



Canterbury City Council
District Plan Review

Regulation 18 Consultation
Draft Canterbury District Local Plan to 2045
Land South of Littlebourne Road
Site Submission

January 2023



[gladman.co.uk](https://www.gladman.co.uk)



01260 288888

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1 INTRODUCTION

1.1 Context

- 1.1.1 Gladman Developments Ltd (herein 'Gladman') are promoting Land South of Littlebourne Road, Canterbury for residential development. The site is shown edged red on Figure 1 below and offers a unique opportunity to develop a high quality, sustainable residential led development that would make a critical contribution to meeting housing needs in the District.

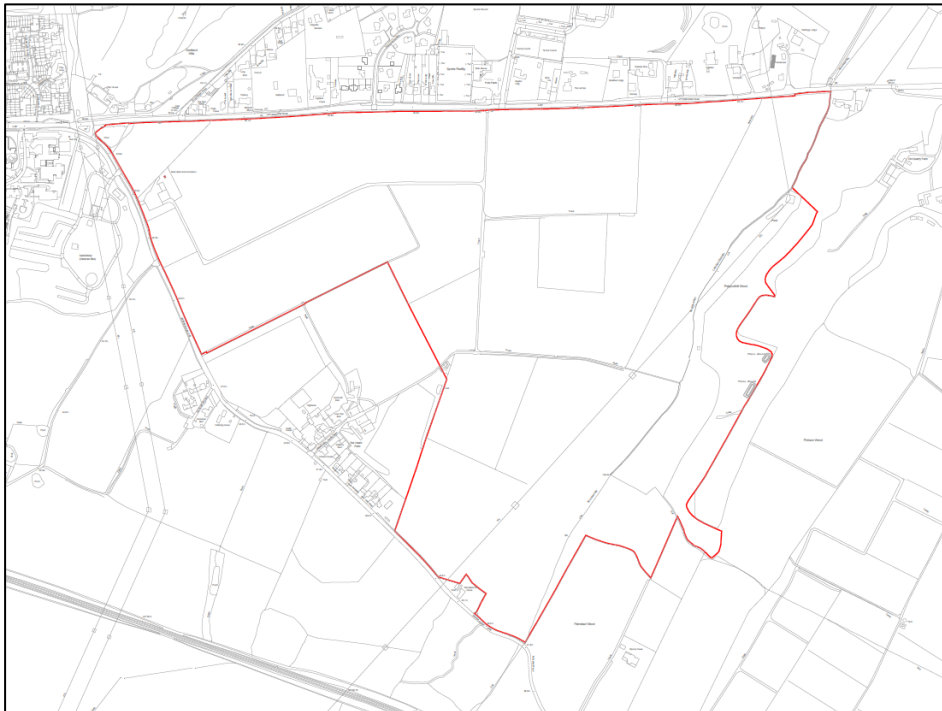


Figure 1 – Site location plan

- 1.1.2 Please note we believe that there is a discrepancy with the red line shown on C12 compared to the one shown above. The red line as shown on the draft allocation appears to waver off the eastern boundary and indeed omit a small triangle of land in a plotting error.
- 1.1.3 Gladman are pleased that the site has been identified for a residential led development in the emerging Local Plan.

1.2 Local Plan Strategy

1.2.1 In response to this consultation, Gladman has prepared a main submission document to the Regulation 18 consultation and site-specific representations for both allocated and non-allocated sites. Gladman support the Plan and its aspirations for sustainable growth. The strategy that underpins it is ambitious but achievable and selected sites, including strategic sites offer an opportunity to deliver sustainable growth. Site C12 is located in the East of Canterbury strategic development area and will be the focus of the remainder of these representations.

2 THE SITE

2.1 Location

2.1.1 Site C12 is located on the eastern edge of Canterbury and fronting onto the A257. In this location, the site already benefits from good connectivity to Canterbury and other settlements in the wider periphery.

2.1.2 The site's strong locational links are reflected in commentary of the Strategic Land Availability Assessment (July 2022), which notes that that there are bus stops within a 15-minute walk and within a 15-minute cycle ride there are: 7 key services, 4 strategic services, and 6 additional services.

2.1.3 Gladman are confident site C12 could come forward as a standalone site and has the sustainability credentials to do so. However, the site is located within the East Canterbury Strategic development area, which provides an important opportunity to deliver a new sustainable community and supporting infrastructure, including a new movement corridor on land well located to Canterbury. The totality of development expected in the strategic development area is expressed in Policy C11, and this is supported.

2.1.4 Policy C12 allocates the site for approximately 1,400 dwellings, plus a new community hub, 3FE primary school, wastewater treatment works and open space. Criteria 2(a) of the Policy states that the site should be comprehensively masterplanned with Site C13.

- 2.1.5 Site C13 is located to the immediate south and is not being promoted by Gladman. However, Gladman and the promoters of site C13 (Wates Developments Ltd or 'Wates') have agreed to work collaboratively to bring these allocations forward.
- 2.1.6 In support of these representations, a joint vision document has been prepared by Gladman and Wates, which demonstrates how delivery would complement the growth of Canterbury, providing new homes and facilities, including commercial space, in a walkable community based on 'living locally' principles. This vision document can be found at Appendix 1.
- 2.1.7 The site therefore presents an opportunity to enhance the sustainability of the existing surrounding communities by providing a range of new on-site benefits.
- 2.1.8 To avoid repetition, the content of this vision document will not be repeated in these representations. Instead, comments will focus on the detailed wording on Policy C12 (with reference made to other policy where this is necessary and relevant).

2.2 Policy C12 – Land South of Littlebourne Road

- 2.2.1 Gladman strongly support the identification and allocation of Site C12 which is a highly logical location to direct growth in Canterbury.
- 2.2.2 The allocation policy is subdivided into 5 headings: **Development mix, design and layout, landscape and infrastructure, access and transportation and phasing and delivery.**
- 2.2.3 For ease of reference, Table 1 provides a response to the policy's various subheadings including relevant commentary on the approach of the policy and suggested amendments where Gladman has identified any potential issues that could hinder delivery or raise issues of soundness.

Draft Canterbury Local Plan Policy C12	Gladman Comment	Proposed amendments
1. Development Mix		
Approximately 1,400 new dwellings across 40.12ha	Gladman support the quantum of development expected and mix.	Tabulate the development mix section of the policy, with individual columns for expected

	<p>However, suggest the expression of development mix in list format could potentially stymie proposals, as it risks development management assessment being carried out in a checkbox manner, rather than holistically.</p>	<p>mix and use and types of development that would be accepted in achieving that mix.</p>
Older persons housing	<p>Generally, support the requirement to provide older persons housing. However, Gladman would query whether the policy results in duplication. For example, there is a need to provide 140 older persons accommodation units, plus 10% of dwelling mix as bungalows, plus 15% built to M4 standards – both of which would be suitable as lifetime homes. Out of the 1,400 dwellings proposed this would mean up to 770 that could be suitable for occupation by older persons.</p>	<p>The overall need for older persons accommodation should be informed by the Local Plan evidence base. However, as drafted, the requirements of Policy C12 appear excessive.</p> <p>Specifically in relation to the designated older person accommodation units, we also query whether the policy should be reworded to require 10% of total quantum given that the 1,400 dwelling figure is an 'approximate' number.</p>
Provision of a community hub as focal area for the community (approximately 5.2ha)	<p>Gladman support the provision of a community hub but consider the requirement to provide a 5.2ha site is excessive. This is particularly the case as the site must be masterplanned alongside site C13 that will have a 2.38ha community hub.</p>	<p>Delete reference to 5.2ha size and include a ranged size figure and make clear the uses that would be supported in the hub.</p> <p>Delete size specifications for the local centre, including shops as these will be guided by the market.</p>
Provision of a new 3FE primary school (3ha),	<p>Support the provision of a 3FE school</p>	<p>Suggest that the requirement to provide a primary school is partially duplicated in criteria (iv).</p>

located adjacent to the community hub;		Amend policy to make clear any contributions for primary would be for construction only and <u>not</u> land costs.
Provision of a waste water treatment works	Support the provision to provide a waste water treatment works	Suggest inserting 'where possible' where the policy states a connection should be provided to site C15 as this is detached from the site, separated by the A257 and likely to come forward under a different trajectory.
Provision of open space	Support provision of open space	Consider the policy is unnecessarily prescriptive in relation to the size of the various typologies. Suggest, it may be more appropriate for policy to state open space should be provided in line with the requirements of Policy DS24.
2. Design and Layout		
Principles for Design & Layout including co-ordinated masterplan with C13 + C14.	Support the requirement for proposals to be coordinated with sites C13 and C14.	Consider this section of the policy to be prescriptive and may be more appropriate as supporting text.
3. Landscape and Green Infrastructure		
Green and blue infrastructure strategy	Support the intent of the policy wording, but we have reservations about the need to provide the "majority" of open space at eastern end of site, if less can still provide same buffer.	3(d) delete reference to the "the majority of the" from the requirements of the criterion.
Biodiversity - Provide 20% biodiversity net gain, in line with Policy DS21.	Recognise the ambition of the policy but consider a target of 20% BNG to be difficult to achieve on many sites in the plan, including C12.	As set out in the main representations, Gladman consider robust evidence would be needed to diverge from 10% BNG set out in the Environment Act. It would also be necessary for the Local Plan Viability

