

Appendix F: Appraisal of the Preferred Option Spatial Strategy

Significant Positive Effect	++	Likely to have a significant positive effects
Minor Positive Effect	+	Likely to have a positive effects
Neutral	0	Neutral
Minor Negative Effect	-	Likely to have negative effects
Significant Negative Effect	--	Likely to have significant negative effects
Uncertain	?	Uncertain
No Relationship	NA	Not applicable/No relationship

NB: where more than one symbol is presented in a box it indicates that the appraisal has identified both positive and negative effects (although please note that a colour has been removed where this is the case). Where a box is coloured but also contains a '?', this indicates uncertainty over whether the effect could be a minor or significant effect although a professional judgement is expressed in the colour used. A conclusion of uncertainty arises where there is insufficient evidence for expert judgement to conclude an effect.

Preferred Spatial Strategy – 2024 Regulation 18 Local Plan Preferred Option

- Canterbury Urban Area as the principal focus for development in the district.
- Whitstable and Herne Bay Urban Areas as the secondary focus, where development will be principally driven by the need for new infrastructure including schools and improved transport connectivity.
- A new freestanding community will be pursued to meet a proportion of growth.
- Proportionate development will be allocated at Rural Service Centres at a suitable scale which supports the function and character of the settlement.
- A limited amount of growth will be allocated at Local Service Centres, where suitable sites are available, at a suitable scale which supports the function of the settlement.
- No residential development will be allocated in the countryside.

SA Objective	Sub-objective	Score	Commentary
<p>1. To reduce air pollution and encourage improvements in air quality</p>	<p>1.1 Minimise poor air quality and encourage improvements 1.2 Minimise and mitigate adverse effects of poor air quality 1.3 Support the achievement of air quality improvement objectives within the designated AQMAs</p>	<p>+/-</p>	<p>Likely significant effects</p> <p>There is the potential for the construction of new residential and employment development to have negative effects on the air quality due to emissions generated from plant and HGV movements during construction and increased vehicle movements during construction and once dwellings are occupied. Effects may be more pronounced in sensitive areas including those within and close to the Canterbury 3 AQMA (declared in 2018 following an extension to Canterbury 2 AQMA) and Herne 1 AQMA and health deprived areas.</p> <p>The main source of air pollution in the district is road traffic emissions from major roads, notably the A2, A28 and A299. Commercial, industrial and domestic pollution sources also make a contribution to background concentrations. Whilst it is noted that improvements to air quality do not solely rely on planning policy, an increase in population, households and employment will in-turn generate additional transport movements and associated emissions to air.</p> <p>This strategy will principally focus development within Canterbury whilst Whitstable and Herne Bay Urban Areas as the secondary focus, where development will be principally driven by the need for new infrastructure including schools and improved transport connectivity. The spatial strategy includes a South</p>

SA Objective	Sub-objective	Score	Commentary
			<p>West Link Road which may encourage greater car use but may support improved connectivity, which may help relieve some congestion within the city centre.</p> <p>A new freestanding community north of the University of Kent could be designed to support cycling and walking infrastructure and provide services and facilities in well located areas that maximise opportunities for active travel and public transport. However, there is likely to be an inevitable increase in vehicular movements within and to/from this location.</p> <p>The levels of housing delivery associated with the spatial strategy could stimulate some investment in transport infrastructure to maintain existing, and (potentially) stimulate additional investment in sustainable public transport provision, particularly the coastal settlements, and infrastructure which could help to further minimise emissions to air associated with car use.</p> <p>Overall, the Spatial Strategy has been assessed as having a mix of minor positive and minor negative effects upon this objective.</p> <p>Mitigation</p> <ul style="list-style-type: none"> • Policies contained within the Local Plan should seek to reduce congestion. • Local Plan policies should ensure that development close to or within the Canterbury 3 and Herne 1 AQMAs is consistent with the objectives of the AQMAs. <p>Assumptions</p> <ul style="list-style-type: none"> • It is assumed that proposals to ensure no sale of new diesel/petrol engine vehicles after 2035, which will lead to an increased proportion of e-vehicles over time, may benefit air quality over the long-term. <p>Uncertainties</p> <ul style="list-style-type: none"> • The exact location of future development is uncertain although the broad strategy would direct development to the most sustainable settlements.
<p>2. To minimise greenhouse gases that cause climate change and deliver a</p>	<p>2.1 Minimise greenhouse gas emissions 2.2 Deliver high standards of energy efficiency</p>	<p>+/- -</p>	<p>Likely significant effects</p> <p>The Council declared a climate emergency in 2019. Carbon emissions in the district were below the national and regional average in 2005 and the District’s carbon emissions fell by around 38% from 2005 to 2017. When compared to the South East and England, the District generally has lower industry & commercial and domestic levels of emissions. The total CO2 emissions for transport, however, is marginally higher than the England estimates.</p>

