEWPOINT 10 - SINGLE FRAME**





**VIEWPOINT 11**  
[FOR CONTEXT ONLY]

**Description:** View from a PRoW to the south-west of Chartham, from the brow of a hill looking towards Shalmsford Street. The Site is not visible from this location.

VIEWPOINT INFORMATION				PROJECT INFORMATION			ETLA
Camera make & model. <b>Nikon D750</b>		Focal Length. <b>50mm</b>		Project Title. <b>Land West of Rattington Street, Chartham</b>		Figure Number. <b>L04</b>	
Date & time of photograph. <b>29/08/2020 @ 09:31</b>		Visualisation Type. <b>Type 1</b>		Drawing Title. <b>Site Context Photos</b>		Project Number. <b>0312</b>	
Direction of View (Clockwise). <b>60° from North</b>	Distance from site. <b>325m</b>	Projection. <b>Cylindrical</b>		Drawn By. <b>AA</b>	Approved By. <b>ET</b>	Date. <b>11/08/2020</b>	
						Sheet Number. <b>21 of 30</b>	
						Rev. <b>-</b>	



**Description:** View from a PRow to the south-west of Chartham, from the brow of a hill looking towards Shalmsford Street. The Site is not visible from this location.

**VIEWPOINT 11 - SINGLE FRAME**



**VIEWPOINT 12**  
[FOR CONTEXT ONLY]

**Description:** View from a PRoW extending westwards from Howfield Lane. The Site is partially visible, seen in the context of properties within Chartham including those at Larkey Rise to the south of the Site.

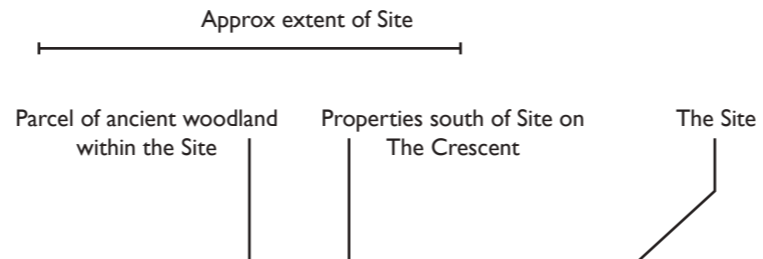
VIEWPOINT INFORMATION				PROJECT INFORMATION			
Camera make & model. <b>Nikon D750</b>		Focal Length. <b>50mm</b>		Project Title. <b>Land West of Rattington Street, Chartham</b>		Figure Number. <b>L04</b>	
Date & time of photograph. <b>29/08/2020 @ 07:24</b>		Visualisation Type. <b>Type I</b>		Drawing Title. <b>Site Context Photos</b>		Project Number. <b>0312</b>	
Direction of View (Clockwise). <b>210° from North</b>		Distance from site. <b>1348m</b>		Projection. <b>Cylindrical</b>		Sheet Number. <b>23 of 30</b>	
				Drawn By. <b>AA</b> Approved By. <b>ET</b>		Date. <b>11/08/2020</b>	
						Rev. <b>-</b>	





**Description:** View from a PRow extending westwards from Howfield Lane. The Site is partially visible, seen in the context of properties within Chartham including those at Larkey Rise to the south of the Site.

**VIEWPOINT 12 - SINGLE FRAME**



**VIEWPOINT 13**  
[FOR CONTEXT ONLY]

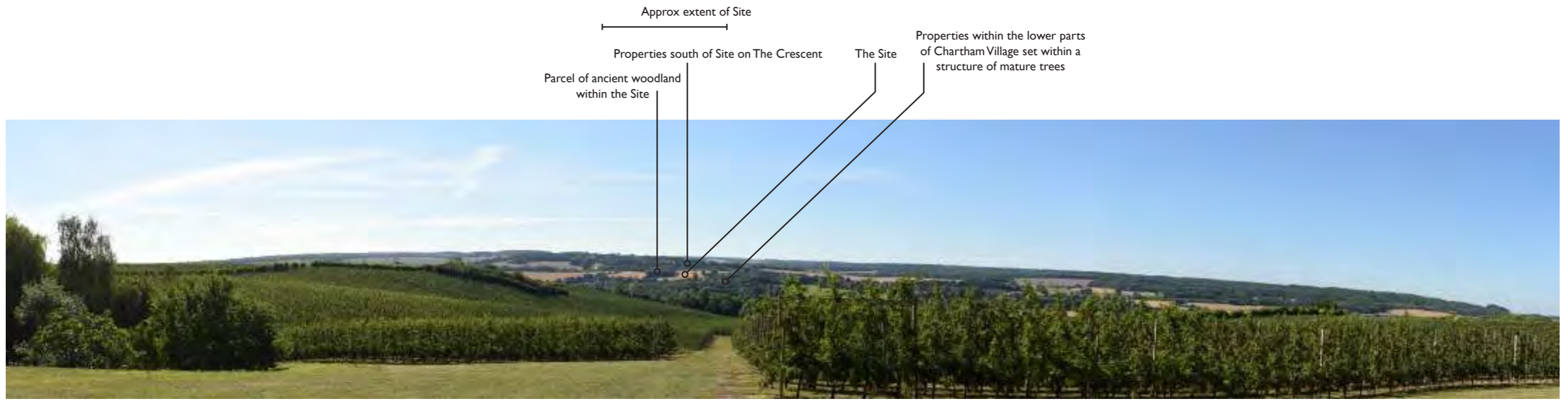
**Description:** View from Hatch Lane, at the junction with a PRoW which extends south-west. The Site is partially visible beyond properties in the foreground.

VIEWPOINT INFORMATION				PROJECT INFORMATION			ETLA
Camera make & model. <b>Nikon D750</b>		Focal Length. <b>50mm</b>		Project Title. <b>Land West of Rattington Street, Chartham</b>		Figure Number. <b>L04</b>	
Date & time of photograph. <b>29/08/2020 @ 07:39</b>		Visualisation Type. <b>Type I</b>		Drawing Title. <b>Site Context Photos</b>		Project Number. <b>0312</b>	
Direction of View (Clockwise). <b>160° from North</b>	Distance from site. <b>945m</b>	Projection. <b>Cylindrical</b>		Drawn By. <b>AA</b>	Approved By. <b>ET</b>	Date. <b>11/08/2020</b>	
						Sheet Number. <b>25 of 30</b>	Rev. -



**Description:** View from Hatch Lane, at the junction with a PRoW which extends south-west. The Site is partially visible beyond properties in the foreground.

**VIEWPOINT 13 - SINGLE FRAME**



**VIEWPOINT 14**  
[FOR CONTEXT ONLY]

**Description:** View from the North Downs Way, on the north side of the Stour Valley. The village of Chartham is set within a mature tree structure and therefore properties are partially hidden from view from the north. The properties along Shalmsford Street are partially visible, to the west of Chartham, rising up the southern valley slope. The Site is visible, with the parcel of ancient woodland visible in the centre of the Site. Properties to the south of the Site are partially visible, set within a mature framework of trees.

VIEWPOINT INFORMATION				PROJECT INFORMATION			
Camera make & model. <b>Nikon D750</b>		Focal Length. <b>50mm</b>		Project Title. <b>Land West of Rattington Street, Chartham</b>		Figure Number. <b>L04</b>	
Date & time of photograph. <b>29/08/2020 @ 08:01</b>		Visualisation Type. <b>Type I</b>		Drawing Title. <b>Site Context Photos</b>		Project Number. <b>0312</b>	
Direction of View (Clockwise). <b>140° from North</b>		Distance from site. <b>1896m</b>		Projection. <b>Cylindrical</b>		Date. <b>11/08/2020</b>	
				Drawn By. <b>AA</b>		Approved By. <b>ET</b>	
				Date. <b>11/08/2020</b>		Sheet Number. <b>27 of 30</b>	
				Rev. <b>-</b>			





**Description:** View from the North Downs Way, on the north side of the Stour Valley. The village of Chartham is set within a mature tree structure and therefore properties are partially hidden from view from the north. The properties along Shalmsford Street are partially visible, to the west of Chartham, rising up the southern valley slope. The Site is visible, with the parcel of ancient woodland visible in the centre of the Site.