		<p>Appraisal to test 20% BNG alongside other policy requirements.</p> <p>Suggest an alternative option would be to require sites to achieve 10% BNG but encouraged to go beyond this when both viable and achievable to do so taking account of existing baseline conditions and proposed uses as expected through policy.</p>
4. Access and Transportation		
<p>Transport strategy for site including the eastern movement corridor</p>	<p>Gladman generally support this element the policy, but with reservations around some of the evidence base, detail and phasing and delivery requirements.</p> <p>The EMC in combination with other policy requirements may presents viability challenges that will require further consideration.</p> <p>For example, criteria 4(b) requires bus routes to be provided throughout the site. Any proposals can ensure road infrastructure is suitably sized to accommodate buses, but it is for bus companies to determine whether routes will be re-directed</p> <p>Criteria 4(g) requires an access to Site C14. As</p>	<p>4(b) Suggest policy is reworded to state proposals should provide opportunities to create bus connectivity throughout the site</p> <p>4(c) insert into policy that whilst primary vehicle access should be via the eastern movement corridor, additional accesses will be permitted where these improve permeability and circulation throughout the site.</p> <p>4(d) add to policy that proposal should minimise the need to private cars or include measures to achieve modal shifts, secured through a travel plan.</p> <p>4(g) Reword policy to state proposals should seek ways to facilitate a potential access connection between the site and site C14.</p>

	Gladman are not in control of this land, nor appointed as its promoter, we could not provide an access to this land.	4(h) amend criteria to state, where viability permits, provide a proportionate contribution to the construction of the remaining off-site sections of the Eastern Movement Corridor
5. Phasing and Delivery		
Triggers and phasing requirements	<p>Gladman note the aims of this element of the policy, but is concerned that as drafted, the stringent requirements could unnecessarily hinder site delivery.</p> <p>Gladman suggest that the linking of delivery to the completion of off-site sections of the eastern movement corridor would effectively create a Grampian condition on development that may be unnecessary if transport assessments prepared at the time proposals come forward demonstrate traffic can be dispersed appropriately on the network without resulting in severe harm.</p> <p>Gladman would suggest working proactively with officers looking at phasing and delivery and viability, bearing in mind the requirement in Policy C16 for sites C12 and C13 to deliver a bridge over the railway line to the south as</p>	<p>Keep under review/amend triggers</p> <p>Delete 5(d) access to site C14</p>

	part of their required infrastructure.	
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Table 1 – Gladman Commentary on draft policy C12

3 CONCLUSION

3.1 Summary

- 3.1.1 Gladman welcome the allocation of Land South of Littlebourne Road as a strategic residential development and can confirm that the site is suitable, available and deliverable. Gladman are committed to collaborative working with both the Local Authority, key stakeholders and other developers to support the allocation.
- 3.1.2 The site represents an opportunity to deliver significant new development in a highly logical and sustainable location, bringing a range of new benefits for existing and future residents as well as new infrastructure. The vision document, located at Appendix 1 of this submission, demonstrates how the site could be delivered as a walkable neighbourhood adopting 'living locally' principals.
- 3.1.3 We do have some concerns relating to the viability challenges of the EMC in conjunction with the other policy requirements placed upon the site. Additionally, policy suggests it would fall on the sites to fund and deliver the individual sections whilst we consider that the EMC provides wider benefits across the authority.
- 3.1.4 We are excited to continue engaging in constructive conversations about the site's potential with the Council and local stakeholders and the opportunity it presents to deliver benefits to existing and future residents of Canterbury.

4 APPENDICES

4.1 Appendix 1: Land east of Canterbury Vision Document



LAND EAST OF CANTERBURY

VISION DOCUMENT

January 2023



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Photo Attributes

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01



INTRODUCTION

This Vision Document has been prepared by Mosaic on behalf of Wates Developments Ltd (Wates) and Gladman Development Ltd (Gladman) to support the allocation at Land East of Canterbury (the “site”) to deliver much-needed new family and affordable homes, two new mixed use community hubs and a three form primary school as part of the sustainable growth of Canterbury.

The site presents a fantastic opportunity to sustainably support Canterbury City Council’s future growth. In particular, the site will help the Council to achieve its vision by creating a best practice benchmark project for how a new neighbourhood will address the challenges of climate change and seek to improve the health and wellbeing of its communities. It also provides an opportunity to enabling the delivery of an Eastern Movement Corridor (EMC) to help alleviate congestion and air pollution in the historic city centre.

The site complements the growth of Canterbury by providing new homes, community services and facilities alongside business and commercial spaces, including flexible work-space. This serves to create opportunities for local employment and enhance the sustainability of the overall strategic development area. Furthermore, the Land east of Canterbury presents a logical extension to Canterbury in the context the Mountfield Park strategic allocation for 4,000 homes, including schools, shops, a medical centre and green spaces.

This document demonstrates the Land east of Canterbury is deliverable, technically unconstrained and a sustainable location for new development. This document sets out our initial overall vision for the site and explores a masterplan framework for achieving this vision in the context of the draft allocation for development in the draft local plan.

ABOUT WATES DEVELOPMENTS

Wates Developments is an expert in land, planning and residential development throughout Southern England. The business focuses on securing land and delivering planning consents in sustainable locations in areas of high demand. The business partners with a number of national housebuilders in joint ventures to deliver much-needed housing developments.

Everything we do is guided by our purpose of working together to inspire better ways of creating the places, communities and businesses of tomorrow. Our goals are to be more sustainable, trusted and progressive, and our people are driven by our behaviours of **'we care'**, **'we are fair'** and **'we look for a better way'**.

At Wates, we are committed to reducing our industry's environmental impact and our five-year strategy sets out this commitment and how we can be better custodians of the environment and protect our Earth's precious resources and habitats for future generations.

81%
of energy
demand
provided from
renewable
sources

10,420
trees planted
in two years

99%
of waste
diverted from
landfill



ABOUT GLADMAN DEVELOPMENT LTD

Gladman are an innovative business that has enjoyed significant success in a range of property sectors. With over 30 years' experience in obtaining planning permissions, Gladman is the UK's most active and successful land promoter. From its beginnings in housebuilding, through to commercial and industrial properties, the business is proud to have a consistent history of working effectively with Local Planning Authorities to deliver sustainable sites responsibly and efficiently.

Gladman is driven by empowering communities, strengthening climate resilience, and increasing local economic spending by delivering high quality developments. It strives to unlock the benefits brought by development by working collaboratively with councils and local communities so local needs and sensitivities are responded to appropriately. Over the past 9 years, these benefits include, £68m in education contributions, 425 hectares of open space and biodiversity areas, 154 play areas and £5m in sports contributions.

Gladman's goal is to deliver schemes that residents are proud to call home, that integrate seamlessly with existing settlements and that aid in meeting the policy objectives of Local Plans.

THE SITES - POLICY C12 AND C13

Land east of Canterbury comprises two separate parcels of land C12 (Land south of Littlebourne Road) which is being promoted by Gladman Development Ltd and C13 (Land south of Bokesbourne Lane) promoted by Wates Developments.

The sites are located to the south-east of Canterbury, within a 20 minute walk of the city centre.

The sites extend to some 120.32 hectares and comprises arable fields, orchards, Lampen Stream, established hedgerows, tree belts and blocks. Part of the site is traversed by

two high voltage overhead powerlines and a number of public rights of way. Bokesbourne Lane bisects the sites and provides access to a small number of dwellings, two permitted homes and a proposed allocation (C14) for 67 dwellings.