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<p>managed response to its effects</p>	<p>in new development 2.3 Support the use of renewable energies 2.4 Support increased resilience to climate change</p>		<p>The preferred spatial strategy would deliver 1,149 dwellings per annum (equivalent to 24,129 dwellings over the plan period), 141,100 sqm of employment floor space and around 5,704 sqm of retail floorspace. An increase in greenhouse gases both during construction of the development to meet these requirements (e.g. due to emissions from HGV movements and plant and associated with embodied carbon in construction materials) and once development is complete and occupied (e.g. due to increased traffic generation and energy use in new dwellings) would be expected. The volume of greenhouse gas emissions are primarily influenced by the quantum of development to be accommodated over the plan period. The delivery of new road links (South West Link Road) would also add to the embodied carbon required to deliver the spatial strategy.</p> <p>Growth under the spatial strategy would have an impact on GHG emissions during occupancy with higher levels expected to have a greater impact. However, the provision of new development also provides opportunity for more energy efficient houses and other buildings (with more efficient boilers, insulation, and possible zero carbon energy generation) which could mean that carbon generation per dwelling or person would be lower than for existing, older housing stock and lower per sqm of employment/retail floorspace. The implementation of building regulations, Future Homes Standard and Local Plan policy can have a significant effect with homes built later in the plan period (or sooner dependent on policy) more likely to accord with the expectations of net zero. Development levels as envisaged could also support opportunities for the provision of combined heat and power networks and provide greater flexibility for passive solar gain through effective layout and design.</p> <p>Focusing growth in Canterbury would also help to increase the ability to deliver infrastructure including investment in an integrated transport network, improvements to park and ride infrastructure around the city, which could secure improved active travel options, improved public transport and road improvements which may reduce associated emissions.</p> <p>The provision of a new settlement may help to secure design that integrates the provision of combined heat and power networks and provides greater flexibility for passive solar gain through effective layout. The development could also support green infrastructure with walking and cycling links that reduces the need to travel by private car, thereby supporting a smaller increase in carbon emissions. Such green infrastructure could also be designed to support adaption to more changeable weather conditions that are associated with the effects of climate change.</p> <p>However, travel to other settlements would be likely to increase emissions from private vehicles but the full magnitude is dependent on the level of self-containment that could be achieved at a new settlement.</p>

SA Objective	Sub-objective	Score	Commentary
			<p>Focusing more limited growth at existing settlements may also reinforce existing patterns of travel which can continue current vehicle emission trends. More limited development is also unlikely to support substantial developer contributions to support public transport and walking/cycling infrastructure.</p> <p>Overall, there are likely to be a mix of positive and significant negative effects for SA Objective 2.</p> <p>Mitigation</p> <ul style="list-style-type: none"> Local Plan policies should promote high standards of energy efficient design including, where appropriate, renewable energy provision to support transition to net zero GHG emissions. <p>Assumptions</p> <ul style="list-style-type: none"> It is assumed that over the plan period there will be a decarbonisation of the electricity generation mix with renewable energy sources displacing fossil fuels. It is assumed over the lifetime of the plan that the vehicle fleet will be on the way to decarbonisation with the ban on new combustion engine vehicles due to come in to effect in 2035. <p>Uncertainties</p> <ul style="list-style-type: none"> The exact location of development.
<p>3. To conserve, connect and enhance biodiversity across the District</p>	<p>3.1 Support the achievement of biodiversity net gain 3.2 Conserve, protect and enhance protected sites in accordance with the protection hierarchy (i.e. international, national or locally designated) 3.3 Support improvements to biodiversity in non-designated</p>	<p>+/- -/?</p>	<p>Likely significant effects</p> <p>The District includes a range of designated and non-designated natural assets. The District includes all/part of five internationally designated areas: Stodmarsh (SAC, SPA, Ramsar); Blean Complex (SAC); Thanet Coast and Sandwich Bay (SPA, Ramsar); The Swale (SPA and Ramsar); and Tankerton Slopes and Swalecliffe (SAC). There are 15 SSSIs and 2 Marine Conservation Zones. The condition of SSSIs has improved since 2008 with majority of land covered by SSSIs in favourable or unfavourable but recovering condition.</p> <p>There are recreational pressures on Thanet Coast and Sandwich Bay, and The Swale. A number of the designated sites (including Stodmarsh) are susceptible to water quality issues. There are ongoing nutrient neutrality issues at Stodmarsh where harmful nutrients such as phosphorus and nitrogen are adversely affecting the habitat. Additionally, some sites are susceptible to air quality impacts where roads are in close proximity (particularly the Blean Complex in relation to the A290 north of Canterbury City).</p> <p>The preferred spatial strategy would deliver 1,149 dwellings per annum (equivalent to 24,129 dwellings over the plan period), 141,100 sqm of employment floor space and around 5,704 sqm of retail floorspace alongside strategic road delivery (South West Canterbury Link Road). The spatial strategy focusses</p>