**VIEWPOINT 14 - SINGLE FRAME**





**VIEWPOINT 15**  
[FOR CONTEXT ONLY]

**Description:** View from the North Downs Way, further west from Photograph 14. The Site is barely perceptible from this distance and set within a structure of mature vegetation. Properties along Shalmsford Street are visible.

VIEWPOINT INFORMATION				PROJECT INFORMATION			
Camera make & model. <b>Nikon D750</b>		Focal Length. <b>50mm</b>		Project Title. <b>Land West of Rattington Street, Chartham</b>		Figure Number. <b>L04</b>	
Date & time of photograph. <b>29/08/2020 @ 09:02</b>		Visualisation Type. <b>Type I</b>		Drawing Title. <b>Site Context Photos</b>		Project Number. <b>0312</b>	
Direction of View (Clockwise). <b>110° from North</b>		Distance from site. <b>2780m</b>		Projection. <b>Cylindrical</b>		Sheet Number. <b>29 of 30</b>	
				Drawn By. <b>AA</b> Approved By. <b>ET</b>		Date. <b>11/08/2020</b>	
						Rev. <b>-</b>	

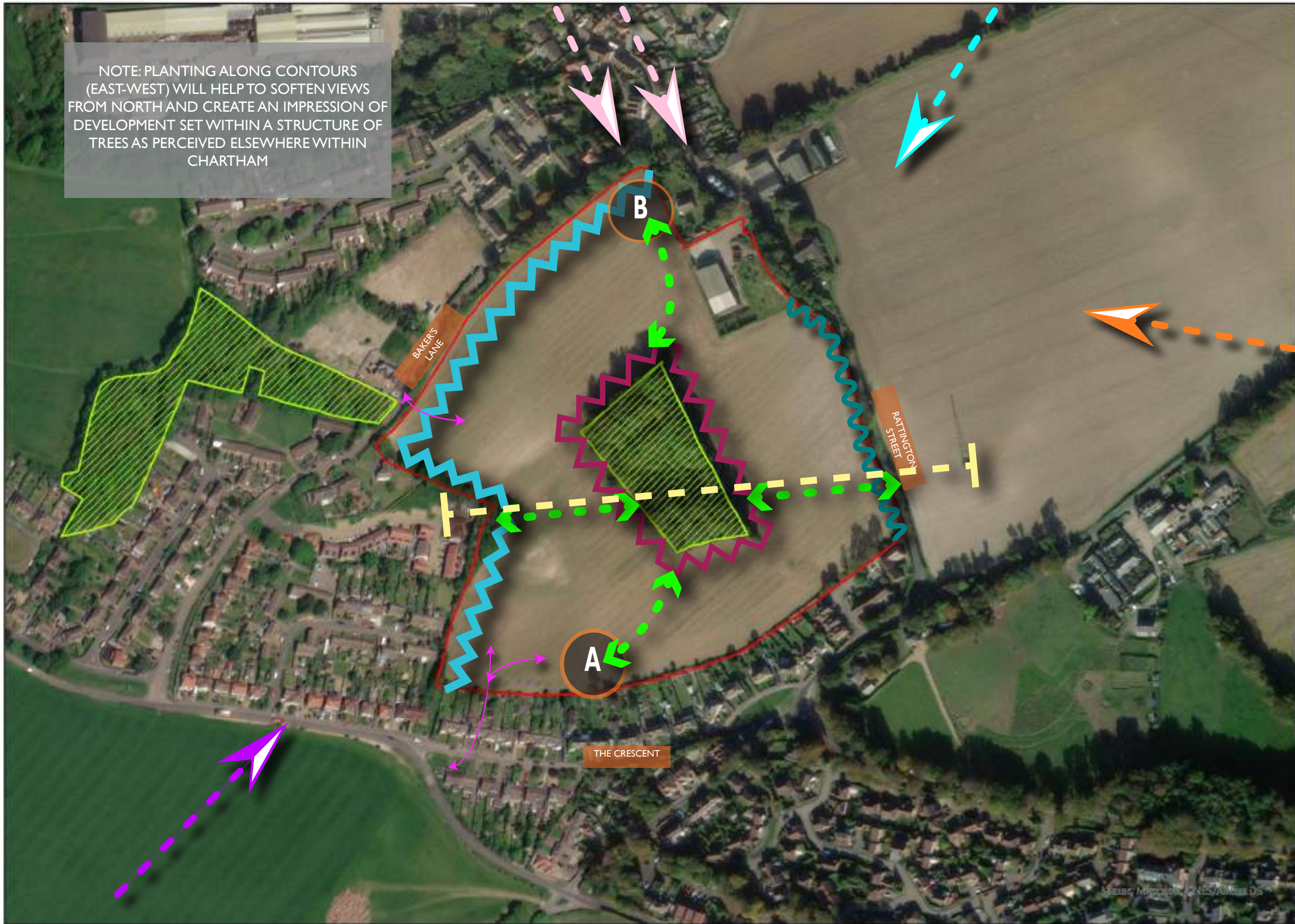


















**Description:** View from the North Downs Way, further west from Photograph 14. The Site is barely perceptible from this distance and set within a structure of mature vegetation. Properties along Shalmsford Street are visible.

**VIEWPOINT 15 - SINGLE FRAME**

NOTE: PLANTING ALONG CONTOURS (EAST-WEST) WILL HELP TO SOFTEN VIEWS FROM NORTH AND CREATE AN IMPRESSION OF DEVELOPMENT SET WITHIN A STRUCTURE OF TREES AS PERCEIVED ELSEWHERE WITHIN CHARTHAM



- Key:**
-  Site Boundary
  -  Area of Ancient Woodland
  -  20m offset from Ancient Woodland incorporating open space trails
  -  Offset development to maintain rural road characteristic. New tree belt to reinforce hedgerow structure and reduce views from east
  -  Pylon route - maintain appropriate easement below
  -  Highest part of Site: Potential for open space including woodlands, community orchards, meadow and play
  -  Lowest part of site: Potential SuDS position
  -  Retain offset to boundaries and mature trees to accommodate root protection zones and form part of the open space
  -  No views from AONB to south
  -  Open cross valley views from north slopes
  -  Limited/no views from valley floor
  -  Limited views from Cocking Road
  -  Potential for green corridors to create habitat links between Ancient Woodland and adjoining reinforced boundaries
  -  Pedestrians and cycle connections to adjoining roads



Land west of Rattington Street

APPENDIX

3



## Transport Scoping Note

### Overview

This Transport Scoping Note (TSN) has been prepared to inform pre-application engagement with Kent County Council Highways and Transportation (KCC H&T) in relation to the development proposals at Land West of Rattington Street in Chartham, Kent. This document has been prepared in accordance with the Planning Practice Guidance (2014).

It is noted as context that the site benefits from a draft allocation for residential development of up to 170 dwellings in the emerging Canterbury District Local Plan. Canterbury City Council have requested that the promoter seeks formal pre-application advice from KCC H&T to support this allocation; specifically with regard to the proposed access strategy and potential off-site highway impacts.

### Proposed Development

The proposal site is located to the west of Rattington Street, adjacent to the built confines of Chartham. Figure 1 below shows the site in a local context.