The sites are bound to the:

- north by Littlebourne Road
- north-west by a tree belt by the Canterbury Camping & Caravanning Club Campsite and St Martins Hospital beyond
- west by residential homes and Dorset Road
- south by a railway line and Mountfield Park strategic allocation site beyond
- east by woodland and Lampen Stream



The site. Not to scale



View looking north-west towards Canterbury city centre



View looking north across the site

LAND EAST OF CANTERBURY: A 21ST CENTURY GARDEN COMMUNITY

Land east of Canterbury is of a scale that enables the garden city principles to be met.

Land east of Canterbury aims to be a holistically planned new neighbourhood that enhances the sustainability of Canterbury and its natural environment while offering high-quality affordable housing and locally accessible work.

The historic Garden City movement has led to comparatively successful places which are, in general, places that are still attractive to live in today. To create a 21st century Garden Community, Wates Development and Gladman's collaborative approach with Canterbury City Council will build upon and supplement the original Garden City Movement's model.

Land east of Canterbury will adhere to Garden City Principles as stated in Policy C12 and C13 of the draft Local Plan. This includes:



Principle One: Land value capture for the benefit of the community.

Response: Potential to work alongside community-focused stewardship body. Ensuring that assets would generate long-term revenue that can be reinvested in the community (e.g. commercial units that are let or locally-generated energy that is sold to the community).



Principle Two: Strong vision, leadership and community engagement.

Response: Wates Developments and Gladman are keen to work with Canterbury City Council on a vision for the City. Engagement with local stakeholders will be undertaken and any feedback will be taken on board before finalising proposals, this could be done through design charrettes. Council officers would be invited as part of pre-application discussions.



Principle Three: Community ownership of land and long-term stewardship of assets.

Response: Potential to explore the establishment of an appropriate stewardship body to own and/or manage land in the interests of the existing and new community.



Principle Four: Mixed-tenure homes and housing types that are genuinely affordable.

Response: Create a new neighbourhood for Canterbury that offers a large variety of house types and tenures to suit a wide range of households looking to get on the housing ladder, buy a family home or to downsize. Accessible and adaptable homes as well as older person accommodation enable people to stay in their homes as their needs change. In addition to meeting minimum requirements for affordable housing, we would explore local needs to provide for an informed mix of house types and tenures that align with local incomes.

The design and layout of the site should be developed with garden city principles

Policy C12/C13 draft local plan



Principle Five: A wide range of local jobs in the Garden City within easy commuting distance of homes.

Response: The site provides new homes near to the regionally significant employment in the centre of Canterbury. The proposed local centres and three form entry primary school will provide additional job opportunities for the residents of Canterbury. The proposals aim to reduce commuting distances by supporting growth in locations close to existing business areas and transport connections.

Homes will also be designed to facilitate comfortable home working and be future-proofed for flexible working arrangements.



Principle Six: Beautifully and imaginatively designed homes with gardens, combining the best of town and country to create healthy communities, and including opportunities to grow food.

Response: Making provision for design charrettes with local stakeholders, as well as a design review with a recognised panel. New homes will also be built in line with the building regulations in place at the time and in accordance with building for a healthy life standards.



Principle Seven: Development that enhances the natural environment, providing a comprehensive green infrastructure network and net biodiversity gains, and that uses zero-carbon and energy-positive technology to ensure climate resilience.

Response: Embedding green infrastructure and biodiversity gains in designs and layouts, as informed by existing local provision and any identified deficiencies/opportunities. Designing buildings to required sustainability standards.



Principle Eight: Strong cultural, recreational and shopping facilities in walkable, vibrant, sociable neighbourhoods.

Response: The site provides two mixed use community hubs and is based upon the principles established by the 20-minute neighbourhood, which encourages walking and cycling through the provision of everyday needs onsite.



Principle Nine: Integrated and accessible transport systems, with walking, cycling and public transport designed to be the most attractive forms of local transport.

Response: The site has the potential to provide two mobility hubs which will bring together public transport and active travel in spaces designed to improve the public realm for all. Designing roads and pavements in such a way that prioritises walking and cycling, and makes them an appealing form of transport. Connecting to off-site walking and cycling routes to local jobs, services, facilities, bus stops, train stations etc.

THE FRAMEWORK IN CONTEXT

A logical and seamless expansion in the natural evolution of Canterbury based upon the principles established by garden cities and the concept of “Living Locally” (See page 22)



800 m - 10 minute walk



400 m - 5 minute walk



Canterbury Golf Club

Polo Farm Sports Club

Littlebourne Road

Canterbury Camping & Caravanning Club Campsite

Littlebourne Road (A257)

St Martin's Hospital

ton Manor School

Railway line

Bekesbourne Lane

Footbridge

Mountfield Park strategic allocation for 4,000 homes including schools, shops, a medical centre and green spaces (CA/16/00600)

A2



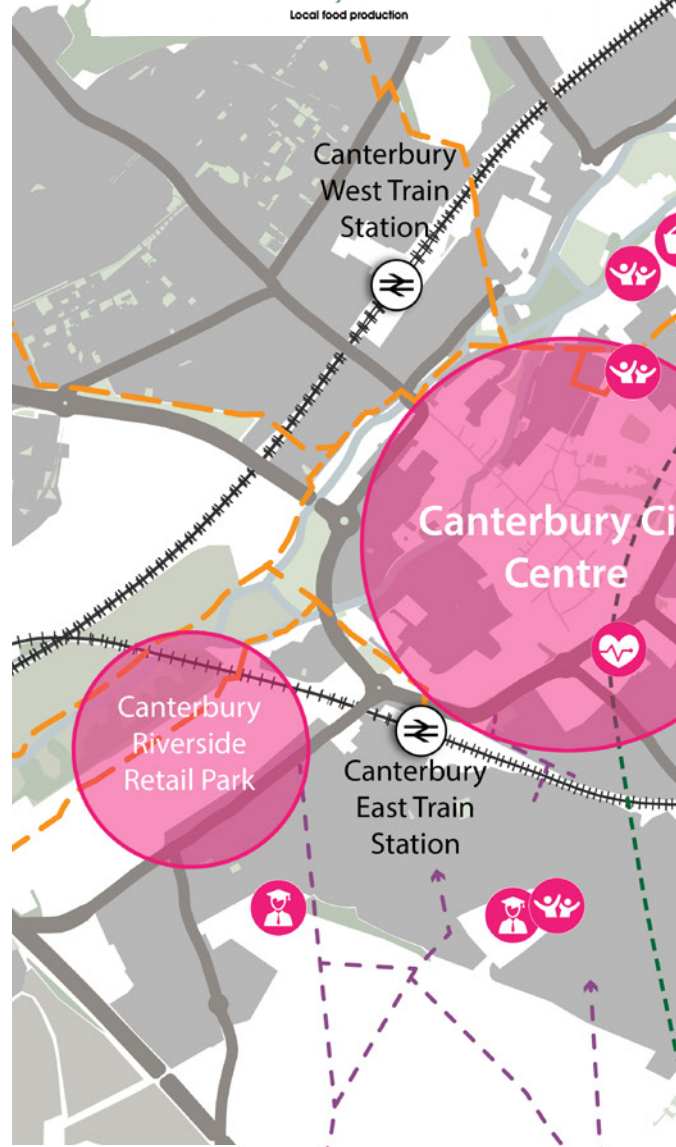
A HIGHLY SUSTAINABLE LOCATION

The sites are in a highly sustainable location due to its relationship with Canterbury city centre and the wide range of facilities, retail, employment and educational opportunities on offer.

The site benefits from good access to the local and strategic road network. There are a number of bus stops within less than a 10 minute walk to sustainably connect the site with Canterbury city centre and the wider area. The site is traversed by a number of public rights of way (PRoWs) providing connections to a wider and comprehensive network of PRoWs, footpaths and footways including connections to Bekesbourne Hill Station and an existing footbridge over the railway line, to Mountfield Park strategic allocation site.