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	<p>areas of the District</p> <p>3.4 Support improvements to ecological networks including connectivity of habitats</p> <p>3.5 Support species adaptation and migration to reduce impacts of climate change and ensure resilience</p> <p>3.6 Encourage carbon sequestration</p>		<p>growth within Canterbury with the towns of Whitstable and Herne Bay being the secondary focus of development. This is supported by a new settlement north of the University of Kent with more limited growth in Rural Service Centres and Local Service Centres. Development in the countryside will be strictly controlled.</p> <p>Focusing growth on an expanded Canterbury City may help support brownfield development but it would be expected that a large proportion of development required would be on greenfield land. It is recognised that in some cases brownfield land can have significant biodiversity value although it is considered that, on balance, development of brownfield sites will help minimise the risk of both direct (e.g. the loss of habitat) and indirect (e.g. noise and emissions) impacts on habitats and species. The spatial strategy also includes the South West Canterbury Link Road, which will require primarily greenfield land for development.</p> <p>Whitstable and Herne Bay as a secondary focus of growth could increase pressure on the coastal designated sites (Thanet Coast and Sandwich SPA/Ramsar and Thames, Medway & Swale SPA/Ramsar) with regards to recreational pressures. To support the existing Local Plan, Strategic Access Management and Monitoring Strategies (SAMMs) were developed to ensure mitigation was in place related to new residential development with the Zone of Influence (Thanet Coast and Sandwich Bay SPA 7.2km and the Swale SPA 6km). Continuation of this approach will be required through the implementation of a new Local Plan, to help mitigate effects.</p> <p>The provision of a new settlement north of the University of Kent would take place primarily on greenfield land but would allow for the planned development to integrate substantial biodiversity and green infrastructure enhancements. The site location is within 400m of Blean Woods SAC. Further Habitats Regulations Assessment (HRA) is underway to establish with certainty regarding the potential for impacts with regards to nitrogen deposition on the SAC, pending the finalisation of transport modelling. Some uncertainty is therefore identified.</p> <p>The spatial strategy also seeks to deliver a range of open spaces and a country parks which could support biodiversity enhancements in the District. The requirement for biodiversity net gain and the requirement for at least 10% improvement for developments of scale (as set out in the Environment Act) would also lead to positive effects for all applicable developments. However, the achievability of this on site is uncertain to some extent, especially for sites of considerable scale.</p> <p>Overall, a mix of minor positive and significant negative effects have been identified for this objective. However, there is some uncertainty regarding the location of development in particular.</p>

SA Objective	Sub-objective	Score	Commentary
			<p>Mitigation</p> <ul style="list-style-type: none"> Local Plan policies and proposals should seek to avoid negative effects on the District's biodiversity assets and identify opportunities for enhancing their quality where appropriate. Careful consideration should be given to the selection of site allocations in order to avoid adverse effects on internationally, nationally and locally designated sites. Appropriate mitigation should be identified where necessary, along with commitments for enhancement (anticipating contributions to net gain, where appropriate). The requirements for at least 10% biodiversity net gain as set out in the Environment Act. Habitat creation and enhancement with careful consideration regarding priority habitats/species as well as designated sites should be supported. Local Plan policies should plan for a network of green infrastructure assets, closely linked with existing and new development. The need to provide mitigation to achieve nutrient neutrality through implementation of the Canterbury District Nutrient Mitigation Strategy. <p>Assumptions</p> <ul style="list-style-type: none"> It is assumed that a higher proportion of greenfield land will be required to meet the development needs associated with higher growth figures. It is assumed that new development would not be located on land designated for nature conservation. It is assumed that, on balance, the biodiversity value of brownfield sites is less than that of greenfield land. <p>Uncertainties</p> <ul style="list-style-type: none"> The exact location of future growth. The outcomes of the HRA with regards to impacts on Blean Complex SAC with regards to nitrogen deposition, pending the outcome of transport modelling.
<p>4. To conserve geological sites and safeguard mineral resources within the District</p>	<p>4.1 Aim to protect and prevent damage to geologically important sites, such as RIGS 4.2 Balance the need for development with</p>	<p>-</p>	<p>Likely significant effects</p> <p>Canterbury District includes five Regionally Important Geological Sites (RIGS) which have been designated due to being an important educational, research, historical or recreational resource. Additionally, three mineral resources are safeguarded within the District which are primarily found in the central area of the District around Canterbury. The safeguarding is to avoid unnecessary sterilisation of these resources and development in these locations could potentially sterilise the mineral resources.</p> <p>Overall, minor negative effects have been assessed against this objective.</p>

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	safeguarding mineral resources and infrastructure		<p>Mitigation</p> <ul style="list-style-type: none"> • Support implementation of the Kent Minerals and Waste Local Plan. <p>Assumptions</p> <ul style="list-style-type: none"> • It is assumed that development would avoid being located on RIGS. <p>Uncertainties</p> <ul style="list-style-type: none"> • The exact location of future growth.
<p>5. To conserve and enhance the landscapes of the District for people and wildlife</p>	<p>5.1 Conserve, protect and enhance protected sites in accordance with the protection hierarchy (ie. international, national or locally designated) 5.2 Support improvements to existing non-designated landscapes</p>	<p>+/-</p>	<p>Likely significant effects</p> <p>Canterbury’s landscape includes part of the Kent Downs Area of Outstanding Natural Beauty (AONB) to the south which covers around 27% of the District. The District is largely covered by National Character Area (NCA) 113 North Kent Plain whilst a small area in the south is covered by NCA 119 North Downs and the northwestern corner by NCA 81 Greater Thames Estuary.</p> <p>The preferred spatial strategy would deliver 1,149 dwellings per annum (equivalent to 24,129 dwellings over the plan period), 141,100 sqm of employment floor space and around 5,704 sqm of retail floorspace alongside strategic road delivery (South West Canterbury Link Road). The spatial strategy focusses growth within Canterbury with the towns Whitstable and Herne Bay being the secondary focus of development. This is supported by a new settlement north of the University of Kent and with more limited growth in Rural Service Centres and Local Service Centres. Development in the countryside will be strictly controlled.</p> <p>The development envisaged in the spatial strategy is likely to result in adverse effects on landscape character and, potentially, the built environment. Effects may be felt in the short term during development construction and once development is completed, although the likelihood of adverse effects occurring and their magnitude will be dependent on the exact location of new development in the context of the landscape sensitivity of the receiving environment.</p> <p>However, there may be potential for new development to enhance the quality of the built environment and to improve townscapes, particularly where brownfield sites are redeveloped, although, the number of brownfield sites developed in the District has decreased in recent years as supply has decreased and due to the number of greenfield sites allocated in the existing Local Plan.</p> <p>Focussing growth within Canterbury, including provision of the South West Canterbury Link Road is likely to place pressure on its landscape. There is the potential that development could be inappropriately sited</p>