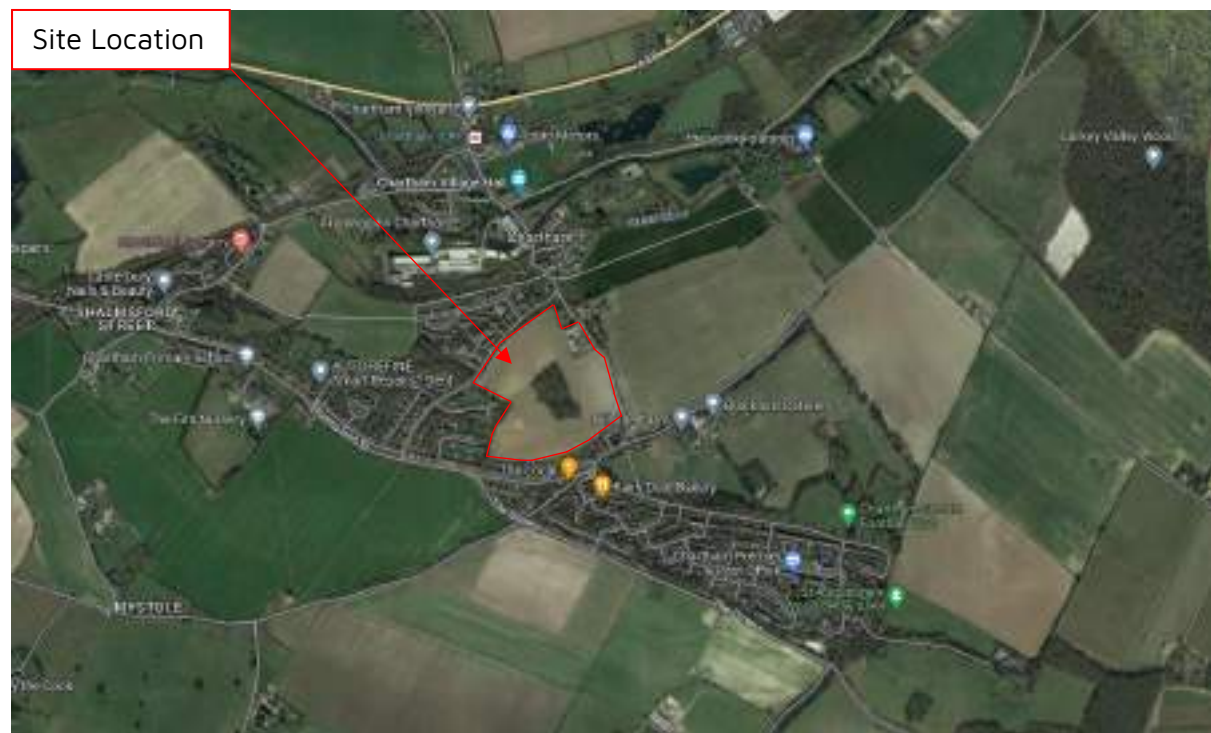


Figure 1: Site Location (courtesy of Google Maps)



The development proposals comprise the construction of c.170 dwellings across a number of distinct parcels, with c.119 designated as privately owned and c.51 designated as affordable housing. The indicative masterplan is included at Appendix A.

### Access and Layout

It is proposed that primary vehicular access to the development will be achieved by way of a new priority junction with Baker's Lane at the north-western boundary of the site. The access will be designed in accordance with the applicable Manual for Streets and Kent Design Guide standards, and will be subject to an independent Stage 1 Road Safety Audit in support of any forthcoming planning application.

It is proposed that the two existing access points on the southern boundary of the site on The Crescent be retained. One of these will provide access to a small area of dwellings in the south-west corner of the site and the other will provide a pedestrian access, connecting to a new network of footpaths and cycle routes across the site.

It is proposed that an internal road will route from the primary access point on Baker's Lane to the eastern area of dwellings past the northern edge of the woodland in the centre of the site. Pedestrian routes will be provided to connect the three areas of housing, as well as the southern pedestrian access. These routes will have the wider benefit of enhancing connectivity between the northern and southern parts of the village for the existing population.

### Existing Conditions

At present, the site comprises open farmland with a central wooded area. It is bound to the south, west and north by residential development and to the east by Rattington Street, with open farmland beyond that.

A review of the existing local highway, public transport, walking and cycling infrastructure will be undertaken and summarised in the Transport Statement (TS) to be submitted in support of the planning application.

Personal Injury Collision statistics will be obtained for the latest available five-year period for the following local junctions and links:-

- Shalmsford Street between Arnold Road and the three-arm roundabout with Cockerling Road and Beech Avenue;
- Cockerling Road between the three-arm roundabout with Shalmsford Street and Beech Avenue and 100m east of the junction with Rattington Street;
- Rattington Street between Cockerling Road and Station Road; and
- Baker's Lane between Shalmsford Street and Rattington Street.

### Accessibility

The immediate area is afforded with everyday services and facilities within a short walking and cycling distance. Access to extensive employment, education, retail and leisure



destinations is also available within Canterbury, accessible via the Route 1A bus service, regular train services and National Cycle Route 18.

### Parking

The proposed development will seek to accord with the residential vehicle and cycle parking standards contained within the Kent Design Guide (2008): Interim Guidance Note 3 (IGN3) and Kent and Medway Structure Plan: Supplementary Planning Guidance 4 (SPG4), respectively.

Compliance with Part S of the Building Regulations regarding Electric Vehicle charging infrastructure will also be assessed.

### Transport Planning Policy

National and local transport planning policy will be reviewed in relation to the proposed development, and compliance will be assessed. The following policy and guidance will be given consideration:-

- National Planning Policy Framework (NPPF, 2021);
- Planning Practice Guidance (PPG, 2014);
- Local Transport Plan 4 (LTP4): Delivering Growth without Gridlock – 2016-2031;
- Canterbury District Local Plan (2017);
- Emerging Canterbury District Local Plan to 2045;
- Kent Design Guide (2008): IGN3; and
- Kent and Medway Structure Plan: SPG4.

### Development Trip Generation Assessment

For the purposes of this TSN, the proposed development has been assessed in terms of vehicular trip generation potential utilising the national TRICS trip rate database. Given that the existing site comprises open farmland, there is assumed to be no existing vehicle trip attraction.

The TRICS database has been assessed for the following categories:-

- 03 – RESIDENTIAL, A – HOUSES PRIVATELY OWNED; and
- 03 – RESIDENTIAL, B – AFFORDABLE/LOCAL AUTHORITY HOUSES.

Survey sites outside of London, in England, Scotland and Wales, in 'Neighbourhood Centre' locations have been considered. Any surveys undertaken during Covid-19 restrictions have been excluded.

A summary of the resulting average weekday peak hour trip rates is provided in Table 1 overleaf and the TRICS reports are included at Appendix B for reference. It is noted that any inaccuracies are a result of rounding in MS Excel.





Period	Arrivals	Departures	Total
<i>Houses Privately Owned (trips/dwelling)</i>			
AM Peak (0800-0900)	0.136	0.282	0.418
PM Peak (1700-1800)	0.278	0.135	0.413
Daily (0700-1900)	1.918	1.978	3.896
<i>Affordable/Local Authority Houses (trips/dwelling)</i>			
AM Peak (0800-0900)	0.122	0.241	0.363
PM Peak (1700-1800)	0.277	0.162	0.439
Daily (0700-1900)	0.991	2.055	4.046

Table 1: TRICS Trip Rates (trips/dwelling)

The above trip rates have been factored by the indicative accommodation schedule to provide the trip generation forecasts in Table 2 below. Please note that any inaccuracies are the result of rounding in MS Excel.

Period	Arrivals	Departures	Total
<i>Houses Privately Owned (119 dwellings)</i>			
AM Peak (0800-0900)	16	34	50
PM Peak (1700-1800)	33	16	49
Daily (0700-1900)	228	235	464
<i>Affordable/Local Authority Houses (51 dwellings)</i>			
AM Peak (0800-0900)	6	12	19
PM Peak (1700-1800)	14	8	22
Daily (0700-1900)	51	105	206
<i>Total (170 dwellings)</i>			
AM Peak (0800-0900)	22	46	68
PM Peak (1700-1800)	47	24	72
Daily (0700-1900)	279	340	670

Table 2: Total Trip Generation – 170 dwellings

It is noted that the proposed development would generate approximately 68 two-way vehicle movements in the weekday AM peak hour and 72 in the PM peak hour. Across the 12-hour working day, approximately 670 trips would be generated, which equates to approximately 56 movements per hour – or approximately one every minute – on average. It is not considered that this would give rise to significant or 'severe' residual impacts to the operation of the local highway network.