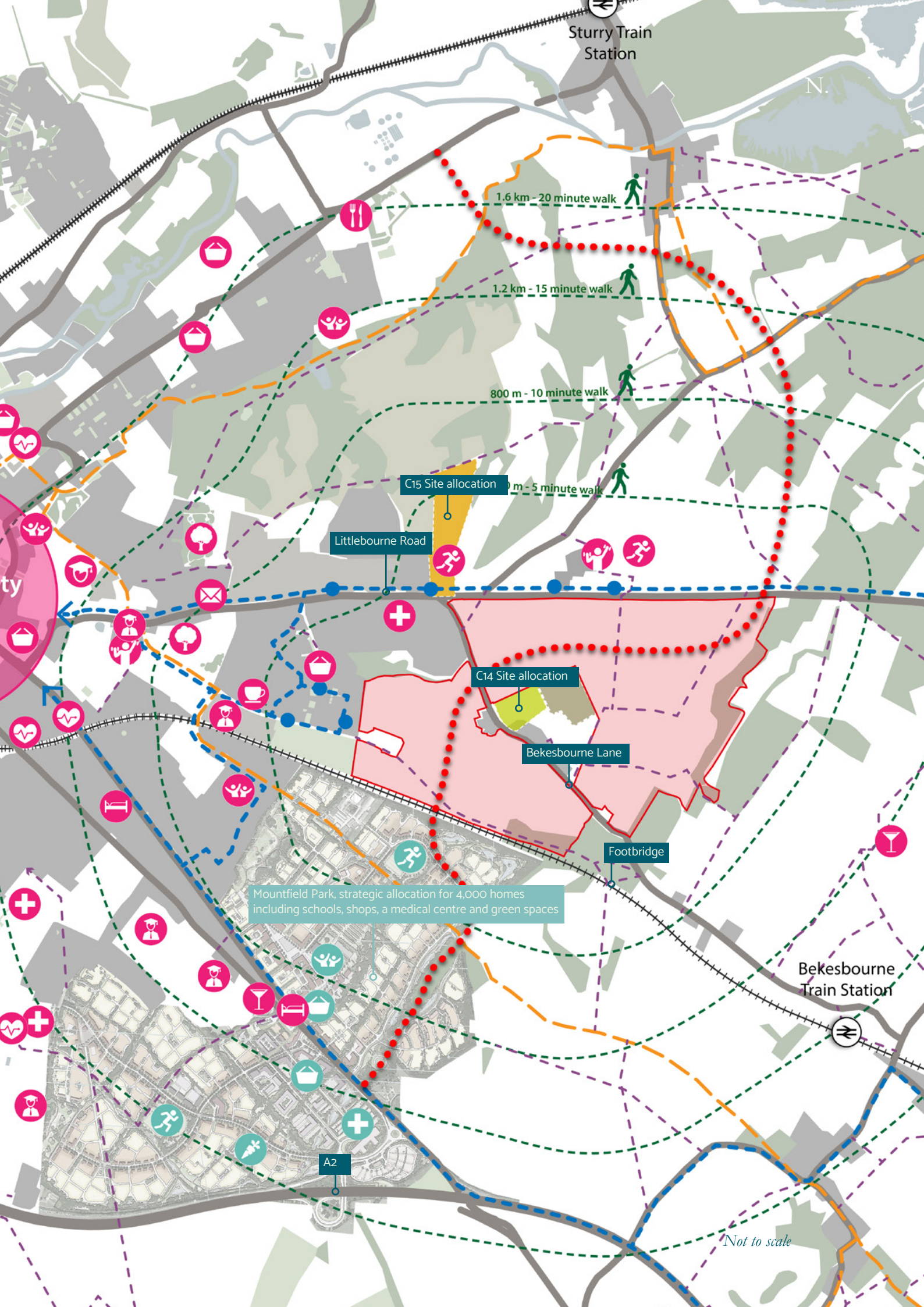
The site presents an opportunity to enhance sustainability in the existing surrounding communities by providing a range of on-site benefits. This is explored in the vision section of the document.

Key	
	Primary road
	Railway line
	Bus route
	Cycle route
	Public rights of way
	Railway station
	Nearest bus stop
	Proposed alignment of eastern movement corridor
	Recreation ground
	Sports facility
	Parks and/or woodland
	Canterbury Christ Church University
	Secondary school (including grammar schools)
	Primary school
	Hospital
	GP and/or surgery
	Dental practice
	Post Office
	Supermarkets and food store
	Cafe
	Pub
	Restaurant
	Library
	Hotels/B&B
	Site boundary



Proposed facilities at Mountfeild Park strategic allocation site

- Primary school
- Site for new Kent and Canterbury Hospital
- Community hub to include shops, healthcare, employment and community centre
- Community playing fields
- Community allotments



Sturry Train Station

N.

1.6 km - 20 minute walk

1.2 km - 15 minute walk

800 m - 10 minute walk

C15 Site allocation 500 m - 5 minute walk

Littlebourne Road

C14 Site allocation

Bekesbourne Lane

Footbridge

Mountfield Park, strategic allocation for 4,000 homes including schools, shops, a medical centre and green spaces

Bekesbourne Train Station

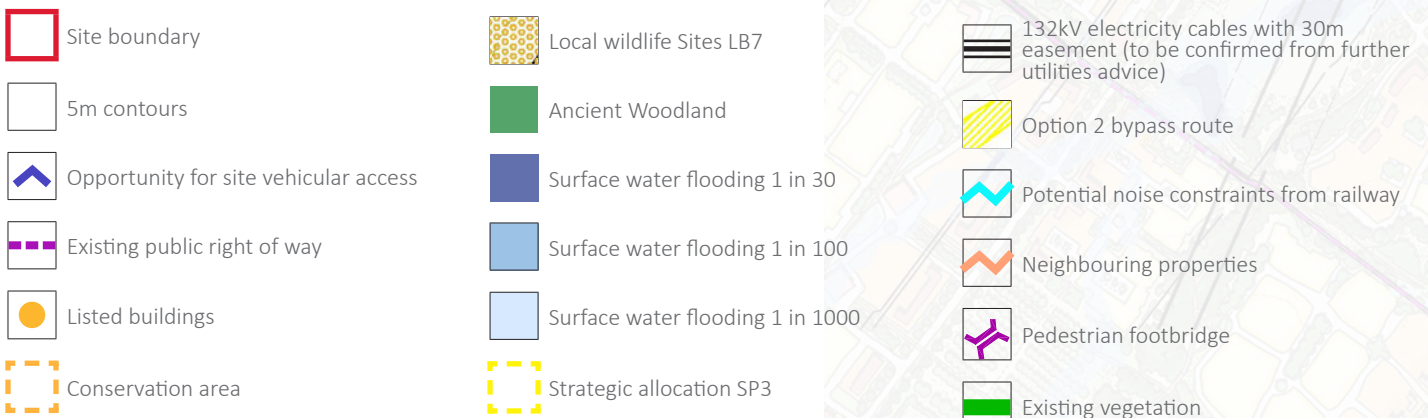
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THE CONSIDERATIONS

Our emerging technical review of Land east of Canterbury concludes there is relatively little to constrain development. Considerations to be addressed through the masterplanning process:

- Potential site access to be explored from Littlebourne Road, Bekesborne Lane and Dorset Road
- Opportunity to enable the delivery and safeguard land of an Eastern Movement Corridor as stated in Policy C11 of the draft Local Plan
- A sustainable drainage system (SuDs) should be located at the lowest part of the site and could form part of an ecologically themed semi-wetland parkland landscape
- Existing boundary hedgerows and mature trees should be retained where possible
- Ancient Woodland should be retained with a 15m offset to proposed development
- The setting of the conservation areas and listed buildings adjacent to the site should be considered through the masterplan process
- The masterplan interface with the surrounding countryside should be considered. The ecology of this area could be enhanced as part of a wider strategy to create a biodiversity net gain across the site
- The existing public rights of way crossing the site will be retained and integrated into the green infrastructure of the proposals
- Grounding and diverting the electricity cables is being explored



Chequer's Wood and Old Park Site of Scientific Interest (SSSI)

Polo Farm Sports Club

Littlebourne Road (A257)

N.