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			<p>and designed which could have an adverse effect upon the landscape and townscape character of the area, especially with regard to areas identified as having greater sensitivity in the Landscape Character Assessment and Biodiversity Appraisal (2020) and Local Landscape Designations Review (2020). Development has the potential to significantly impact on the visual setting of the City.</p> <p>Opportunities may be realised to enhance landscape and townscape character through, for example, the provision of green infrastructure or high quality design standards which reflects local character. However, until the scale and design of new development has been determined, the likelihood of effects occurring and their magnitude is uncertain.</p> <p>Overall, the spatial strategy has been assessed as having a mixed positive and negative effect upon this objective.</p> <p>Mitigation</p> <ul style="list-style-type: none"> • Detailed policies in the Local Plan should support high quality design in new development. • Local Plan policies should seek to conserve and enhance the character and quality of the District’s landscapes. • Local Plan policies should consider how to protect and enhance the visual setting of Canterbury City. • Local Plan policies should require strategic mitigation to address the landscape impacts of the new settlement. <p>Assumptions</p> <ul style="list-style-type: none"> • None identified. <p>Uncertainties</p> <ul style="list-style-type: none"> • The exact location of future development, the quality of the receiving landscapes and the proximity of sensitive receptors is unknown at this stage.
<p>6. To protect water resources and ensure a high quality of inland and coastal waters</p>	<p>6.1 Protect and enhance ground and surface water quality 6.2 Avoid adverse impacts on coastal waters, fisheries</p>	<p>+/-/?</p>	<p>Likely significant effects</p> <p>The construction of new residential, employment and retail development within the District and the associated increase in population has the scope, and can be expected, to increase demand on water resources with the potential to affect water availability. The south east is an area in water stress. The District’s potable water is supplied by two different water companies: South East; and Southern Water. Both companies published Water Resources Management Plans (WRMP) in 2019 which set out strategies for ensuring sustainable water supplies over the long term and far beyond the plan period (South East</p>

SA Objective	Sub-objective	Score	Commentary
	and bathing waters 6.3 Promote the sustainable and efficient use of water resources		<p>Water to 2080 and Southern Water to 2070). South East Water published a Draft Revised Water Resources Management Plan 2025 to 2075 in August 2023 whilst Southern Water have also published a Draft Water Resources Management Plan looking to 2075. Both plans seek to reduce leaks and improve piping and enable importation of water from other water resource areas. South East Water also plan to build a new reservoir at Broad Oak, Kent by 2033. The reservoir is included in the spatial strategy and considered to positively support the achievement of this objective by helping to ensure an ongoing supply of water.</p> <p>The Southern Water Drainage and Wastewater Management Strategy (DWMP) identifies the need for investment in wastewater treatment works (WTW), upsizing of sewers, permitting reviews. The levels of growth are expected to put strain on waste water infrastructure which will require mitigation. Focusing on Canterbury is likely to put strain particularly on the Sturry WwTW, which discharges water to the Stour Valley river catchment area. The impacts of development on water quality particularly on habitats at Stodmarsh SAC, SPA, Ramsar are a key consideration.</p> <p>Depending on the exact location of new development and its proximity to water bodies and the prevailing quality of the waterbody, and groundwaters, there is also potential for adverse effects on water quality associated with construction activities and from occupation of dwellings.</p> <p>Overall, the spatial strategy is considered to have a mix of positive and negative effects on the achievement of this objective although there is some uncertainty.</p> <p>Mitigation</p> <ul style="list-style-type: none"> Local Plan policies should support water efficiency measures, the implementation of SuDs, nutrient management (including the Canterbury District Nutrient Mitigation Strategy), and wastewater treatment capacity enhancements where necessary. <p>Assumptions</p> <ul style="list-style-type: none"> New development will increase water resource use within the district in both the short term during construction and in the longer term once development is complete. It is assumed that the Council will continue to liaise with Southern Water with regard to wastewater infrastructure requirements for future development. Measures contained in the existing and emerging South East Water and Southern Water WRMP Water Resources Management Plan would be expected to help ensure that future water resource demands are met. <p>Uncertainties</p>