#### Traffic Surveys and Junction Capacity Assessments

Confirmation regarding the requirement for off-site junction capacity assessments and/or a Draft Travel Plan is requested from the Local Highway Authority.



## Summary

This Transport Scoping Note has been produced in relation to the proposed development at Land West of Rattington Street, in Chartham, Canterbury, Kent.

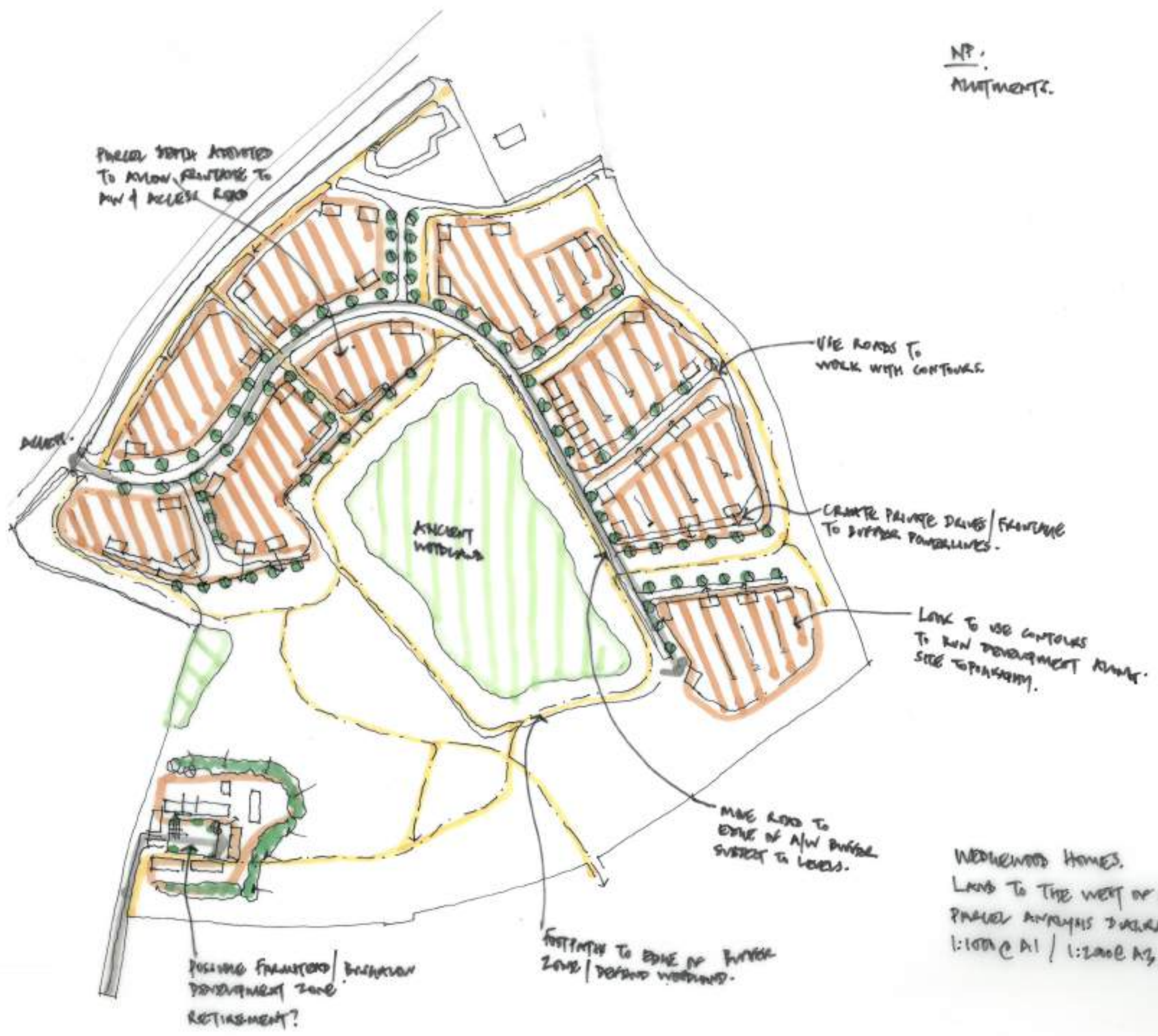
Advice is sought from Kent County Council Highways and Transportation on the soundness of the development access strategy and the suggested Transport Statement scope and methodology.

APPENDIX

A



NP:  
APPOINTMENTS.



WEDGWOOD HOMES.  
LAND TO THE WEST OF CHARTHAM.  
PAVED ANALYSIS DIAGRAM.  
1:100 @ A1 / 1:200 @ A3. MARCH 2021.

APPENDIX

B



TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 03 - RESIDENTIAL  
 Category : B - AFFORDABLE/LOCAL AUTHORITY HOUSES  
 TOTAL VEHICLES

Selected regions and areas:

02	SOUTH EAST	
	EX ESSEX	1 days
06	WEST MIDLANDS	
	WO WORCESTERSHIRE	1 days
09	NORTH	
	DH DURHAM	1 days
	FU WESTMORLAND & FURNESS	1 days
11	SCOTLAND	
	HI HIGHLAND	2 days

*This section displays the number of survey days per TRICS® sub-region in the selected set*

Primary Filtering selection:

*This data displays the chosen trip rate parameter and its selected range. Only sites that fall within the parameter range are included in the trip rate calculation.*

Parameter: No of Dwellings  
 Actual Range: 16 to 228 (units: )  
 Range Selected by User: 11 to 516 (units: )

Parking Spaces Range: All Surveys Included

Parking Spaces per Dwelling Range: All Surveys Included

Bedrooms per Dwelling Range: All Surveys Included

Percentage of dwellings privately owned: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/00 to 13/05/22

*This data displays the range of survey dates selected. Only surveys that were conducted within this date range are included in the trip rate calculation.*

Selected survey days:

Monday	2 days
Tuesday	1 days
Thursday	2 days
Friday	1 days

*This data displays the number of selected surveys by day of the week.*

Selected survey types:

Manual count	6 days
Directional ATC Count	0 days

*This data displays the number of manual classified surveys and the number of unclassified ATC surveys, the total adding up to the overall number of surveys in the selected set. Manual surveys are undertaken using staff, whilst ATC surveys are undertaken using machines.*

Selected Locations:

Neighbourhood Centre (PPS6 Local Centre)	6
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*This data displays the number of surveys per main location category within the selected set. The main location categories consist of Free Standing, Edge of Town, Suburban Area, Neighbourhood Centre, Edge of Town Centre, Town Centre and Not Known.*

Selected Location Sub Categories:

Residential Zone	3
Village	3

*This data displays the number of surveys per location sub-category within the selected set. The location sub-categories consist of Commercial Zone, Industrial Zone, Development Zone, Residential Zone, Retail Zone, Built-Up Zone, Village, Out of Town, High Street and No Sub Category.*

Inclusion of Servicing Vehicles Counts:

Secondary Filtering selection:

Use Class:

C3 6 days

*This data displays the number of surveys per Use Class classification within the selected set. The Use Classes Order (England) 2020 has been used for this purpose, which can be found within the Library module of TRICS@.*

Population within 500m Range:

All Surveys Included

Population within 1 mile:

1,001 to 5,000	3 days
5,001 to 10,000	1 days
25,001 to 50,000	2 days

*This data displays the number of selected surveys within stated 1-mile radii of population.*

Population within 5 miles:

5,000 or Less	1 days
5,001 to 25,000	1 days
50,001 to 75,000	1 days
75,001 to 100,000	2 days
125,001 to 250,000	1 days

*This data displays the number of selected surveys within stated 5-mile radii of population.*

Car ownership within 5 miles:

0.6 to 1.0	2 days
1.1 to 1.5	4 days

*This data displays the number of selected surveys within stated ranges of average cars owned per residential dwelling, within a radius of 5-miles of selected survey sites.*

Travel Plan:

No 6 days

*This data displays the number of surveys within the selected set that were undertaken at sites with Travel Plans in place, and the number of surveys that were undertaken at sites without Travel Plans.*

PTAL Rating:

No PTAL Present 6 days

*This data displays the number of selected surveys with PTAL Ratings.*

LIST OF SITES relevant to selection parameters

1	DH-03-B-01 BLACKGATE WAY COXHOE	SEMI DETACHED	DURHAM
	Neighbourhood Centre (PPS6 Local Centre) Village Total No of Dwellings: 78 <i>Survey date: MONDAY 09/06/03</i> <i>Survey Type: MANUAL</i>		
2	EX-03-B-01 SHIMBROOKS NEAR BRAINTREE GREAT LEIGHS	MIXED HOUSES & FLATS	ESSEX
	Neighbourhood Centre (PPS6 Local Centre) Village Total No of Dwellings: 228 <i>Survey date: THURSDAY 10/05/18</i> <i>Survey Type: MANUAL</i>		
3	FU-03-B-01 PENNINE WAY ALSTON	SEMI DETACHED & TERRACED	WESTMORLAND & FURNESS
	Neighbourhood Centre (PPS6 Local Centre) Village Total No of Dwellings: 66 <i>Survey date: FRIDAY 13/05/22</i> <i>Survey Type: MANUAL</i>		
4	HI -03-B-05 PLANTATION ESTATE FORT WILLIAM KENNEDY ROAD	TERRACED	HIGHLAND
	Neighbourhood Centre (PPS6 Local Centre) Residential Zone Total No of Dwellings: 126 <i>Survey date: TUESDAY 19/05/09</i> <i>Survey Type: MANUAL</i>		
5	HI -03-B-06 CARNARC CRESCENT INVERNESS	TERRACED	HIGHLAND
	Neighbourhood Centre (PPS6 Local Centre) Residential Zone Total No of Dwellings: 108 <i>Survey date: THURSDAY 21/05/09</i> <i>Survey Type: MANUAL</i>		
6	WO-03-B-02 GOODREST WALK WORCESTER MERRIMANS HILL	TERRACED HOUSES	WORCESTERSHIRE
	Neighbourhood Centre (PPS6 Local Centre) Residential Zone Total No of Dwellings: 16 <i>Survey date: MONDAY 14/11/16</i> <i>Survey Type: MANUAL</i>		

*This section provides a list of all survey sites and days in the selected set. For each individual survey site, it displays a unique site reference code and site address, the selected trip rate calculation parameter and its value, the day of the week and date of each survey, and whether the survey was a manual classified count or an ATC count.*



TRIP RATE for Land Use 03 - RESIDENTIAL/B - AFFORDABLE/LOCAL AUTHORITY HOUSES  
 TOTAL VEHICLES  
 Calculation factor: 1 DWELLS  
 BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	6	104	0.074	6	104	0.196	6	104	0.270
08:00 - 09:00	6	104	0.122	6	104	0.241	6	104	0.363
09:00 - 10:00	6	104	0.162	6	104	0.153	6	104	0.315
10:00 - 11:00	6	104	0.113	6	104	0.130	6	104	0.243
11:00 - 12:00	6	104	0.105	6	104	0.154	6	104	0.259
12:00 - 13:00	6	104	0.154	6	104	0.191	6	104	0.345
13:00 - 14:00	6	104	0.133	6	104	0.106	6	104	0.239
14:00 - 15:00	6	104	0.154	6	104	0.172	6	104	0.326
15:00 - 16:00	6	104	0.215	6	104	0.182	6	104	0.397
16:00 - 17:00	6	104	0.259	6	104	0.201	6	104	0.460
17:00 - 18:00	6	104	0.277	6	104	0.162	6	104	0.439
18:00 - 19:00	6	104	0.223	6	104	0.167	6	104	0.390
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
<b>Total Rates:</b>			1.991			2.055			4.046

*This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.*

*To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: COUNT/TRP\*FACT. Trip rates are then rounded to 3 decimal places.*

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Parameter summary

Trip rate parameter range selected: 16 - 228 (units: )  
 Survey date date range: 01/01/00 - 13/05/22  
 Number of weekdays (Monday-Friday): 6  
 Number of Saturdays: 0  
 Number of Sundays: 0  
 Surveys automatically removed from selection: 0  
 Surveys manually removed from selection: 0

*This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected weekdays and weekend days in the selected set of surveys are show. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.*

Calculation Reference: AUDIT-704001-230726-0734

## TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 03 - RESIDENTIAL  
 Category : A - HOUSES PRIVATELY OWNED  
 TOTAL VEHICLES

Selected regions and areas:

02	SOUTH EAST	
	KC KENT	1 days
	MW MEDWAY	1 days
	SC SURREY	1 days
	WS WEST SUSSEX	2 days
03	SOUTH WEST	
	SM SOMERSET	2 days
04	EAST ANGLIA	
	CA CAMBRIDGESHIRE	1 days
	NF NORFOLK	2 days
	SF SUFFOLK	1 days
05	EAST MIDLANDS	
	LE LEICESTERSHIRE	1 days
08	NORTH WEST	
	AC CHESHIRE WEST & CHESTER	1 days
09	NORTH	
	DH DURHAM	1 days
	TW TYNE & WEAR	1 days

*This section displays the number of survey days per TRICS® sub-region in the selected set*

## Primary Filtering selection:

*This data displays the chosen trip rate parameter and its selected range. Only sites that fall within the parameter range are included in the trip rate calculation.*

Parameter: No of Dwellings  
 Actual Range: 8 to 159 (units: )  
 Range Selected by User: 5 to 200 (units: )

Parking Spaces Range: All Surveys Included

Parking Spaces per Dwelling Range: All Surveys Included

Bedrooms per Dwelling Range: All Surveys Included

Percentage of dwellings privately owned: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/15 to 01/03/23

*This data displays the range of survey dates selected. Only surveys that were conducted within this date range are included in the trip rate calculation.*

Selected survey days:

Monday	1 days
Tuesday	4 days
Wednesday	2 days
Thursday	4 days
Friday	4 days

*This data displays the number of selected surveys by day of the week.*

Selected survey types:

Manual count	14 days
Directional ATC Count	1 days

*This data displays the number of manual classified surveys and the number of unclassified ATC surveys, the total adding up to the overall number of surveys in the selected set. Manual surveys are undertaken using staff, whilst ATC surveys are undertaken using machines.*

Selected Locations:

Neighbourhood Centre (PPS6 Local Centre) 15

*This data displays the number of surveys per main location category within the selected set. The main location categories consist of Free Standing, Edge of Town, Suburban Area, Neighbourhood Centre, Edge of Town Centre, Town Centre and*

*This data displays the number of surveys per location sub-category within the selected set. The location sub-categories consist of Commercial Zone, Industrial Zone, Development Zone, Residential Zone, Retail Zone, Built-Up Zone, Village, Out of Town, High Street and No Sub Category.*

Inclusion of Servicing Vehicles Counts:

Servicing vehicles Included 7 days - Selected  
 Servicing vehicles Excluded 31 days - Selected

Secondary Filtering selection:

Use Class:

C3 15 days

*This data displays the number of surveys per Use Class classification within the selected set. The Use Classes Order (England) 2020 has been used for this purpose, which can be found within the Library module of TRICS®.*

Population within 500m Range:

All Surveys Included

Population within 1 mile:

1,000 or Less 1 days  
 1,001 to 5,000 9 days  
 5,001 to 10,000 5 days

*This data displays the number of selected surveys within stated 1-mile radii of population.*

Population within 5 miles:

5,001 to 25,000 2 days  
 25,001 to 50,000 5 days  
 50,001 to 75,000 2 days  
 75,001 to 100,000 3 days  
 100,001 to 125,000 1 days  
 125,001 to 250,000 1 days  
 250,001 to 500,000 1 days

*This data displays the number of selected surveys within stated 5-mile radii of population.*

Car ownership within 5 miles:

0.6 to 1.0 2 days  
 1.1 to 1.5 9 days  
 1.6 to 2.0 4 days

*This data displays the number of selected surveys within stated ranges of average cars owned per residential dwelling, within a radius of 5-miles of selected survey sites.*

Travel Plan:

Yes 5 days  
 No 10 days

*This data displays the number of surveys within the selected set that were undertaken at sites with Travel Plans in place, and the number of surveys that were undertaken at sites without Travel Plans.*

PTAL Rating:

No PTAL Present 15 days

*This data displays the number of selected surveys with PTAL Ratings.*

LIST OF SITES relevant to selection parameters

1	AC-03-A-06 COMMON LANE NEAR CHESTER WAVERTON Neighbourhood Centre (PPS6 Local Centre) Village Total No of Dwellings: 99 <i>Survey date: FRIDAY 29/04/22</i>	DETACHED HOUSES	CHESHIRE WEST & CHESTER	<i>Survey Type: MANUAL</i>
2	CA-03-A-08 GIDDING ROAD SAWTRY  Neighbourhood Centre (PPS6 Local Centre) Village Total No of Dwellings: 83 <i>Survey date: THURSDAY 13/10/22</i>	DETACHED & SEMI -DETACHED	CAMBRI DGESHI RE	<i>Survey Type: MANUAL</i>
3	DH-03-A-02 LEAZES LANE BISHOP AUCKLAND ST HELEN AUCKLAND Neighbourhood Centre (PPS6 Local Centre) Residential Zone Total No of Dwellings: 125 <i>Survey date: MONDAY 27/03/17</i>	MIXED HOUSES	DURHAM	<i>Survey Type: MANUAL</i>
4	KC-03-A-08 MAIDSTONE ROAD CHARING  Neighbourhood Centre (PPS6 Local Centre) Village Total No of Dwellings: 159 <i>Survey date: TUESDAY 22/05/18</i>	MIXED HOUSES	KENT	<i>Survey Type: MANUAL</i>
5	LE-03-A-02 MELBOURNE ROAD IBSTOCK  Neighbourhood Centre (PPS6 Local Centre) Village Total No of Dwellings: 85 <i>Survey date: THURSDAY 28/06/18</i>	DETACHED & OTHERS	LEI CESTERSHI RE	<i>Survey Type: MANUAL</i>
6	MW-03-A-01 ROCHESTER ROAD NEAR CHATHAM BURHAM Neighbourhood Centre (PPS6 Local Centre) Village Total No of Dwellings: 8 <i>Survey date: FRIDAY 22/09/17</i>	DETACHED & SEMI -DETACHED	MEDWAY	<i>Survey Type: MANUAL</i>
7	NF-03-A-27 YARMOUTH ROAD NEAR NORWICH BLOFIELD Neighbourhood Centre (PPS6 Local Centre) Village Total No of Dwellings: 93 <i>Survey date: THURSDAY 16/09/21</i>	MIXED HOUSES & FLATS	NORFOLK	<i>Survey Type: MANUAL</i>
8	NF-03-A-44 MILL LANE NEAR NORWICH HORSFORD Neighbourhood Centre (PPS6 Local Centre) Village Total No of Dwellings: 125 <i>Survey date: WEDNESDAY 21/09/22</i>	MIXED HOUSES	NORFOLK	<i>Survey Type: DIRECTIONAL ATC COUNT</i>

LIST OF SITES relevant to selection parameters (Cont.)

9	SC-03-A-09 AMLETS LANE CRANLEIGH	MIXED HOUSES & FLATS	SURREY
	Neighbourhood Centre (PPS6 Local Centre) Village		
	Total No of Dwellings:	136	
	Survey date: <i>TUESDAY</i>	<i>24/05/22</i>	<i>Survey Type: MANUAL</i>
10	SF-03-A-06 BURY ROAD KENTFORD	DETACHED & SEMI -DETACHED	SUFFOLK
	Neighbourhood Centre (PPS6 Local Centre) Village		
	Total No of Dwellings:	38	
	Survey date: <i>FRIDAY</i>	<i>22/09/17</i>	<i>Survey Type: MANUAL</i>
11	SM-03-A-02 HYDE LANE NEAR TAUNTON CREECH SAINT MICHAEL	MIXED HOUSES	SOMERSET
	Neighbourhood Centre (PPS6 Local Centre) Village		
	Total No of Dwellings:	42	
	Survey date: <i>TUESDAY</i>	<i>25/09/18</i>	<i>Survey Type: MANUAL</i>
12	SM-03-A-03 HYDE LANE NEAR TAUNTON CREECH ST MICHAEL	MIXED HOUSES	SOMERSET
	Neighbourhood Centre (PPS6 Local Centre) Village		
	Total No of Dwellings:	41	
	Survey date: <i>TUESDAY</i>	<i>25/09/18</i>	<i>Survey Type: MANUAL</i>
13	TW-03-A-03 STATION ROAD NEAR NEWCASTLE BACKWORTH	MIXED HOUSES	TYNE & WEAR
	Neighbourhood Centre (PPS6 Local Centre) Village		
	Total No of Dwellings:	33	
	Survey date: <i>FRIDAY</i>	<i>13/11/15</i>	<i>Survey Type: MANUAL</i>
14	WS-03-A-07 EMMS LANE NEAR HORSHAM BROOKS GREEN	BUNGALOWS	WEST SUSSEX
	Neighbourhood Centre (PPS6 Local Centre) Village		
	Total No of Dwellings:	57	
	Survey date: <i>THURSDAY</i>	<i>19/10/17</i>	<i>Survey Type: MANUAL</i>
15	WS-03-A-16 BRACKLESHAM LANE BRACKLESHAM BAY	DETACHED & SEMI -DETACHED	WEST SUSSEX
	Neighbourhood Centre (PPS6 Local Centre) Village		
	Total No of Dwellings:	58	
	Survey date: <i>WEDNESDAY</i>	<i>09/11/22</i>	<i>Survey Type: MANUAL</i>

*This section provides a list of all survey sites and days in the selected set. For each individual survey site, it displays a unique site reference code and site address; the selected trip rate calculation parameter and its value, the day of the week and date of each survey, and whether the survey was a manual classified count or an ATC count.*

MANUALLY DESELECTED SURVEYS

Site Ref	Survey Date	Reason for Deselection
AC-03-A-05	30/04/21	covid
BY-03-A-01	09/09/20	covid
CA-03-A-07	27/05/21	covid
ES-03-A-06	16/06/21	covid
GS-03-A-02	23/04/21	covid
NM-03-A-02	20/10/20	covid
NN-03-A-01	20/10/20	covid

MANUALLY DESELECTED SURVEYS (Cont.)

Site Ref	Survey Date	Reason for Deselection
SF-03-A-08	16/09/20	covid

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED  
 TOTAL VEHICLES  
 Calculation factor: 1 DWELLS  
 BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	15	79	0.072	15	79	0.255	15	79	0.327
08:00 - 09:00	15	79	0.136	15	79	0.282	15	79	0.418
09:00 - 10:00	15	79	0.123	15	79	0.163	15	79	0.286
10:00 - 11:00	15	79	0.131	15	79	0.140	15	79	0.271
11:00 - 12:00	15	79	0.103	15	79	0.135	15	79	0.238
12:00 - 13:00	15	79	0.140	15	79	0.146	15	79	0.286
13:00 - 14:00	15	79	0.145	15	79	0.143	15	79	0.288
14:00 - 15:00	15	79	0.135	15	79	0.162	15	79	0.297
15:00 - 16:00	15	79	0.212	15	79	0.134	15	79	0.346
16:00 - 17:00	15	79	0.230	15	79	0.165	15	79	0.395
17:00 - 18:00	15	79	0.278	15	79	0.135	15	79	0.413
18:00 - 19:00	15	79	0.213	15	79	0.118	15	79	0.331
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
<b>Total Rates:</b>			1.918			1.978			3.896

*This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.*

*To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: COUNT/TRP\*FACT. Trip rates are then rounded to 3 decimal places.*

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Parameter summary

Trip rate parameter range selected: 8 - 159 (units: )  
 Survey date range: 01/01/15 - 01/03/23  
 Number of weekdays (Monday-Friday): 23  
 Number of Saturdays: 0  
 Number of Sundays: 0  
 Surveys automatically removed from selection: 18  
 Surveys manually removed from selection: 0

*This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected weekdays and weekend days in the selected set of surveys are shown. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.*

# APPENDIX

4





**From:** [Milena Wajda](#)  
**To:** [Mark Bewsey](#)  
**Cc:** [Andrew Thompson](#); [Lauren Morien](#)  
**Subject:** RE: Canterbury Local Plan - Chartham (SLAA Site SLAA110)  
**Date:** 26 April 2024 16:04:24

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Dear Mark,

Thank you for your email regarding the site Land to the west of Rattington Street, Chartham (SLAA110).