Lampen Stream

THE SITE

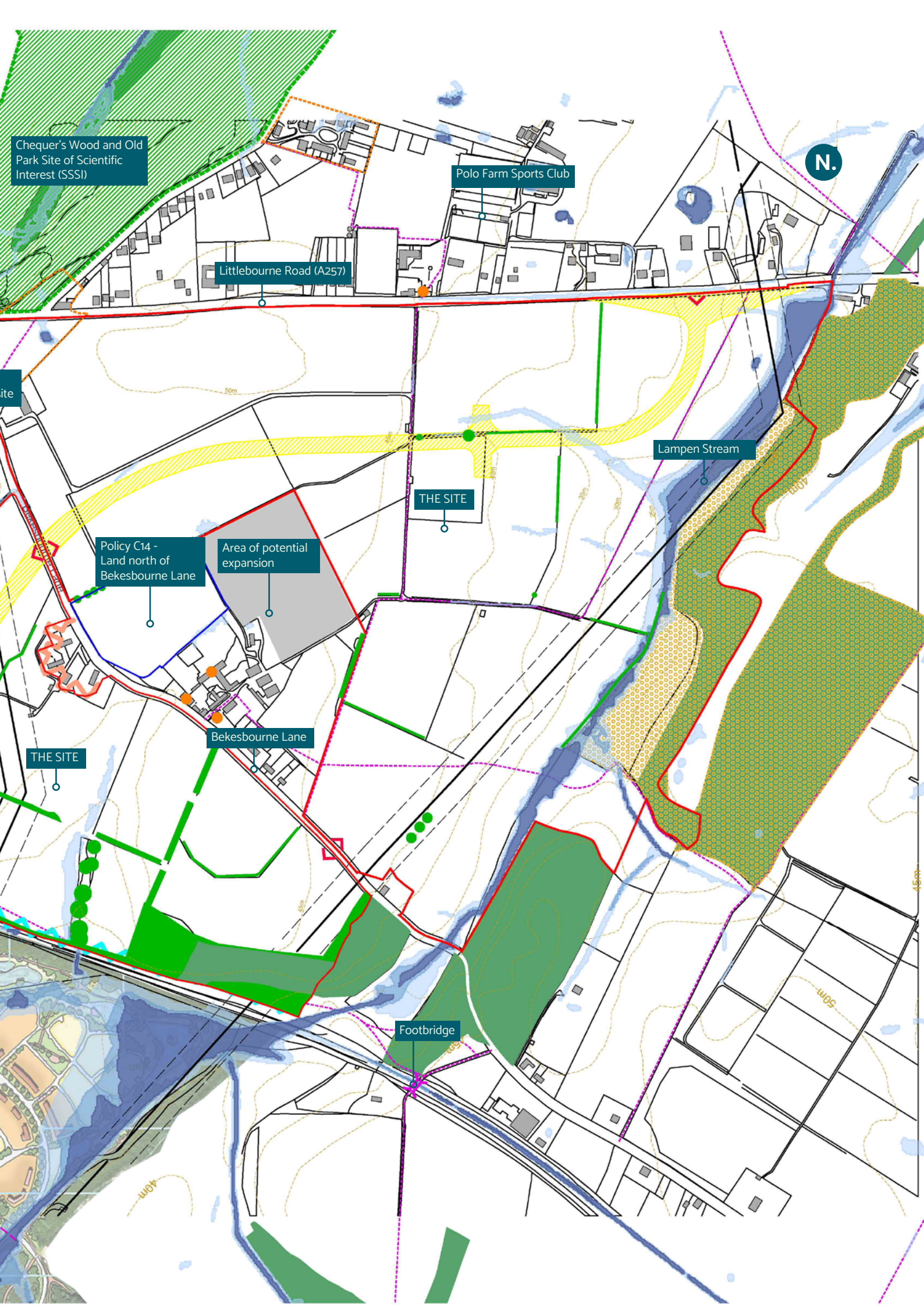
Policy C14 - Land north of Bokesbourne Lane

Area of potential expansion

Bokesbourne Lane

THE SITE

Footbridge





VISION

LAND EAST OF CANTERBURY: LIVING LOCALLY

Land east of Canterbury presents a unique opportunity to create a new, sustainable, 21st century garden community based on the principles of 'living locally'.

'Living locally' seeks to meet everyday needs, nearby. The world has changed, and change presents a once in a generation opportunity to reconsider the way we live, work and play to promote sustainable placemaking. The COVID-19 pandemic has revealed a different way of living and working that will echo long into the future. Recent evidence shows (Advanced Workplace Associates) we now enjoy and expect a different and more balanced way of living and working, with part of the week spent at the home and the remainder in the workplace. People have rediscovered the enjoyment of 'living locally' with doorstep access to parks, green spaces and other facilities including shops, employment and schools now high up the agenda. The outcome is a greater emphasis on health and wellbeing, reducing car dependency and carbon emissions and a respect for nature.

The concept of 'living locally' is at the heart of our proposals and is designed to meet the shifting needs in a post pandemic world. Put simply, the 'living locally' concept seeks to create '20 minute neighbourhoods', places where residents do not have to travel far to meet their daily needs. Our proposal will allow people of all ages and abilities to grow their own food, enjoy opportunities outdoors to promote health and wellbeing, walk to the local shop and school, work comfortably from home, participate in local social networks and groups, converse with neighbours and conveniently and sustainably travel further afield for work, learning or leisure.

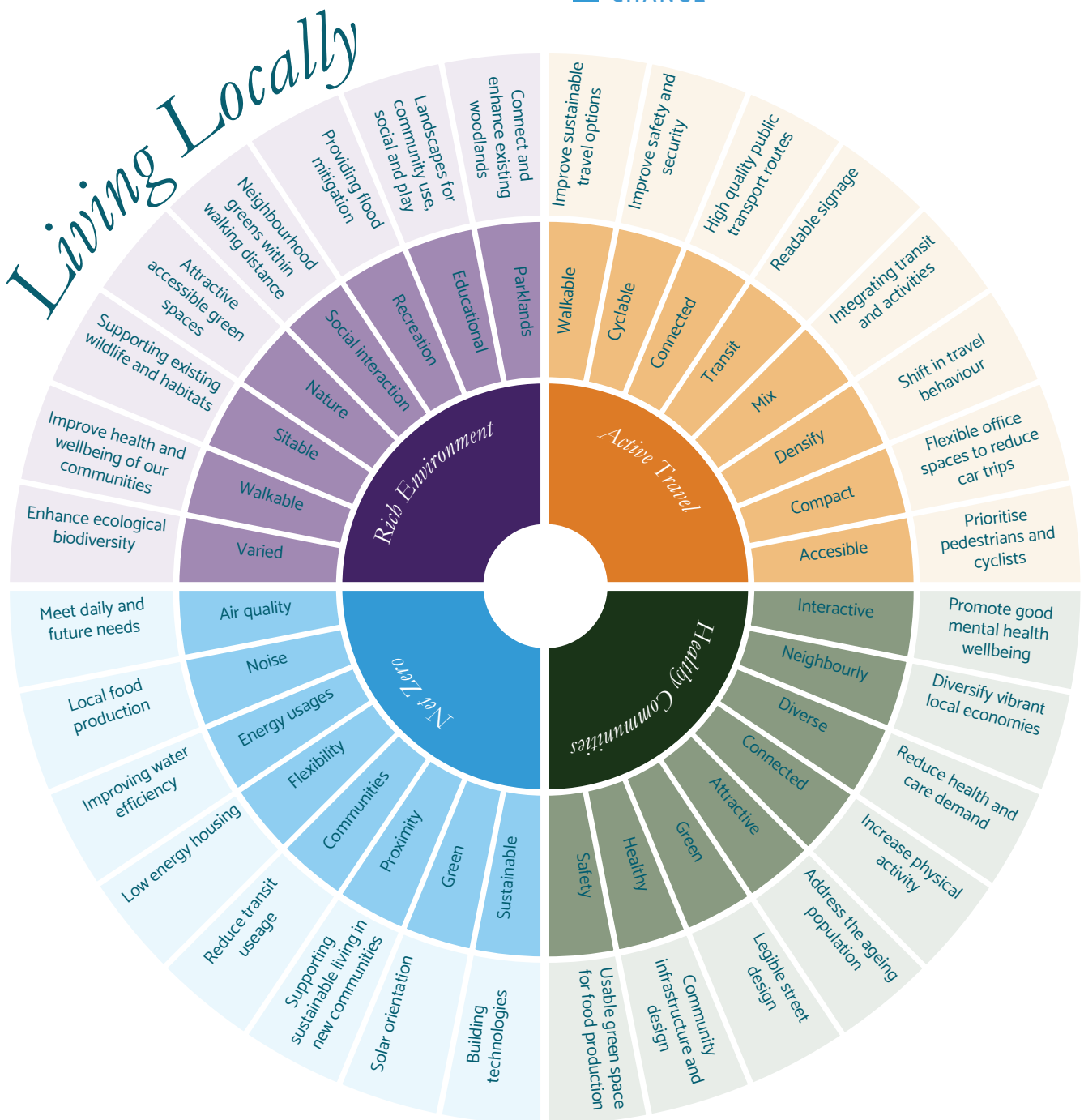
“On average UK workers are now only going into offices less than 1.5 days a week, making where we live even more important”
Advanced Workplace Associates

LIVING LOCALLY: FOUR THEMES

Coupled with Canterbury City Council’s draft vision and strategic objectives and garden city principles, the vision sets out four core interlocking placemaking themes of ‘living locally’ to create a vibrant and sustainable 21st century garden community.