SA Objective	Sub-objective	Score	Commentary
			<ul style="list-style-type: none"> The exact location of developments and the potential impact on waterbodies is uncertain at this stage.
<p>7. To reduce the risk of flooding and where appropriate prevent coastal erosion</p>	<p>7.1 Avoid inappropriate development in areas at risk from flooding and coastal erosion 7.2 Support priorities identified within the Isle of Grain to South Foreland Shoreline Management Plan (or subsequent updates or amendments)</p>	<p style="text-align: center;">-/?</p>	<p>Likely significant effects</p> <p>The District has many areas at risk of flooding. Flood zones 2 and 3 are mainly found alongside the coast and surrounding the main watercourses. Canterbury City Centre is especially at risk of flooding as some of the land alongside the River Stour is classified as functional floodplain (Zone 3b). Focusing development within Canterbury and new or satellite settlement(s) has the potential to lead to new development that is at risk of flooding or increases flood risk elsewhere. However, it is assumed that new development proposals which may result in an increase in flood risk will be accompanied by a Flood Risk Assessment (FRA) and incorporate suitable flood alleviation measures thereby minimising the risk of flooding. There may be opportunities as part of new development proposals to enhance existing, or incorporate new, green infrastructure which could potentially have a positive effect on this objective by providing space for flood waters to flow through and additional areas for future flood storage.</p> <p>Canterbury District has 21.6 kilometres of coastline with over 10km being low-lying. The strategy would include more limited growth at Herne and Whitstable which could be located within areas at risk of flooding.</p> <p>It is assumed to some extent that any development that may be at risk of flooding would be subject to FRA, consistent with the requirements of the NPPF and therefore new developments would incorporate suitable flood alleviation/mitigation measures (thereby minimising the risk of flooding). It is important that developments consider the implications for changes in frequency and severity of surface water flood risk as evidenced by the UK Climate Change Risk Assessment (CCRA3) Evidence Report 2021.</p> <p>Overall, the spatial strategy is considered likely to have neutral effects on achievement of this objective. However, some uncertainty remains dependent on the location of development.</p> <p>Mitigation</p> <ul style="list-style-type: none"> Local Plan policies should aim to avoid development in areas of flood risk (i.e. Flood Zones 2 and 3). Local Plan policies should plan for a network of green infrastructure assets to provide opportunities for flood storage where appropriate. Local Plan policies should seek to promote as close to greenfield runoff rates as possible.

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			<p>Assumptions</p> <ul style="list-style-type: none"> It is assumed that FRAs will accompany development proposals where appropriate. <p>Uncertainties</p> <ul style="list-style-type: none"> The exact location of development.
8. To promote sustainable waste management	<p>8.1 Encourage a reduction in the amount of waste generated</p> <p>8.2 Ensure the management of waste is consistent with the waste management hierarchy</p>	-/?	<p>Likely significant effects</p> <p>New development will result in increased resource use and the generation of waste in both the short-term during construction and in the longer term once development is complete. The construction and subsequent occupation of new dwellings will require raw materials and the generation of waste, although there would be opportunities to integrate material reuse and recycling best practice, and depending on local markets, this could be used to encourage growth of the circular economy.</p> <p>The preferred spatial strategy would deliver 1,149 dwellings per annum (equivalent to 24,129 dwellings over the plan period), 141,100 sqm of employment floor space (both substantially lower than the figures that formed part of the SA Report 2022 appraisal) and around 5,704 sqm of retail floorspace. There would be use of raw materials during construction and the use of materials and greater waste generation during occupancy. The spatial strategy will increase waste generation. Negative effects on this objective have been assessed. However, there is some uncertainty regarding the extent of effects.</p> <p>Mitigation</p> <ul style="list-style-type: none"> Local Plan policies should support opportunities to reduce/recycle waste. Local Plan policies should support the use of recycled and secondary materials in new development. The reuse of construction waste should be supported. <p>Assumptions</p> <ul style="list-style-type: none"> It is assumed that Kent County Council will make sufficient household waste recycling infrastructure provision available. <p>Uncertainties</p> <ul style="list-style-type: none"> The exact scale of waste is unknown at this stage.
9. To preserve, enhance, promote and	9.1 Preserve and enhance designated heritage assets	+/-/?	<p>Likely significant effects</p> <p>Development has the potential to adversely affect the character of historic assets both in the short term during associated construction activities (e.g., as a result of vibrations) and in the longer term once</p>

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<p>capitalise on the significant qualities, fabric, setting and accessibility of the District's historic environment</p>	<p>including their setting and contribution to local character and distinctiveness. 9.2 Support improvements to existing non-designated heritage assets. 9.3 Aim to promote sustainable access to the historic environment. 9.4 Aim to capitalise on the potential of heritage assets to deliver sustainable benefits. 9.5 Encourage new developments to contribute to the maintenance and enhancement of the historic character through design, layout and setting.</p>		<p>development is complete (e.g., due to the built form of new development affecting the setting of the historic assets).</p> <p>Canterbury District benefits from a variety of designated and undesignated heritage assets, including rich archaeology. Canterbury City includes a World Heritage Site (WHS) comprising of the Cathedral, St Augustine's Abbey and St Martin's Church as well as a range of listed buildings and scheduled monuments. There are nearly 100 conservation areas, over 50 scheduled monuments and nearly 2,000 listed buildings in the District as a whole. There is the potential that these assets, or their setting, could be adversely affected by new development although this will be dependent on the exact type, location and design of new development. The spatial strategy focusses growth in Canterbury which may increase pressures on the WHS, and other assets within and surrounding the City, but this is largely dependent on the location and nature of the proposed development. The secondary focus is on Whitstable and Herne Bay. There are also extensive conservation areas within and around Whitstable and Herne Bay and numerous listed buildings.</p> <p>Conversely, locating new development in close proximity to heritage assets may increase the accessibility of prospective residents to them, which could generate a possible positive effect on this objective. There may also be opportunities for heritage-led development which could serve to protect and enhance areas or buildings of historical, archaeological and cultural value and potentially enhance the setting of assets (for example, through the sensitive redevelopment of brownfield sites).</p> <p>The implementation of the spatial strategy includes the South West Link Road and other infrastructure improvements. Their construction could affect buried archaeological remains and above ground assets along their routes although until the routes are firmly determined this is uncertain.</p> <p>Overall, the spatial strategy has been assessed as having mix of positive and negative effects. However, there is uncertainty with regards to the magnitude.</p> <p>Mitigation</p> <ul style="list-style-type: none"> • Policies contained within the Local Plan should seek to conserve and, where possible, enhance cultural heritage assets including by promoting heritage-led development. • Policies within the Local Plan should promote high standards of architectural and urban design. • The Local Plan should set out a strategic framework to preserve and enhance historic areas and promote high standards of new development. • Local Plan policies should support the aims of the WHS designation. <p>Assumptions</p>