We acknowledge the additional evidence you had submitted to us in August/September of 2023, in the form of a highways technical note and subsequent email correspondence.

We passed this evidence to our KCC Highways Local Plan lead, who was unfortunately unable to confirm to us that the concerns had been suitably addressed to allow inclusion of the site in the revised Regulation 18 draft plan. Given the time constraints to the Local Plan timetable, we had to proceed without the KCC confirmation.

Please do submit your formal representations to our current Local Plan consultation.

Kind regards,

Milena Wajda  
Corporate Policy and Strategy  
Canterbury City Council  
[Planning and building | Canterbury City Council](#)

---

**From:** Mark Bewsey <Mark.Bewsey@dhaplanning.co.uk>  
**Sent:** Friday, April 19, 2024 9:40 AM  
**To:** Milena Wajda <milena.wajda@canterbury.gov.uk>  
**Cc:** Andrew Thompson <andrew.thompson@canterbury.gov.uk>  
**Subject:** Canterbury Local Plan - Chartham (SLAA Site SLAA110)

Dear Milena

I write with regard to the above site which was formerly draft allocated in the previous Reg 18 draft Local Plan, but I note is not included within the version currently out for consultation. Whilst I am in the process of preparing representations, I write to request some clarification on the specific reasons for the site's non-inclusion.

I note that the Development Topic Paper (February 2024) states that the de-allocation is due to concerns raised by KCC highways:

***"SLAA110 was identified as suitable in the SLAA (July 2022) and was proposed for allocation in the Regulation 18 draft Local Plan (2022). Following responses to the Regulation 18 draft Local Plan (2022) consultation, concerns regarding the suitability of the site for allocation were raised. Kent County Council (KCC) raised concerns around the suitability of the proposed access point to the site and the wider impacts on the local highways network. The developer has been unable to receive confirmation from KCC that the highway impacts of the development could be mitigated and therefore the site is no longer proposed for allocation."***

The Sustainability Appraisal (February 2024) says in respect of the site:

***"Land to the west of Rattington Street, Chartham (170 dwellings) - access and transport infrastructure constraints"***

And also:

***"Following responses to the Regulation 18 draft Local Plan (2022), there were concerns raised around the suitability of the proposed access point to the site and the wider impacts on the local highways network. The developer has been unable to receive confirmation from KCC that the highway's impacts of the development could be mitigated and therefore the site is no longer proposed for allocation."***

You will recall that my colleagues at DHA Transport liaised with KCC Highways in Summer 2023, informed by a Technical Note and we received two responses from KCC, which I shared with you by email (see attached). You had helpfully informed me that access/ highways was a key concern of the Local Plan Working Group, but you also noted that it was good that we were making progress with KCC, and that you would share the feedback we'd received from KCC with the working group.

Having discussed the site's non-inclusion within this Reg 18 draft Local Plan with colleagues and my client, we consider that the feedback from KCC is as good as we would expect at this stage and specifically identified no showstoppers. Where it was raised that we may need to look at improvements to Baker's Lane, it was also highlighted that there appears to be sufficient highways land to accommodate this. Accordingly, we struggle to see how this feedback has led to the site's non-inclusion.

As mentioned above, I am in the process of preparing representations to the current consultation, however I would be grateful if you could provide me with any further details or explanation as to why the site is no-longer proposed as a draft allocation. Is there anything specific within the KCC feedback which concerns you or the working group, or has there been separate discussions with KCC which has flagged

issues we are not aware of?

I look forward to your response.

Kind regards

Mark

**Mark Bewsey MRTPI**

Director

Office: 01293 221320

Mobile: 07593 441711

Email: [Mark.Bewsey@dhaplanning.co.uk](mailto:Mark.Bewsey@dhaplanning.co.uk)

[DHA will be proudly taking part in the Shaun the Sheep campaign during 2024. Find out more at https://shaunheartofkent.co.uk/](https://shaunheartofkent.co.uk/)

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**Milena Wajda**

Policy Officer (Planning)

Policy and Communications



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APPENDIX

5





**Paul Lulham**

[paul.lulham@dhatransport.co.uk](mailto:paul.lulham@dhatransport.co.uk)

**Highways and Transportation**

Kroner House

Eurogate Business Park

Ashford

TN24 8XU

**Tel:** 03000 418181

**Date:** 31 August 2023

**Our Ref:** FW

**Application - PAP/2023/62**

**Location - Land west of Rattington Street, Chartham, Canterbury, Kent**

**Proposal - Development comprising the construction of up to 200 dwellings**

Dear Paul,

Thank you for your request for pre-planning application advice and the submission of a Scoping Note. Having reviewed this, I have the following comments for you.

The site is allocated in the emerging Draft Local Plan for Canterbury City Council. Site R8 is allocated as a mixed development site, for up to 170 dwellings and to include community facilities and a local shopping centre.

In addition a number of access and transport criteria are required:

#### *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 Great Stour Way;*

*(ii) A pedestrian and cycle link through the site connecting Baker's Lane and The Crescent;*

*(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.*

Given the quantum of proposed development a Transport Assessment rather than a Statement would be required for this site.

#### Access

It is proposed the site will be accessed via a priority junction with Bakers Lane.

A secondary emergency access point will be required, which must be able to accommodate a fire tender.

Baker's Lane is currently an unclassified road, which is subject to a large amount of on-street parking, which reduces its width to one car in a number of locations. This is more prevalent at the top end near its junction with Shalmsford Street. There would appear to be some highway land that may make it possible to widen sections of this road.

The Highway Definition team here at KCC should be contacted to obtain plans demonstrating the full extent of the highway boundary on Baker's Lane. This will then help form the extent of any mitigation measures.

Baker's Lane is subject to a 30mph speed limit. As such visibility splays of 2.4m x 43m would be required in both directions for the proposed new access, with no obstruction over 0.6m.

There is a footway on the western side of Baker's Lane. Appropriate connectivity from within the site to this existing footway would be required. I would advise a ATC survey is conducted to establishment current vehicle flows long Baker's Lane, as this will determine if a uncontrolled or controlled crossing would be best suited.

### Existing conditions

I note the proposed junctions and links for Personal Injury Collision Statistics.

I would also expect the following junctions to be reviewed:

- Shalmsford Street/A28 junction
- All of Station Road
- Station Road/A28 junction
- Redhouse Lane/Chartham Downs Road junction (this has had a poor record in the past)

### Internal Layout

The Kent Design Guide (KDG) should be used to inform and determine the internal layout. We would expect the main road through the site to conform to that of a Major Access Road, with appropriate footway and cycle links. Any cycle links should conform to DfT Cycle Infrastructure Design (LTN 1/20) guidance.

The indicative site plan appears to show a small development that will be accessed off The Crescent. This is located very close to the junction of The Crescent and Shalmsford Street, and we would only accept this if the appropriate junction spacing can be provided (as detailed in the KDG) and visibility splay requirements can be met. I note cars currently park within potential visibility splays here.

Parking allocation should follow Appendix 4 Canterbury City Council Local Parking Standards. One Electric Vehicle charging point will be required for each dwelling. Should communal parking be proposed and is unallocated, then we would seek 10% of the total provision to have active charging spaces, with the remaining 90% to have passive provision. Visitor parking should be provided at the ratio of 0.2 spaces per dwelling.

Secure, enclosed bicycle storage is required for each dwelling, at the ratio of one space per bedroom.

### Development Trip Generation

TRICS data should also be included for any community facilities/local shopping centre, to ensure this is fully assessed. Further detail on the proposed community facilities/local shopping centre will also be required.

