



# Canterbury District Local Plan

Adopted July 2017

**Local**  
PeoplePlacesProsperity



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## Local Plan Foreword

### Why have a Local Plan?

The City Council has a legal duty to produce a Local Plan, but also the Council wants to ...

- set out its vision for the area from 2011 to 2031
- provide certainty for local people, developers and others about planning decisions for the area

### What are we trying to achieve?

The Local Plan is aiming to

- Create well-designed new communities, with good access to jobs and services
- Make sure there is enough housing, and different types of housing, to meet the needs of local people and support new job creation
- Protect sensitive landscape and wildlife areas, and other key environmental assets such as the World Heritage Site, the Area of Outstanding Natural Beauty and Conservation Areas
- Make certain that new infrastructure, such as transport, schools and health facilities, are provided in parallel with development
- Protect and strengthen town and village centres
- Support the growth of the Universities and Colleges
- Support development of new and improved cultural and leisure facilities

The Council has gathered a lot of evidence which indicates that there is a need to grow and broaden the economy and provide housing to meet local needs and to support the local economy. The Council has shared this evidence with local people, businesses and stakeholders and there have been a series of consultations during the preparation of this Local Plan.

### Adoption

The Local Plan was adopted by Full Council on 13th July 2017



## Introduction

### The District

- i The Canterbury District is located in East Kent. It includes the historic City of Canterbury, the coastal towns of Herne Bay and Whitstable, attractive countryside and some 35 villages. The District has a rich built environment which has been recognised internationally by the designation of a World Heritage Site by UNESCO comprising the Cathedral, St Augustine's Abbey and St Martin's Church. There are also a total of 2,903 listed buildings, 53 Scheduled Monuments and 96 conservation areas.
- ii The natural environment is equally as rich with the Kent Downs Area of Outstanding Natural Beauty covering about a third of the District to the south, together with local landscape designations covering the Blean Woods, one of the largest areas of ancient woodland in England, the North Kent Marshes, the North Downs, the setting of the City of Canterbury and the former Wantsum channel which separated the isle of Thanet from the mainland. The District is also extremely important for nature conservation with numerous Sites of Special Scientific Interest, Local Wildlife Sites, and Regionally Important Geological and Geomorphological Sites. Parts of the District are also covered by international designations such as Special Protection Areas (SPA), Special Areas of Conservation (SAC) and Ramsar, these are notably associated with coastal environment, Stodmarsh and also the woodland complex of the Blean.
- iii The District is an important sub-regional employment centre in East Kent. Canterbury has a strong service and education sector. There are five higher and further education institutions namely University of Kent at Canterbury, Canterbury Christ Church University (CCCU), Canterbury College, University for the Creative Arts (UCCA) and Girne American University (GAU) which together account for 16 per cent of all employment. The strong education sector in Canterbury has implications for the population structure of the District. Out of a 162,400 population (ONS mid-year population estimate 2016), 19.5% fall within the 16-24 age group. This can create local tensions for example, within the local housing market, particularly the private rented market, with students competing for rented properties. This is one of the issues that the local plan is trying to address. In comparison the manufacturing sector is largely located at the coastal towns and has experienced some decline over the years although there are several successful business parks at Whitstable and Hersden.
- iv The District is an important tourist destination and hosted 7.2 million visitors in 2015 (Source: Economic Impact Research 2015 - Cool Tourism), therefore tourism forms an important part of the local economy, although this can provide lower waged part time employment. Canterbury is also an important sub-regional retail centre and many of the main high street brands are represented in the City while the coastal towns of Herne Bay and Whitstable have a higher concentration of independent retailers. The District has previously depended on jobs within the public sector, but this sector has significantly reduced in size since the recession.
- v The local plan is therefore seeking to increase the prosperity of the District through the diversification of the local economy such as fostering economic growth within the knowledge-based economy, a sector which is growing slowly.
- vi One of the main issues facing the District is traffic congestion and the delivery of new key infrastructure to help relieve this. For many years there have severe traffic congestion and other highway problems associated with traffic movements north south

from Herne Bay to Canterbury, passing through the villages of Herne and Sturry. Previous plans have sought to provide publicly funded road schemes to alleviate these pinch-points and unfortunately these schemes were dropped in the late 1990's. However, with the continued squeeze on public funds this is no longer an option and these schemes will need to be funded by alternative means, primarily through development.

