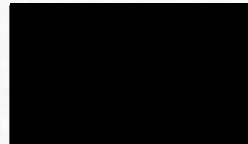


**From:** C Brown

**Sent:** 16 January 2023 14:59

**To:** CCC Planning

**Subject:** Local Plan Consultation : Draft Canterbury District Local Plan to2045 : Part 3 of 3



Dear Canterbury City Council

I have the following comments and observations on the above Draft Local Plan using your headings which have been shown in bold.

**Policy SS3 - Development strategy for the district (page 13)**

1.Paragraph 2. states that “Canterbury urban area will be the principal focus for development in the district. New development sites will be supported on suitable sites within the urban area. ....”

2. Paragraph 3. states that “Whitstable urban area and Herne Bay urban area will be the secondary focus for development in the district. New development will be supported on suitable sites within these urban areas. .... Policy W4 sets out the allocation of one Strategic Development Area at the edge of Whitstable and Policies W8 and HB4 identify land for the delivery of two new coastal secondary schools at Whitstable and Herne Bay.”

3. Policy SS3 then goes on to describe development proposals in areas identified in paragraph 5 as “rural service centres” and in paragraph 6 as “local service centres” which are listed under the heading “Canterbury district settlement hierarchy”.

4. On the basis of the current Draft, 1940 houses are proposed in the Whitstable area which seems more than a “secondary focus for development in the district”. In addition Policies W8 and HB4 not only include proposals for secondary schools but also 250 and 150 houses respectively among other facilities. The two proposed sites are also located in very close proximity on the A2990, at their nearest being about 100m apart and both within the Herne Bay - Whitstable Green Gap.

5. It is noticeable that Chestfield which offers a fair range of facilities has not been identified as a “Settlement” in the district hierarchy but is generally linked with Whitstable in the current Draft, as in the case of Policy W8 above, among other references. This seems at odds with some of those “Local service centres” identified in the district hierarchy such as Harbledown, which is closely connected to St Dunstons, and by extension to Canterbury. Also Westbere and Sturry, I suggest is another example.

6. The approval and current construction including 300 houses at “Land South of Ridgeway” together with the proposed development including 1300 houses at Brooklands Farm under Policy W5, would if approved, effectively create the urbanisation and coalescence of Whitstable with Chestfield. The approval of Policy W8 Bodkin Farm, would also extend this urbanisation eastwards towards Herne Bay, this being met by the westward urbanisation of Herne Bay should Policy HB4 “Land to the west of Thornden Wood Road” be approved.

**Whitstable urban area (page 83)**

7. Paragraph 3.3 : I think that Whitstable is served by the Javelin rail service and not HS1?

8. Paragraph 3.4 : Please see my comments above at paragraph 4 above concerning the proposed school Policy W8. In addition, mention is made under this paragraph that “.....new A299 slips to

the south of Chestfield to relieve congestion....". This is further amplified in Policy W4 "South Whitstable" by bullet point number ten "The provision of new east facing only junctions to the A299 New Thanet Way and local highway improvements." and Policy W5 "Land at Brooklands Farm" paragraph 4(c) "Provide primary vehicle access from new east facing junctions on/off the A299 New Thanet Way."

9. The only diagram that I could find of the proposed eastbound facing slip roads was Figure 4.3 from Jacobs' Report "Preferred Strategic Local Plan Option" October 2022.

10. In highway terms, Chestfield's connection with Whitstable is principally via the A2990, which passes east / west through the Parish at its northern boundary. The Parish is bisected north / south by Chestfield Road (Kent CC List of Streets Ref C192) which crosses the A299 via an underpass on its route to Canterbury. The proposed provision of A299 east facing slip roads connecting with Chestfield Road is likely to increase existing traffic flows on the latter with detriment to the local environment in Chestfield. In addition, such a junction would create opportunities for developers to seek potential sites in other nearby green field areas, should it be approved. However, among other layout design factors, the proposed location of the new junction and its proximity to the existing grade-separated Whitstable A299 / A290 junction, will need to be confirmed by the Highway Authority.

Regards

C S Brown

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