The four themes are set out below and are explored in greater detail on the following pages:

- PROTECT AND ENHANCE OUR RICH ENVIRONMENT**
- HEALTHY COMMUNITIES**
- IMPROVE CONNECTIVITY AND ACTIVE TRAVEL**
- ACHIEVING NET ZERO TO ADAPT TO AND REDUCE THE IMPACTS OF CLIMATE CHANGE**





Ecological wetland features



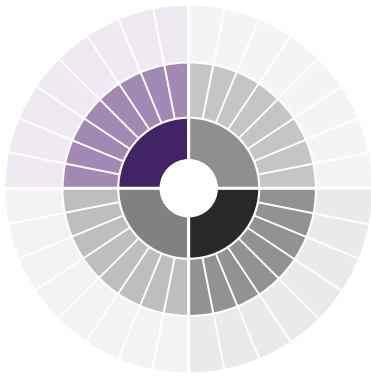
Orchard planting



Native trees



Education landscapes



PROTECT AND ENHANCE OUR RICH ENVIRONMENT

There is an opportunity for the site to provide a positive contribution to the green infrastructure and public open space of Canterbury, including a significant biodiversity net gain. The land is currently used for agricultural purposes and other than the existing public right of ways, is inaccessible to the public.

A network of multifunctional open spaces will be created across the neighbourhood to support a range of activities including sport, recreation and play plus other biodiverse landscape features including sustainable drainage systems (SuDS), woodland, wildlife habitat and productive landscapes including allotments and orchards. Facilities for sport, recreation and play will be of an appropriate scale and positioned in prominent locations.

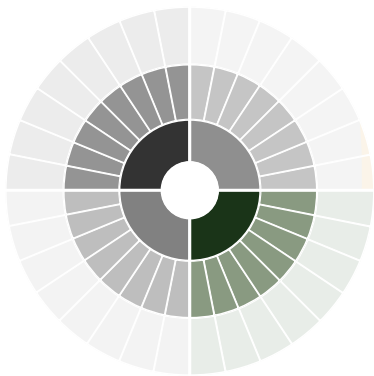
Linear landscape features and green corridors will integrate key landscape assets within and around the site, creating movement corridors for people and wildlife as well as areas for attenuation.



Protect and enhance our rich environment, creating spaces, supporting wildlife and biodiversity and improving the health and wellbeing of our communities.

Canterbury City Council's draft strategic objective





HEALTHY COMMUNITIES

Placemaking is more than just housebuilding, it is about creating great places where people are proud to live. As part of the living locally approach, the site proposes a strong focus on health and wellbeing and sociable spaces through the co-location of mixed land uses and the design of public open space to improve the quality of life for all who live in Canterbury.

The site envisages a new garden community that offers two new mixed-use community hubs, providing a focal point to help residents to meet day to day needs and to enhance the sustainability of proposals for Land east of Canterbury and surrounding existing communities. The scheme also includes provision for a new three-form entry primary school and associated playing fields.

Homes will come in a large variety of house types and tenures to suit a wide range of households looking to get on the housing ladder, buy a family home, to downsize or custom build. Accessible and adaptable homes as well as older person accommodation enable people to stay in their homes as their needs change, and will also be included in any proposed housing mix for the site.

“New healthy communities will be of high quality, low carbon design; with good public transport to the city and beyond.”

Canterbury City Council's draft vision for the district



Mixed-use community hubs to include:

- Business space
- Flexible working space
- Commercial space
- Community facilities including “changing places”
- Local shopping facilities
- Flexible outdoor space
- Mobility hubs (see following pages)



Neighbourhood spaces



Play spaces



Community space



Co-working location



“Capitalise on our rich and distinctive heritage and culture, enhancing character, sense of place and quality of life”
Canterbury City Council's draft strategic objectives



Mobility hub



Working from home



Employment opportunities



Local shop facilities



Outdoor trim trail



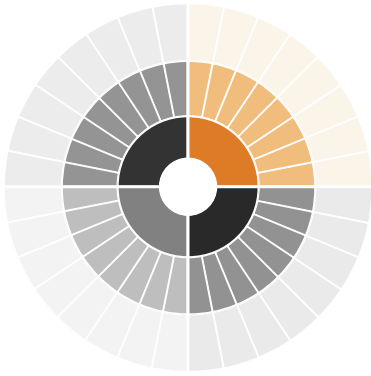
Cycle routes



Dog walking paths



Walking routes



“Create transport network with a focus on low carbon travel to improve air quality and peoples health, while making sure theres excellent access to city and town centre on foot, cycle and by public transport, including intelligent transport systems”

Canterbury City Council's draft strategic objective

IMPROVE CONNECTIVITY AND ACTIVE TRAVEL

The scheme will seek to promote active travel such as walking and cycling, internally and to onward sustainable transport connections including Beckesborune train station and existing public rights of way through the creation of safe, attractive and convenient routes. Routes must be safe for all, well lit, overlooked, welcoming, well maintained, durable and clearly signposted.

Mobility hubs to serve residents and businesses will also be provided within the mix-use community hubs. These will be designed to offer a variety of transport modes and provide further connectivity to public transport networks. This approach serves to reduce reliance on the car, reduce carbon emissions and help to promote the health and wellbeing for all.

“Creating a local transport network which means most residents can access their day-to-day needs within 15 minutes through healthy, environmentally friendly journeys”

Canterbury City Council's draft strategic objective



Re-designation of Bekesbourne Lane to walking/cycle only



Strategic cycle routes



Mobility hub to include:

- EV charging points
- Covered/secure cycle parking
- Electric bikes
- Bike repair/pumps
- Safer crossing points
- Wifi/phone charging
- Car club vehicles
- Secure lighting