- vii** Canterbury also suffers from congestion at peak times particularly to the south from the A2 junction at Bridge. This junction now requires substantial upgrading and will need to be provided as part of any development to the south of Canterbury. The local plan is therefore proposing new relief roads for Herne and Sturry and a new/ improved A2 junction at Bridge, together with a new eastbound A2 off slip at Wincheap and extended westbound slip road off the A2 at Wincheap, to be provided as part of the development of the strategic sites.

#### **National Planning Policy Framework**

- viii** The National Planning Policy Framework (NPPF) states that local plans are the key to delivering sustainable development that reflects the vision and aspirations of local communities. Planning decisions must be taken in accordance with the development plan unless material considerations indicate otherwise. Every local authority is required by the NPPF to produce a local plan for its whole area. Local plans must address the spatial implications of economic, social and environmental change and should set out the opportunities for development and provide clear policies on what will or will not be permitted.



## Neighbourhood Planning

- ix** The Localism Act 2011 introduced new rights and powers to allow local communities to shape new development through the preparation of Neighbourhood Plans. Neighbourhood Planning can be undertaken by two types of bodies parish/town councils or neighbourhood forums. It is the role of the local authority to agree who should be the neighbourhood forum for unparished areas. To date only Bridge Parish Council are preparing a neighbourhood plan.
- x** The premise of neighbourhood planning is that it is community-led, with the community establishing local (non-strategic) planning policies for development and use of land within its neighbourhood. Neighbourhood Development Plans enable local people to play a leading role in responding to the needs and priorities of the local community.
- xi** The Local Plan produced by the local authority will set out the strategic context within which the neighbourhood plan will operate. Neighbourhood Plans must have regard to national planning policy, be in general conformity with the strategic policies of the local development plan, and must comply with EU obligations and human rights requirements. The Neighbourhood Plan is assessed by an independent qualified person and only then can it be voted on in a local referendum. If the plan gains the approval of the majority of voters, the local planning authority is then under a legal duty to bring this into force.

## Duty to Co-operate

- xii** In preparing the Local Plan, the Council has sought to fully co-operate with neighbouring authorities and other relevant bodies, to seek to ensure that strategic cross-boundary issues are addressed, the relationship with Marine Plans is clear and the Plan is deliverable. The approach to the duty to cooperate is set out in more detail in the Strategy Chapter of the Plan and in the Council's Consultation Statement.

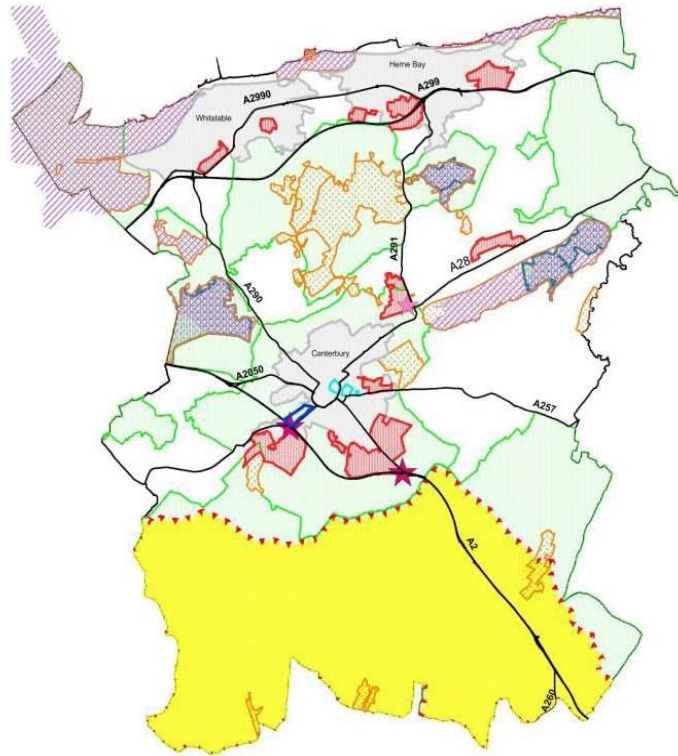
## The role and purpose of the Canterbury District Local Plan and the Herne Bay Area Action Plan

