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## DRAFT LOCAL PLAN COMMENTS FOR SUBMISSION

1 message

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To: consultations@canterbury.gov.uk

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The system may be busy, so I am E-Mailing you my comments on the draft local plan.

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### Canterbury district settlement hierarchy :

Hoath has been completely misunderstood or the council misled in their assumptions of Hoath and Maypole. The quantity proposed of housing is not proportionate to the size of the village or the services available. The 'pre school' is completely misinterpreted as they are a playgroup that hires the village hall by the hour. As a shared facility this should only be counted once not twice as it has been. This is by no means a 'local' permanent service. This is by the village halls booking discretion and can cease at any time.

By this definition , Hoath should be classed as R28 Countryside, With very limited services. A full review on the allocation of the area should be undertaken ,with urgency ,before being interred into the local plan - Hoath benefits by being bordered and encompassing several conservation areas, a SSSI site and benefiting from Wetlands at Nethergong Penn

Maypole by its own admission in historical documents is a hamlet.

### AGAINST POLICY R27 ON THE BELOW:

DS10 -The site is accessible and well connected to the nearest centre through a range of transport modes other than the car, including good local public transport services, walking and cycling; andThe proposed development does not have a significant detrimental effect on the highway network in terms of congestion, road safety and pollution. - **Hoath and Maypole are not served by Public transport**  
SS4 New development should ensure easy and safe pedestrian and cycle connectivity is available. - **The footpaths in Hoath only furnish the frontage of the school and in front of the bungalows. There are no cycle routes . There is no safe passage to the service centres out of school lane.**

DS12 The Council will seek to protect the best and most versatile agricultural land for the longer term. Any development on agricultural land will need to be supported by an agricultural land classification assessment. - **Church farm proposal is on agricultural land. The sales particulars of the site are attached stating the grades of farmland.**

DS13 Movement Hierarchy - Proposals for new development should align with the council's Movement Hierarchy which seeks to prioritise active and sustainable travel options in all new developments, to minimise additional trips made by private vehicle. - **Residents are reliant on private cars in Hoath**

DS14 - Active and sustainable travel - Proposals for development must demonstrate how they will maximise high quality walking and cycling connectivity both within the site and to local facilities, open spaces and public

transport networks including bus and rail. - **No public transport networks, no connectivity to service centres by cycling**

**Active and sustainable travel :**

6.33 Optimising opportunities for walking and cycling, and linkages to the existing networks, should be considered at the very outset of any development proposal. Walking and cycling routes should generally be more convenient than vehicular routes - **Again this site cannot offer to optimise opportunities for cycling/walking**

DS22 - Landscape character The development does not have an adverse impact on important long distance views, including from vantage points; - **This proposal is to the detriment of the locality. The site is viewed across open fields from several directions, including from the SSSI site east bleas woods - The site backs on to Holy Cross Church which was build somewhere between 1216-1272**

3. Proposals for development which would cause significant harm to the landscape character of an area will be refused. **This proposal negatively impacts the landscape character of the area, Visual vantage points impacted.**

DM18 - Light pollution and dark skies-All proposals for development should be designed to minimise light pollution, both in external aspects and as a consequence of light leakage from the interior. - **Hoath benefits from no light pollution, The quantity of the proposed scheme will not be able to avoid light pollution.**

**There are 2 conservation sites attached with this site. Ford,Maypole. old tree Conservation area has been omitted from the information which causes further debate on the understanding of the locality by the city council.**

R21 (D, ii) The development would be well related to and proportionate to the scale of the existing settlement and protects the rural character of the area; - **This proposal is to the detriment of the locality. The site is viewed across open fields from several directions, including from the SSSI site east bleas woods and with 17 new buildings will give a visually urbanised affect - It appears the topography of the area has not been considered.**

From your draft plan :

1.20 Traffic congestion and the implications for the local economy, for the environment in our city and town centres, for air quality and residents' quality of life have been recurrent themes identified by our communities and stakeholders in the previous consultations. Focusing growth at the urban areas, and at Canterbury in particular, presents significant challenges in terms of how additional traffic is managed. High numbers of short trips in the urban areas are currently taken by private car, and there has been widespread feedback that the existing infrastructure for sustainable transport, such as for buses, cycling and walking, is simply not adequate to provide realistic alternatives for many residents - buses are regularly caught in the same traffic queues while cycling is not considered to

be safe without segregated routes. All trips from Hoath, Rural, are made by private motor vehicle. To service centres, Doctors, pharmacy's, supermarkets, Secondary Schools, Colleges, post offices, Employment is sought within the urban areas. All adding up to further pollution on our city's roads which is surely in contradiction to Canterbury city councils green policy's. If cycling is not considered to be safe in segregated routes how can we propose users to cycle from unsustainable locations with no safe passage. Many contradictions are in play here.

Policy R21 - (iii) The development is appropriately accessible by walking and cycling;\_\_ The site is not accessible to service hubs. No safe routes.