Cycle hire / parking



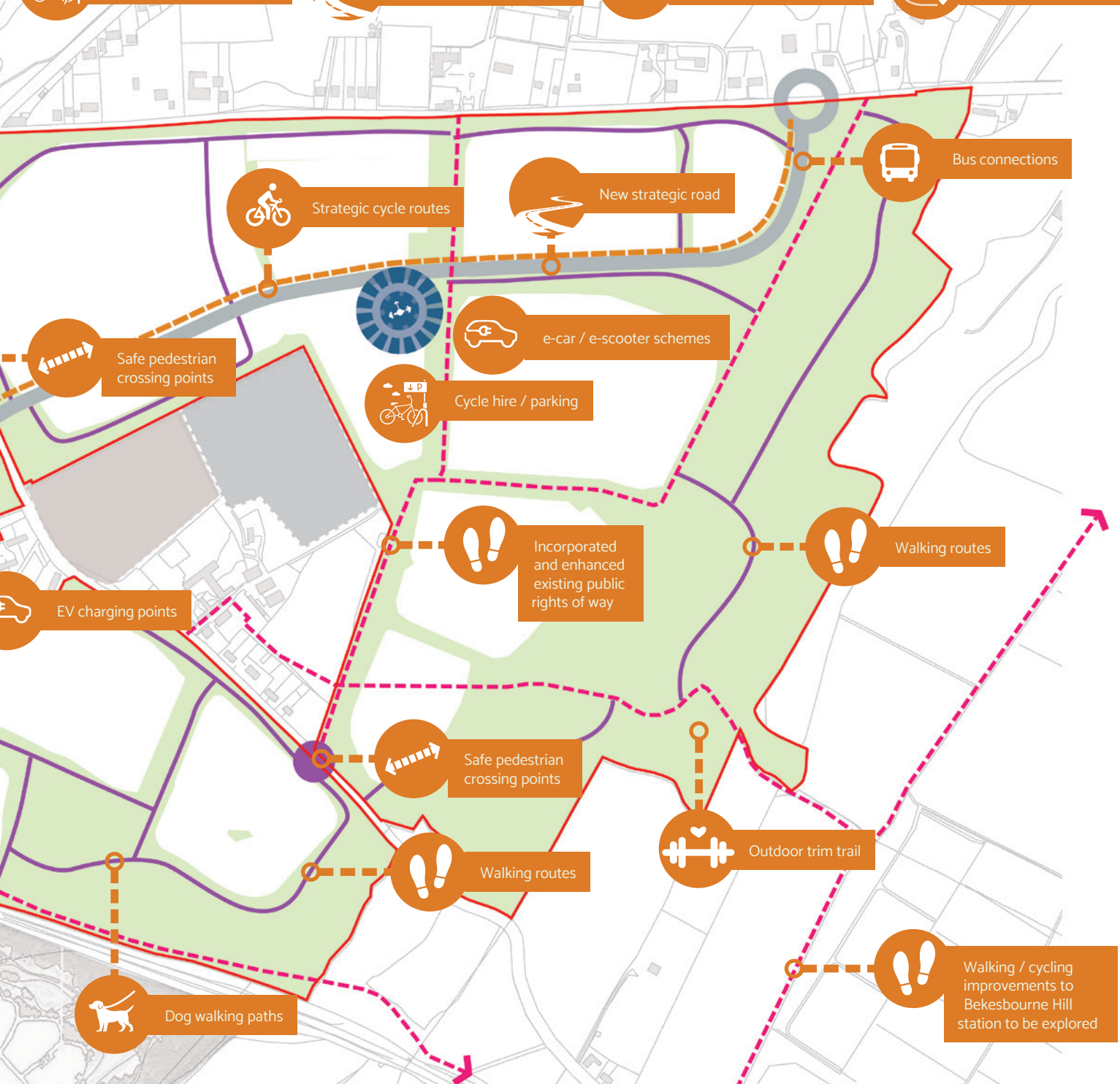
New strategic road



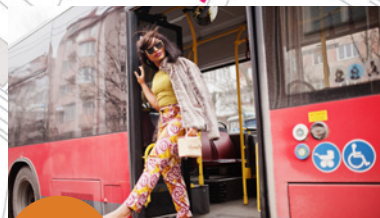
e-car / e-scooter schemes



Route signage



Bus connections



Mobility hub



EV charging points



Solar panels



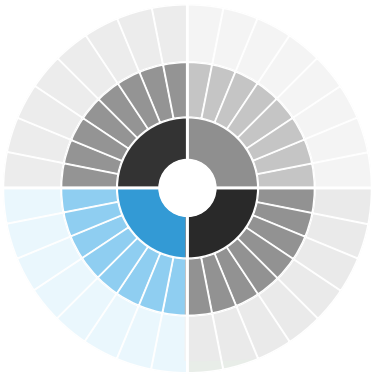
Water efficiency



Walking /Cycle routes



Local food production



ACHIEVING NET ZERO TO ADAPT TO AND REDUCE THE IMPACTS OF CLIMATE CHANGE

Following Canterbury County Council's declaration of a climate emergency in July 2019, Land east of Canterbury should strive for best practice, innovation and exemplar sustainability standards in order to adapt to climate change. Sustainability responsibilities will be put at the forefront of the proposals.

Firstly, the site has embedded holistic social and economic site-wide strategies that embrace sustainable lifestyles such as walking, cycling, greening the public realm and local food production into the proposals.

Secondly, the design includes site-wise environmental protection and enhancement solutions to mitigate the effects of climate change – such as sustainable urban drainage systems, woodland planting and habitat creation.

Thirdly, the approach to sustainable energy production, mitigating and adapting to climate change is reflected in individual plots and homes through energy reduction technologies.

“Adapt to and reduce the impacts of climate change by making sure new development is highly energy efficient and encourages low carbon lifestyles.”

Canterbury City Council's draft strategic objective





Low energy housing



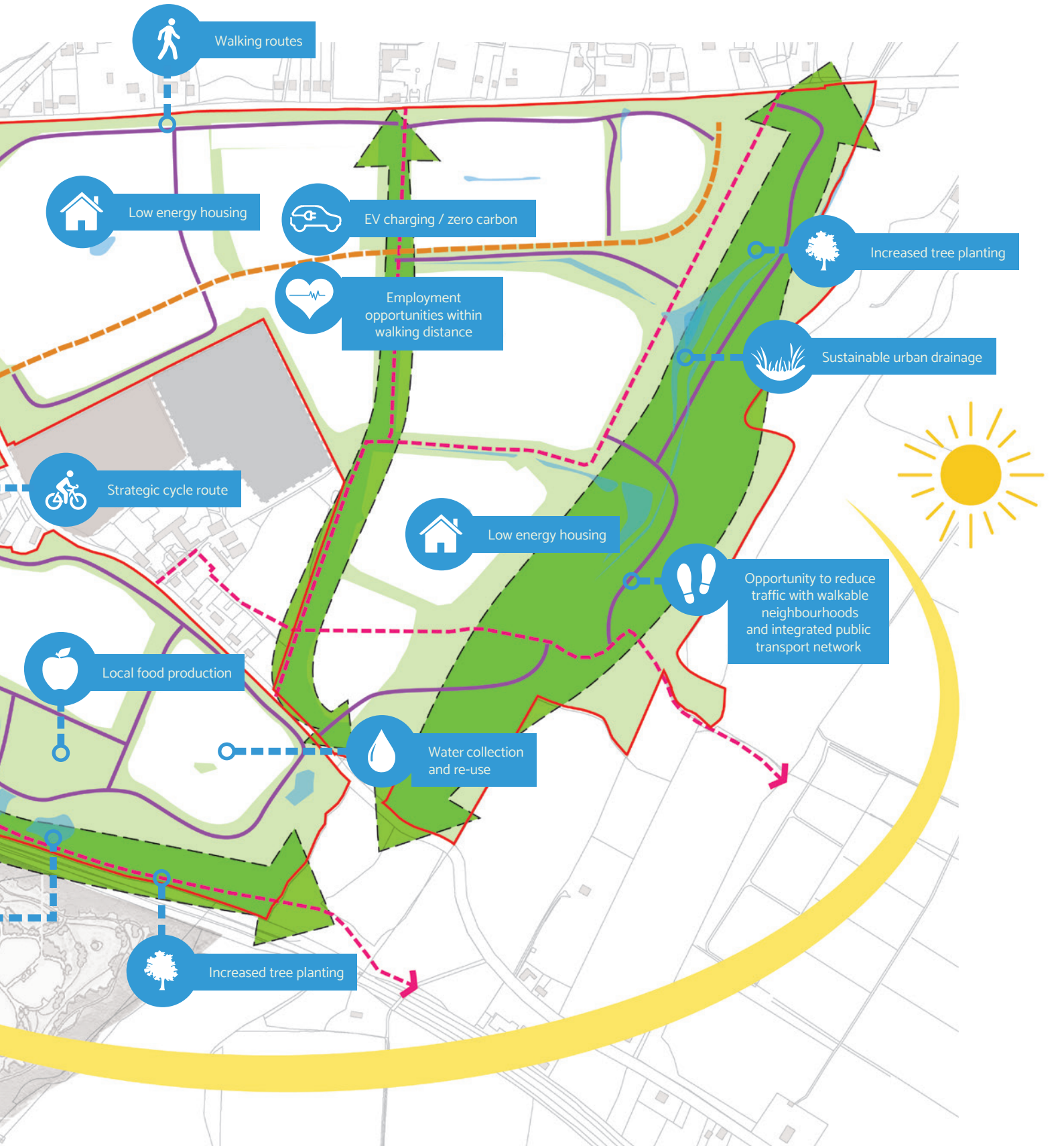
Sustainable drainage



Green the public realm



Local centres



THE FRAMEWORK

Opportunity to create a new, sustainably located, high quality 21st century neighbourhood based upon garden city principles and the concept of 'Living Locally'