- xiii** This Local Plan sets out a spatial strategy and vision for the District for the period from 2011 to 2031. It replaces the Canterbury District Local Plan adopted in 2006 and the policies that were saved in 2009 under Schedule 8 to the Planning and Compulsory Purchase Act 2004.
- xiv** The Herne Bay Area Action Plan (AAP) was adopted in 2010. The AAP is a specific plan for the regeneration of Herne Bay town centre and contains policies and proposals to achieve this. It is not intended for the Local Plan to supersede the AAP but to complement it. The AAP will be read in conjunction with the Local Plan.
- xv** This Local Plan has several functions:
- To set out a strategy for fulfilling the Government's policy towards land use planning at a District level, including its objective of securing sustainable development;
  - To give an opportunity and invitation to participate in the planning process, through giving people the chance to express their views on local planning issues;
  - To set out objectives to ensure the District is an excellent location in which to live, invest, work, learn and visit;
  - To take into account the principal social, economic and environmental influences on the District in the Plan against which planning applications for development will be assessed; by identifying sites for particular purposes, by defining areas to which policies apply and by setting out details of these policies in terms of standards and criteria.
- xvi** The Plan is in two parts:
- A written statement explaining the City Council's vision and future strategy for the District. This contains specific land use allocations and policies which will be taken into account when determining planning applications; and
  - A Proposals Map with six insets which identify allocations and other designations and where the Plan's policies apply. The Ordnance Survey mapping included within this publication is provided by Canterbury City Council under licence from the Ordnance Survey in order to fulfil its public function to act as a planning authority. Persons viewing this mapping should contact Ordnance Survey copyright for advice where they wish to licence Ordnance Survey mapping for their own use.

## Delivery and Monitoring

- xvii** The NPPF states that Local Plans should be aspirational but realistic and should be deliverable. It is therefore important that proposals have a reasonable prospect of being implemented over the plan period.
- xviii** The City Council instructed Adams Integra to undertake a viability assessment of the proposals and the associated requirements of the strategic sites contained in the local plan. These include the provision of necessary infrastructure, affordable housing and education contributions to name a few. They have indicated that the proposals in the plan are economically viable and deliverable. The developers of the main strategic sites have indicated the expected time-frame of the development of their sites and this has been included in the phasing details in chapter 2 and Appendix 2. The Council has also assessed any likely barriers to the development of these sites through the Strategic Housing Land Availability Assessment (SHLAA) process.
- xix** The Infrastructure Delivery Plan shows how in particular the strategic development sites will be brought forward and the infrastructure requirements met.
- xx** The City Council will monitor the delivery of the strategic and other development sites through its monitoring mechanisms and also the effectiveness of the policies in the plan.

## Key Diagram



- Key Diagram
- A2 Slip Road Improvements
  - A Roads
  - Area of Outstanding Natural Beauty
  - Area of High Landscape Value
  - International Wildlife Sites
  - National Nature Reserve
  - Strategic Allocations
  - Site of Specific Scientific Interest
  - Urban Area
  - World Heritage Site
  - Canterbury District Local Plan Area
  - Sturry Relief Road
  - Wincheap Retail Area

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## Chapter 1: Strategy

### Vision and Strategy

The Council's vision for the district is that *“through focused, well-planned and environmentally sustainable growth, by 2030 the Canterbury District will be defined by a dynamic strong economy and distinctive cultural and visitor experience from which our communities will prosper. As a council we will provide leadership for our community and shape our district through working in partnership to deliver our vision. We are ambitious and will do the best for our people and will be prepared to take the difficult decisions which may be needed when choices have to be made. We will support the growth needed to deliver our ambition of having a strong dynamic economy and a skilled well-paid workforce supported by the quality of life and housing of the appropriate scale and quality.”*

### Plan Objectives

- To strengthen and broaden the local economy
- To provide sufficient housing to meet local housing need and support economic growth
- To protect the built and natural environment
- To develop sustainable communities, and seek to ensure that adequate community facilities are provided

### Government Guidance

- 1.1** In preparing the Local Plan, the Council has taken account of Government guidance in the National Planning Policy Framework (NPPF), the National Planning Practice Guidance (NPPG), and other relevant guidance.

### Futures Work & Review

- 1.2** The vision set out above has been developed from a 2006 study undertaken on behalf of the Council by Experian Business Strategies, the Future Foundation and GVA Grimley. The study, called “Canterbury Futures Study: At a Crossroad”, aimed to identify possible outcomes for the Canterbury district over the next 20 years by assessing global, national and local trends and influences to arrive at a preferred vision for our district.
- 1.3** The research suggested that the District's population structure will change significantly over the next 20 years. Population forecasts showed that the proportion of older people was set to significantly increase, increasing the pressure on health services. Over the same period the growth of the working population was forecast to slow meaning that

growth in employment would also slow and the structure of economy is likely to remain relatively low-value. After consultation with stakeholders it was clear that ‘doing nothing is not an option’.