SA Objective	Sub-objective	Score	Commentary
			<ul style="list-style-type: none"> • None identified. <p>Uncertainties</p> <ul style="list-style-type: none"> • The exact location of new development is uncertain at this stage. • The form and function of any development will have the potential to enhance or detract from designated heritage and cultural assets and/or their settings.
<p>10. To ensure the supply of high quality homes, which cater for identified needs</p>	<p>10.1 Promote increased access to affordable housing 10.2 Support the timely delivery of market and affordable housing 10.3 Support the provision of homes which cater for existing and future residents' needs and the needs of different groups within the community by promoting a mix of new residential development, including, but not limited to, student, care home, gypsy & travellers and self build 10.4 Promote an appropriate mix</p>	<p>++</p>	<p>Likely significant effects</p> <p>The preferred spatial strategy would deliver 1,149 dwellings per annum (equivalent to 24,129 dwellings over the plan period). The spatial strategy focusses growth within Canterbury with the towns of Whitstable and Herne Bay being the secondary focus of development. This is supported by a new settlement with more limited growth in Rural Service Centres and Local Service Centres. Development in the countryside will be strictly controlled.</p> <p>The spatial strategy will include a housing provision to meet the identified Local Housing Need (LHN) and comply with the standard methodology for calculating housing need contained in national guidance and referenced in the NPPF 2024. Delivering housing at a level to meet the identified LHN will be in excess of what has been delivered in recent years with the highest completion rate seen in 2022/23 at 693 dwellings (with 444 in 2018/19, 602 in 2019/20, 463 in 2020/21, 682 in 2021.22, and 693 in 2022/23). It is recognised that COVID-19 pandemic has impacted on ability to deliver new housing but the rates of delivery appears to have recovered in the last couple of monitoring years. The growth will require a substantial uplift on the average completion rates in recent years. Given the lower LHN (than that identified in 2022) and shorter plan period there is less uncertainty than seeking to deliver higher figures. However, measures to support delivery are required through the Local Plan.</p> <p>This spatial strategy would help meet the housing needs of Canterbury City, which is the focus for growth, and help address need within Whitstable, Herne Bay and the range of Rural Service Centres and Local Service Centres. The provision of a new settlement would also support meeting the needs of the District. The identification of a range of smaller sites within existing settlements would help to meet immediate housing needs across the District as development would be less reliant on longer lead-in times and the provision of infrastructure required to support large/strategic scale development in the City and within the new settlement location. Additionally, development in these locations would support the delivery of housing in existing sustainable settlements.</p> <p>This strategy may also support delivery of the requirements set out in the Housing Needs Assessment, which identifies the different housing needs of particular groups in the District and the poor levels of</p>

SA Objective	Sub-objective	Score	Commentary
	<p>of dwelling types, sizes and tenures</p> <p>10.5 Promote the reduction in the amount of homelessness within the district</p> <p>10.6 Promote high quality design in new housing developments</p>		<p>affordability across the District. This includes meeting the needs of a growing population of older age groups.</p> <p>Overall, the spatial strategy has been assessed as having a significant positive effect on this objective.</p> <p>Mitigation</p> <ul style="list-style-type: none"> Local Plan policies should influence the mix of housing provision, including the provision of affordable housing and specialist accommodation. <p>Assumptions</p> <ul style="list-style-type: none"> It is assumed that the delivery of housing could be achieved within the district, and any barriers to delivery can be overcome through the plan period. <p>Uncertainties</p> <ul style="list-style-type: none"> The extent to which new housing development meets local needs will be dependent on the mix of housing delivered (in terms of size, type and tenure) which is currently unknown. The deliverability of the LHN compared to recent historic trends on housing completions is uncertain to some extent given the uplift in delivery rates required.
<p>11. To promote the sustainable use of land and conserve soil quality</p>	<p>11.1 Encourage the efficient use of previously developed land</p> <p>11.2 Avoid the unnecessary loss of best and most versatile agricultural land</p> <p>11.3 Encourage appropriate building densities within developments</p> <p>11.4 Support the reduction in land contamination</p>	<p>+/- -</p>	<p>Likely significant effects</p> <p>The quality of agricultural land around the settlements is mixed across the District. There are pockets of Agricultural Land Classification (ALC) Grade 1, which is the soil of highest quality, especially within central areas, although the majority is Grade 3.</p> <p>The use of brownfield land has decreased in recent years as the supply has reduced and due in part to the previous Local Plan's focus on greenfield sites. The spatial strategy would direct some development to within existing settlements. There are some brownfield sites identified as allocations and it can be expected that others may come forward as windfall development (which is uncertain at this stage). Overall, over 90% of sites are dependent on greenfield release. Whilst such development would be dependent to a large extent on greenfield release especially related to achievement of growth within/around Canterbury City, Whitstable, Herne Bay there would be opportunities to redevelop brownfield land. The spatial strategy would, however, require a significant release of greenfield land.</p> <p>The release of land under the preferred LHN figure is substantially lower than that under the LHN preferred figure appraised in the 2022 SA Report (especially when considered in respect to the shortened plan period). However, the release is still expected to likely be significant, given the more limited supply of</p>