- 01 Vehicular access from A257/Littleborne Road
 - 02 Vehicular access to Dorset Road / Sussex Avenue
 - 03 Opportunity to safeguard land for a connection to Mountfield Park
 - 04 Retained Ancient Woodland planting
 - 05 Retained boundary hedgerows
 - 06 Development set back from existing properties
 - 07 Existing public rights of way set within green corridors
 - 08 Sustainable drainage system (SuDS)
 - 09 Edible landscaping including community gardens and/or fruit bearing trees and plants
 - 10 Eastern Movement Corridor
 - 11 Central neighbourhood greens
 - 12 Three-form entry primary school
 - 13 Overhead powerlines to be retained
 - 14 Powerlines grounded and re-routed along green corridor
 - 15 Country Park with potential for biodiversity and health and wellbeing benefits
 - 16 Orchard planting
 - 17 Allotments
 - 18 Proposed sports pitches
 - 20 Existing public rights of way network
 - 21 Proposed community hubs including, local centres, co-working, business hub and mobility hub
 - 22 Meadow planting
- Proposed residential development
- ★ Potential locations for water treatment plants. To be explored further





Our proposals include:

- approximately 1600-1900 new homes
- two mixed use community hubs including local centres, business space, commercial space, mobility hubs and community facilities
- new strategic road
- new parkland and wildflower meadows
- nature recovery network including children's play space
- sports pitches and recreation opportunity
- allotments, community gardens and orchards

SUMMARY LAND BUDGET: OPTION 1
DRAFT POLICY COMPLIANT LOCAL CENTRE

		Option 1 (road section: 1)		
Gladman site	Use Class	Net developable area (ha)	% of total	35
Residential, including self build and custom plots	C3	27.63	35.8%	967
Local centre including, 140 units of older person accomodation, commercial (880m2 min.), local shopping and community uses (350m2 min.), business space (4,000m2) inlcuding flexible working space, a mobility hub and a changing places facility	C2, E, F1 and F2	5.20	6.7%	
3fe primary school	F1	3.00	3.9%	
Strategic road		2.84	3.7%	
Water treatment plant		0.75	1.0%	
Green infrastructure		37.75	48.9%	
TOTAL		77.17	100%	

		Option 1 (road section: 1)		
Wates site	Use Class	Net developable area (ha)	% of total	35
Residential, including self build and custom plots	C3	15.43	35.76%	540
Local centre including, 65 units of older person accomodation, commercial (400m2 min.), local shopping and community uses (160m2 min.), business space (4,000m2) inlcuding flexible working space, a mobility hub and a changing places facility	C2, E, F1 and F2	2.38	5.5%	
Strategic road		1.01	2.34%	
Water treatment plant		0.75	1.74%	
Green infrastructure		23.58	54.64%	
TOTAL		43.15	100%	

		Option 1 (road section: 1)		
Site total	Use Class	Net developable area (ha)	% of total	35
Residential, including self build and custom plots	C3	43.07	35.79%	1,507
Local centre including, older person accomodation, commercial, local shopping and community uses, business space including flexible working space, a mobility hub and a changing places facility	C2, E, F1 and F2	7.58	6.30%	
3fe primary school		3.00	2.49%	
Strategic road		3.85	3.20%	
Water treatment plant		1.50	1.25%	
Green infrastructure		61.33	50.97%	
SITE TOTAL		120.32	100%	

7m)		
Unit generation		
	37.5	40
	1,036	1,105
Dph		
Units		

Option 2 (road section: 25m)						
Net developable area (ha)		% of total	Unit generation			Dph
			35	37.5	40	
27.05	35.0%	947	1,014	1,082		Units
5.20	6.7%					
3.00	3.9%					
3.75	4.9%					
0.75	1.0%					
37.42	48.5%					
77.17	100%					

7m)		
Unit generation		
	37.5	40
	579	617
Dph		
Units		

Option 2 (road section: 25m)						
Net developable area (ha)		% of total	Unit generation			Dph
			35	37.5	40	
15.11	35.0%	529	567	604		Units
2.38	5.5%					
1.48	3.4%					
0.75	1.7%					
23.43	54.3%					
43.15	100%					

7m)		
Unit generation		
	37.5	40
	1,615	1,723
Dph		
Units		

Option 2 (road section: 25m)						
Net developable area (ha)		% of total	Unit generation			Dph
			35	37.5	40	
42.16	35.0%	1,476	1,581	1,686		Units
7.58	6.3%					
3.00	2.5%					
5.23	4.3%					
1.50	1.2%					
60.85	50.6%					
120.32	100%					

**SUMMARY LAND BUDGET: OPTION 2
RATIONALISED LOCAL CENTRE LAND TAKE
BASED ON THREE STOREY BUILDINGS**

		Option 1 (road section: 1		
Gladman site	Use Class	Net developable area (ha)	% of total	35
Residential, including self build and custom plots	C3	31.30	40.6%	1,095
Local centre including, 140 units of older person accomodation, commercial (880m2 min.), local shopping and community uses (350m2 min.), business space (4,000m2) inlcuding flexible working space, a mobility hub and a changing places facility	C2, E, F1 and F2	1.54	2.0%	
3fe primary school	F1	3.00	3.9%	
Strategic road		2.84	3.7%	
Water treatment plant		0.75	1.0%	
Green infrastructure		37.75	48.9%	
TOTAL		77.17	100%	

		Option 1 (road section: 1		
Wates site	Use Class	Net developable area (ha)	% of total	35
Residential, including self build and custom plots	C3	16.56	38.38%	580
Local centre including, 65 units of older person accomodation, commercial (400m2 min.), local shopping and community uses (160m2 min.), business space (4,000m2) inlcuding flexible working space, a mobility hub and a changing places facility	C2, E, F1 and F2	1.25	2.9%	
Strategic road		1.01	2.34%	
Water treatment plant		0.75	1.74%	
Green infrastructure		23.58	54.64%	
TOTAL		43.15	100%	

		Option 1 (road section: 1		
Site total	Use Class	Net developable area (ha)	% of total	35
Residential, including self build and custom plots	C3	47.86	39.77%	1,675
Local centre including, older person accomodation, commercial, local shopping and community uses, business space including flexible working space, a mobility hub and a changing places facility	C2, E, F1 and F2	2.79	2.32%	
3fe primary school		3.00	2.49%	
Strategic road		3.85	3.20%	
Water treatment plant		1.50	1.25%	
Green infrastructure		61.33	50.97%	
SITE TOTAL		120.32	100%	

“Provide a high quality built environment, in line with Policy DS6, with an average net density of around 35 dph outside of the community hub”
Canterbury City Council’s Local Plan Policy C12 and C13

7m			
Unit generation			Dph
	37.5	40	
	1,174	1,252	Units

Option 2 (road section: 25m)						
Net developable area (ha)		% of total	Unit generation			Dph
			35	37.5	40	
30.71	39.8%		1,075	1,152	1,228	Units
1.54	2.0%					
3.00	3.9%					
3.75	4.9%					
0.75	1.0%					
37.42	48.5%					
77.17	100%					

7m			
Unit generation			Dph
	37.5	40	
	621	662	Units

Option 2 (road section: 25m)						
Net developable area (ha)		% of total	Unit generation			Dph
			35	37.5	40	
16.24	37.6%		568	609	650	Units
1.25	2.9%					
1.48	3.4%					
0.75	1.7%					
23.43	54.3%					
43.15	100%					

7m			
Unit generation			Dph
	37.5	40	
	1,795	1,914	Units

Option 2 (road section: 25m)						
Net developable area (ha)		% of total	Unit generation			Dph
			35	37.5	40	
46.95	39.0%		1,643	1,761	1,878	Units
2.79	2.3%					
3.00	2.5%					
5.23	4.3%					
1.50	1.2%					
60.85	50.6%					
120.32	100%					



CONCLUSION

This document has demonstrated the site is deliverable, technically unconstrained and is an inherently sustainable location for new development.

This document has also set out our overall vision for the site and development capacity options.

Overall, Land east of Canterbury provides an excellent opportunity to deliver a new sustainable, 21st century garden community based on the principles of “living locally”

In addition to providing much needed new housing in a suitable location, the site offers the opportunity to help the Council achieve its aim in mitigating climate change and improving the health and wellbeing of its communities whilst increasing biodiversity.

A new three form entry primary school, community services and facilities alongside business and commercial spaces, including flexible work-space, will provide opportunities for local employment and enhance the sustainability of the overall strategic development area.