### Traffic Surveys and Junction Capacity Assessments

If the site is to come forward prior to the emerging draft local plan, then future years assessment should be based on year of opening plus 5 years.

The following junctions should be included in any assessment:

- Shalmsford Street / A28
- Shalmsford Street / Bakers Lane
- Bakers Lane/ Rattington Street
- Rattington Street/Cockering Road
- Station Road / A28
- Milton Manor Road/A28 roundabout

Details of Traffic Distribution from the site is also required, and this may influence the need for additional junction modelling.

If this site will come forward as part of the emerging Draft Local Plan we will further advise on assessment years.

### Draft Travel Plan

This would be required, and should included how the developer can make the site more sustainable.

All developments should clarify how they can improve Active Travel, and its fundamental that they demonstrate how they can achieve this.

I hope the above is useful, however please do not hesitate to contact me if you have any further questions.

Yours Faithfully

**Fiona Wiles**

Senior Transport & Development Planner

### **Outline Technical Approval Process**

Outline Technical Approval Process To assist developers and designers, Kent County Council offers a free outline technical review of proposed developments and other works affecting our current or future highway assets. This is separate from the planning process and the chargeable highway pre-application advice also offered by Kent County Council, and is intended to help you to develop proposals which will be acceptable to us as the highway authority.

In February 2021 Kent County Council introduced a technical approval process for schemes including new roads, footways and associated highway assets or alterations to existing highway assets. This process applies to new developments and associated works as well as to our own schemes. It is intended to encourage designers to consider lifecycle costs and maintainability as an integral part of the design process so Kent's roads, footways and other highway assets remain serviceable, fulfil their intended function and continue to look attractive well into the future.

For new developments and associated works, the technical approval process has been integrated with the work of our Development Agreements Team, which manages the adoption of new highway assets under Section 38 and works to the existing highway under Section 278 of the Highways Act 1980. However, in focusing on the detailed designs available at this stage

we have become aware that some key design decisions which have an impact on future maintenance are taken at an earlier stage in the design process. Such decisions may be difficult or costly to revise at the detailed design stage, particularly if they form part of a planning consent.

To address this, we have decided to offer an outline technical review service. This service is available to developers and their designers, and to property owners and anyone else proposing works which will affect the highway. This service is free of charge, as we are keen to engage with you at an early stage in the design process.

Outline technical review is intended for schemes at the outline design stage, ideally before detailed planning applications are made or Section 38 or Section 278 agreements drafted. We accept that at this stage many design decisions will not yet have been made, and welcome the opportunity to provide early guidance on such matters as:

- The overall layout of your scheme, including considering the location of assets such as soakaways and streetlights so that they can be easily accessed for maintenance
- The choice of materials and equipment so that these will be robust, long-lasting, simple, and cost effective to maintain, and compliant with any relevant Kent specifications.

Before you make a request for outline technical review, you may find it helpful to familiarise yourself with the guidance available in the Kent Design Guide. Requests for outline technical review should be submitted on the outline technical review application form, a copy of which may be obtained by emailing [assetmanagement@kent.gov.uk](mailto:assetmanagement@kent.gov.uk)

### **Important Notes**

Any advice given by Council officers for pre-application enquiries does not indicate a formal decision by the Council as the Highway Authority. Any views or opinions are given in good faith, and to the best of ability, without prejudice to the formal consideration of any planning application.

The final decision on any application that you may then make can only be taken after the Planning Authority has consulted local people, statutory consultees and any other interested parties. The final decision on an application will then be made by senior officers or by the respective Local Planning Authority and will be based on all of the information available at that time.

You should therefore be aware that officers cannot guarantee the final formal decision that will be made on your application(s).

Any pre-application advice that has been provided will be carefully considered in reaching a decision or recommendation on an application; subject to the proviso that circumstances and information may change or come to light that could alter that position.

Kent County Council has now introduced a formal technical approval process for new or altered highway assets, with the aim of improving future maintainability. This process applies to all development works affecting the public highway other than applications for vehicle crossings, which are covered by a separate approval process. To assist developers and designers, KCC offer a free outline technical review of proposals affecting highway assets. This is separate from the planning process but will help ensure that your proposals will be acceptable to the highway authority at the implementation stage. To find out more and request an application form, email: [assetmanagement@kent.gov.uk](mailto:assetmanagement@kent.gov.uk)

It should be noted that the weight given to pre-application advice will decline over time.



APPENDIX

6



**From:** [Fiona.Wiles@kent.gov.uk](mailto:Fiona.Wiles@kent.gov.uk)  
**To:** [Paul Lulham](#)  
**Subject:** RE: Response To Application Number PAP/2023/62 at Land west of Rattington Street, Chartham, Canterbury, Kent  
**Date:** 05 September 2023 12:33:48  
**Attachments:** [image001.jpg](#)  
[image002.png](#)

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Dear Paul

Thank you for your e-mail.

The main emphasis should be on Active Travel, and how this site can promote/improve pedestrian and cycle links to the local community and public transport. I do appreciate that the geometry of certain roads will factor in what improvements you can put forward, but we would be looking for your client to demonstrate that all avenues have been investigated with regards to sustainability.

We will be looking closely at Bakers Lane, and any highway measures that can be made to improve its restricted nature in certain areas, given the increase in traffic generated by the proposals.

I did note the lack of details within your scoping note regarding the Community Space/Local facilities (as detailed in the emerging Local Plan). I would advise that if providing this area, we would prefer it to have its own direct access onto any spine road through the development.

No real 'showstoppers' as it were, however I hope the above helps.

Kind regards,

*Fiona Wiles* | Senior Transport & Development Planner | Canterbury and Thanet | Transport & Development Planning | Highways, Transportation | Kent County Council | Kroner House, Eurogate Business Park, Ashford, TN24 8XU | 03000 41 81 81 | [www.kent.gov.uk/highways](http://www.kent.gov.uk/highways)



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**From:** Paul Lulham <paul.lulham@dhatransport.co.uk>  
**Sent:** Thursday, August 31, 2023 3:47 PM  
**To:** Fiona Wiles - GT TRA <Fiona.Wiles@kent.gov.uk>  
**Subject:** RE: Response To Application Number PAP/2023/62 at Land west of Rattington Street, Chartham, Canterbury, Kent

Dear Fiona,

Thanks again for your advice on this site.

Since it will inform the ongoing promotion of the site through the Local Plan process, my client would be grateful for some comfort from you that there are no 'showstoppers' at this stage based on the information we have presented and your local knowledge. We appreciate that further detail will follow in any forthcoming Transport Assessment and that your advice will be caveated on that basis but if you could please provide that confirmation, it would be appreciated.

Regards,

**Paul Lulham BA(Hons) MA(Oxon) MSc CMILT  
Director**

Mobile: 07584 166567

Email: [paul.lulham@dhatransport.co.uk](mailto:paul.lulham@dhatransport.co.uk)

DHA successfully completed the Medway Medley on the 30th June. Covering 75 miles on foot, boat, and bike in aid of Smile Train. Read more about the day here: <https://www.dhaplanning.co.uk/knowledge/medway-medley-charity-challenge-complete>

Thank you to all of those who sponsored this challenge. If you would like to donate, there is still time to do so: <https://www.justgiving.com/fundraising/dha-planning2>



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**From:** [Fiona.Wiles@kent.gov.uk](mailto:Fiona.Wiles@kent.gov.uk) <[Fiona.Wiles@kent.gov.uk](mailto:Fiona.Wiles@kent.gov.uk)>

**Sent:** Thursday, August 31, 2023 9:21 AM

**To:** Paul Lulham <[paul.lulham@dhatransport.co.uk](mailto:paul.lulham@dhatransport.co.uk)>

**Subject:** Response To Application Number PAP/2023/62 at Land west of Rattington Street, Chartham, Canterbury, Kent

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Hello Paul

Please find attached my response to your request for pre-planning application advice.  
If you have any further questions then please do not hesitate to contact me.

Kind Regards

Fiona Wiles

Kent County Council