SA Objective	Sub-objective	Score	Commentary
			<p>brownfield land within the District. The lower figure though does seek to ensure that the effects on land use can be minimised as far as possible.</p> <p>Overall, a mix of minor positive and significant negative effects have been identified.</p> <p>Mitigation</p> <ul style="list-style-type: none"> Local Plan policies should encourage the effective use of land by re-using previously developed land. Local Plan policies should prioritise the development of brownfield over greenfield land where possible. <p>Assumptions</p> <ul style="list-style-type: none"> None identified. <p>Uncertainties</p> <ul style="list-style-type: none"> The exact location of future development at each settlement is unknown at this stage.
<p>12. To achieve a strong and sustainable economy, and revitalise town, local and rural centres</p>	<p>12.1 Support the provision of jobs in the right places to meet the identified employment needs</p> <p>12.2 Encourage investment in businesses, people and infrastructure to improve productivity</p> <p>12.3 Support the vitality and viability of town and city centres</p>	<p>++</p>	<p>Likely significant effects</p> <p>The preferred spatial strategy would deliver 1,149 dwellings per annum (equivalent to 24,129 dwellings over the plan period), 141,100 sqm of employment floor space and around 5,704 sqm of retail floorspace alongside strategic road delivery (South West Canterbury Link Road).</p> <p>The spatial strategy focusses growth within Canterbury with the towns of Whitstable and Herne Bay being the secondary focus of development. This is supported by a new settlement and with more limited growth in Rural Service Centres and Local Service Centres. Development in the countryside will be strictly controlled.</p> <p>The spatial strategy would be expected to therefore help to support the City Centre and Whitstable and Herne Bay town centres. Improved infrastructure and connectivity may also increase the ability for people to sustainably access town centre services and amenities, and support tourism and the night time economy. Improvements to park and ride facilities would also support this. Improved access would also support efforts to boost tourism and spend within the City. Additionally, focusing growth in Canterbury would help to support the four universities, which are important employers and help to support economic growth within the district.</p> <p>Employment land provision, residential development, infrastructure and transport improvements and investment in the area will support economic growth and investment in the District. The spatial strategy will</p>

SA Objective	Sub-objective	Score	Commentary
	12.4 Promote sustainable tourism 12.5 Support a safe and attractive night economy 12.6 Support a sustainable marine and coastal economy 12.7 Support a sustainable rural economy		<p>generate economic benefits associated with construction e.g., direct job creation, supply chain benefits and increased spend in the local economy by contractors and construction workers. However, effects in this regard will be temporary and the extent to which the jobs that may be created benefit Canterbury's residents will depend on the number of jobs created and the recruitment policies of prospective employers. Additionally, local spend will be determined by these factors.</p> <p>Overall, the preferred spatial strategy is considered to have significant positive effects on achievement of this objective.</p> <p>Mitigation</p> <ul style="list-style-type: none"> • None identified. <p>Assumptions</p> <ul style="list-style-type: none"> • None identified. <p>Uncertainties</p> <ul style="list-style-type: none"> • The extent to which job creation is locally significant will depend on the type of jobs created (in the context of the local labour market) and the recruitment policies of prospective employers.
13. To promote and encourage sustainable transport	13.1 Promote consistency with the sustainable transport hierarchy and improvements to support increased use of sustainable transport methods 13.2 Support the reduction in the need to travel 13.3 Support the reduction of traffic congestion and improve road safety.	+/-	<p>Likely significant effects</p> <p>The preferred spatial strategy would deliver 1,149 dwellings per annum (equivalent to 24,129 dwellings over the plan period), 141,100 sqm of employment floor space and around 5,704 sqm of retail floorspace alongside strategic road delivery (South West Canterbury Link Road). The spatial strategy focusses growth within Canterbury with the towns of Whitstable and Herne Bay being the secondary focus of development. This is supported by a new settlement north of the University of Kent with more limited growth in Rural Service Centres and Local Service Centres. Development in the countryside will be strictly controlled.</p> <p>Focussing growth in Canterbury City could be expected to reduce the need to travel by car as development is likely to be located in close proximity to community facilities and services, including the food retail development, as well as employment opportunities. New development should also be well connected to the existing public transport network including rail stations at Canterbury, Whitstable and Herne Bay. Development should also help to maintain existing, and (potentially) stimulate investment in, public transport provision. Provision and support of park and ride/bus facilities at Canterbury and Whitstable would also help to reduce traffic through the city and town centres.</p>