**The NPPF states:**

79. To promote sustainable development in rural areas, housing should be located where it will enhance or maintain the vitality of rural communities. Planning policies should identify opportunities for villages to grow and thrive, especially where this will support local services. Where there are groups of smaller settlements, development in one village may support services in a village nearby. - There are no local services available for this amount of proposed housing to support. All leave the village to seek services and employment

112. Within this context, applications for development should: a) give priority first to pedestrian and cycle movements, both within the scheme and with neighbouring areas; and second – so far as possible – to facilitating access to high quality public transport, with layouts that maximise the catchment area for bus or other public transport services, and appropriate facilities that encourage public transport use; b) address the needs of people with disabilities and reduced mobility in relation to all modes of transport; c) create places that are safe, secure and attractive – which minimise the scope for conflicts between pedestrians, cyclists and vehicles, avoid unnecessary street clutter, and respond to local character and design standards; - No cycle routes, pedestrian routes, no public transport - Walking to the nearest service hub of sturry as per google maps is 48-1hr minutes. This is on unlit roads, no pathways.

Proposed Shop Not sustainable and an incorrect gesture to offer the village without the correct demographics . Hoath had a shop, and was proven unsustainable.

## Development topic paper Appendix B - Summary of Strategic Land Assessment and Sustainability Appraisal Outcomes (October 2022) :

**It is noted that the Ickham site - SLAA082** was not suitable due to the following, in the councils words. 'No - there is concern regarding landscape and heritage impact; suitable access to the site has not been demonstrated to be achievable; and the site is located in an area with limited access to day to day services and public transport therefore future occupiers would be dependent upon private car to access day to day services.'

**Upstreet - SLAA076 SLAA154 SLA236 , Bredlands lane SLAA106 - ALL STATE :-** No - the site is located in an area with limited access to day to day services therefore future occupiers would be dependent upon private car to access day to day services.

However, Upstreet is serviced by the 8 and 8A bus route providing public transport to Sturry, Canterbury and the train networks.

**R27, SLAA202 - Church Farm Hoath** also has HIGH landscape and heritage factors. Surrounded by conservations areas. As stated in my previous comments above. No access day to day services and NO public transport, therefore all future occupiers being dependent on private cars.

It is worth noting - walking distance from Ickham to Littlebourne for buses is 19 minutes, walking distance to Sturry from Church Farm Hoath for buses is 48 minutes to 1hr.

HOATH and Maypole are green gaps between the ever developed areas of Sturry/Hersden/Hillborough/Hernebay and should be kept as such. We should be protected from settlements merging and causing negative impacts on the character of the village and surrounding settlements of hamlets.

We simply do not have the infrastructure to accommodate this proposal and the Cons of such a proposal certainly outweigh the Pros. The application

I have attached the sales particulars of the Church Farm land which clearly states that it is arable land. Attached is also the google maps information

Hoath also suffers from speed issues and this should be considered to be included in a local plan - The Hoath Road is fast ,dangerous and narrow once out of the hamlet of maypole. This will only become worse by adding 17 new homes to an unsustainable location and with the housing at Hillborough and being used as a rat run towards sturry to connect with Canterbury . The equestrian community already suffer due to the speed of these roads and the quantity of traffic Maypole Lane is on a blind corner and has recently had a bad car accident writing off the vehicles.

**Based on the all the above comments I have made and comparisons, Hoath has been misunderstood in the call for sites and the draft local plan and should be reconsidered. Development should be concentrated outside of the countryside**

**To summarise, I am against the R27 Proposal. This is a loss of arable land, grade 2 which should be farmed for the districts food growth, area not served by public transport, reliant on private motor vehicles, playgroup shares the hall facility so should not be counted twice, Near a SSSI site, surrounded by conservation areas of which only 1 is mentioned on the plan not the 2, Hoath and the school already have a car park next to the village hall. More concrete is not required as the existing car park is more than suitable, Hoath is not on mains gas, Heating is Oil tanks or gas bottles, A shop is not sustainable as proven in the past with its closure. Hoath should be designated in R28 as countryside**

### **SLAA280 Marley Solar Farm**

The proposal SLAA280 is on BMV agricultural land. The NPPF is against building energy parks on such land.

H3 Hoath Farmland chapter of the Landscape Character Assessment 2020 - Conserve the open and rural landscape and avoid the introduction of large scale or incongruous elements in order to retain long distance views - This is from the development management on H3 in the Landscape Character Assessment 2020

The Development Management section of the B2 Nethergong chapter of the Landscape Character Assessment 2020 says that any development must Conserve the historic field pattern of the landscape by avoiding unsympathetic culverting of water courses. - Conserve the open and undeveloped 'remote' undeveloped character of the landscape, avoiding the further introduction of large scale or incongruous elements. Policy DS22 Landscape character in the draft local plan should surely come into play here. A solar park of this size would completely obliterate the green spaces between Hoath, Chislet.

**The Open Spaces topic paper rejects sites proposed if they are currently Grade 1, 2 or 3 agricultural land, noting that it is against Government policy to use BMV land for Open Spaces**

**I appose the SLAA280 policy in its entirety - This is a threat to the countryside, Farmland, Landscape and heritage.**

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#### **2 attachments**



**walking.PNG**  
136K



**Bletsoes Church Farm Hoath brochure.pdf**  
2239K