SA Objective	Sub-objective	Score	Commentary
	<p>13.4 Encourage investment to improve transport infrastructure</p>		<p>The spatial strategy includes South West Link Road and proposes investment in public transport which will help to relieve existing congestion issues within the City Centre and support a fast bus link. However, this would increase vehicle movements outside of the city centre.</p> <p>Overall transport infrastructure and sustainable transport improvements are considered to cumulatively lead to significant positive effects on the objective by creating opportunities for sustainable travel measures and improved traffic flows, and reduced congestion, within and through the city.</p> <p>A new settlement north of the University of Kent could be designed to support cycling and walking infrastructure and provide services and facilities in well located areas that maximise opportunities for active travel and public transport. It is expected that, although a degree of self-containment could be generated, journeys will have to be made to other higher order settlements for services, facilities and employment, particularly Canterbury given the location of the site. There is an inevitable increase in vehicular movements within and to/from this location but proximity to Canterbury would be beneficial.</p> <p>An increase in population and households and new employment floorspace will generate more transport movements. Based on current trends, these movements are expected to be by car with a continuation of (net) in-commuting. This could result in increased pressure on the road network and public transport infrastructure. It could be considered that the development of upgraded road infrastructure, public transport investment and improved opportunities for cycling, within and around Canterbury, could help address congestion within the city centre. However, it is considered that the levels of growth proposed as part of the spatial strategy would have a negative impact upon this objective overall.</p> <p>Overall, the spatial strategy has been assessed as having a mix of positive and negative effects on transport.</p> <p>Mitigation</p> <ul style="list-style-type: none"> • Local Plan policies should encourage the preparation of green travel plans as part of new development proposals. • Local Plan policies should positively promote walking and cycling as part of new developments. <p>Assumptions</p> <ul style="list-style-type: none"> • None identified. <p>Uncertainties</p> <ul style="list-style-type: none"> • The exact location of all new development.



SA Objective	Sub-objective	Score	Commentary
			<ul style="list-style-type: none"> The extent to which sustainable transport measures can be implemented in the new settlement and self-sufficiency achieved.
<p>14. To promote safe, healthy, inclusive and sustainable communities</p>	<p>14.1 Support equal access and improvements to green and blue infrastructure, the countryside and open spaces including parks. 14.2 Support equal access and improvements to community and health infrastructure, services and facilities to meet day-to-day needs 14.3 Support the delivery of connected communities which maximise social interaction including high quality public realm to create a sense of place 14.4 Minimise light and noise pollution 14.5 Promote healthy lifestyles</p>	<p>+ +/-</p>	<p>Likely significant effects</p> <p>The health of people in the District is generally good compared to the regional and England average. Life expectancy is similar to the England average, but is slightly lower than the regional level. Levels of crime have increased, although this may in part be due to improved levels of recording.</p> <p>There is potential for the construction and operation of new housing, employment and retail development to have a negative effect on the health and wellbeing of residents near development sites and along transport routes within the district. Effects may include, for example, stress related to disturbance, noise and vibration and respiratory problems exacerbated by construction traffic emissions and dust. This may be more pertinent in sensitive areas such as the Canterbury 3 and Herne 1 AQMA and for those with pre-existing health issues.</p> <p>Focusing housing and employment development within Canterbury would support opportunities for mixed use schemes, the integration of open space and green infrastructure whilst also providing significant opportunities for improvements to health provision, large areas of open space and improved green infrastructure routes. Opportunities may also be found to ensure design discourages or limits actual crime. More broadly, focusing development within and on the edge of existing settlements and strictly controlling development in the countryside would support the delivery of well-connected communities.</p> <p>The spatial strategy also includes the provision of a new country parks, parks and gardens, sports facilities, accessible open space. Allied with proposed improvements to public transport and walking and cycling provision, this is expected to generate a positive effect in relation to the promotion of healthy lifestyles, and could help to reduce emissions to air associated with car use. The provision of the South West Link Road would lead to localised increases in air and noise emissions linked to vehicle use. Although such measures, allied with public transport investment, would likely have some benefit for air and noise pollution reductions within the city centre.</p> <p>Providing growth in a new settlement would support opportunities for the integration of open space and green infrastructure and facilities to meet every day needs. Opportunities may also be found to ensure design discourages or limits actual crime. As noted under the assessment against transport it can be assumed that there would be increase in vehicle use which would contribute to emissions to air.</p>

SA Objective	Sub-objective	Score	Commentary
	including through sport and physical activity 14.6 Support the reduction of actual levels of crime		<p>The option is considered to have mixed significant positive and minor negative effects on achievement of this objective.</p> <p>Mitigation</p> <ul style="list-style-type: none"> • Local Plan policies should ensure that open space and/or health facilities are provided on site/contributions are sought to provision off site. • Local Plan policies should ensure that development is not located in close proximity to unsuitable neighbouring uses. • Local Plan policies should consider if/how accessibility to the countryside can be promoted as part of new development. • Developer contributions towards the provision of new healthcare facilities. <p>Assumptions</p> <ul style="list-style-type: none"> • None. <p>Uncertainties</p> <ul style="list-style-type: none"> • None.