**1.4** The study then tested alternative scenarios for the future based on interventions that the Council, together with its partners, could make. Three preferred outcomes identified by stakeholders were:

- **Knowledge Economy** - this outcome is about increasing the number of jobs in knowledge-based services (ICT, telecommunications, finance, business , services, research and development, creative industries and higher education) and high-tech manufacturing (e.g. production of computers and other higher electronics, high-tech engineering, pharmaceuticals and new environmental technologies). These jobs typically require skilled and qualified workers, earning above average wage levels and give high added-value;
- **Canterbury Experience** - This outcome recognised the increasing value from the “Experience Economy” which is broadly defined as using money to enjoy experiences, rather than purchasing goods. This covers a range of activities, including cultural, tourism, heritage, leisure and “spiritual experiences. The aim is to broaden the experience of visitors to Canterbury city, beyond retail, by seeking to improve both the quality of facilities and the visitor experience and customer care. It is also aims to increase income from higher and extended spending on such activities. Focus on this outcome would not only benefit Canterbury city centre but the town centres of Whitstable and Herne Bay as they all have something different to offer; and
- **Green Economy** - This outcome recognised the importance of a vision underpinned by strong environmental principles. This included sustainable building practices, use of renewable energy and green travel. This may also include education and promotion of environmental issues to encourage a more environmentally responsible way of living and working. A green economy would encourage local business that is resource-efficient and socially responsible. Encouraging healthy living enhances well-being, supports green infrastructure and promotes public transport. It also includes environmental knowledge-based and high tech jobs for example in green energy, construction and agricultural services.

- 1.5** From a Local Plan perspective the “green economy” has several strands:
- protection of the best of the natural and built environment;
  - encouragement of high environmental standards in new building,
  - sustainable pattern of new development;
  - support for green tourism, local produce and farmers’ markets; and
  - encouragement of businesses in the environmental technologies sector (linked to support for knowledge-based business).
- 1.6** The combination of these three outcomes forms the basis of the vision. The vision recognises that there needs to be more sustained effort to create a higher-value local economy with high-paid jobs by improving the district’s retail and cultural experience and building more business service activities. Green and sustainable principles must underpin this development to ensure the protection of the district’s environment, which is in fact a key asset in attracting higher value jobs and higher spending visitors. The Local Plan aims to deliver the right balance between the outcomes to make the vision a reality by making available appropriate land to create the right conditions for:
- Residents – to improve quality of life whilst retaining our heritage and natural assets;
  - Business – to start them up, attract and retain them; and
  - Visitors – to encourage them to visit, to stay and to spend.
- 1.7** The 2006 study was reviewed and updated in 2011 and the same conclusions were reached that in order to achieve the vision for the district would require significant development of new housing and business land being made available. The vision and evidence-base from these studies were built upon in the 2012 Development Requirements Study by Nathaniel, Lichfield & Partners (NLP).

## Development Requirements Study

- 1.8** The Development Requirements Study was undertaken by NLP in partnership with Canterbury City Council, with input from Kent County Council’s demography and economic forecasting teams. The study considered a number of realistic development scenarios based on different social and economic factors, and also considered the effect of environmental and infrastructure constraints.
- 1.9** The main conclusion of the study was that a significant level of housing would be required to support an increase in local labour supply, to encourage new job creation and the development of new and innovative industries. Crucially the report concluded that adhering to the housing figures proposed in the now-rescinded South East Plan would likely lead to virtually no net increase in jobs over the plan period.
- 1.10** A Sustainability Appraisal (SA) of the scenarios in the Development Requirements Study was carried out by AMEC (formerly Entec). This concluded that Scenario E (ie. the Futures “preferred option”)(780 dwellings per year) offers “the greatest potential to achieve the appropriate balance (to optimise growth and minimise detrimental environmental effects)”.



## Relationship between housing and the economy

**1.11** The relationship between housing and jobs is identified in the NPPF as key, and states that Local Plans should address barriers to economic growth, including housing, and that strategies for housing and economic development are integrated. The relationship is a complex one due to the wide range of variables and factors that influence it. It is also highly dependent upon people's lifestyle choices on how they live and work. However, the range of evidence that exists on the link between housing and jobs indicates the following:

- Constrained housing supply can restrict labour market mobility, which can lead to increased commuting, reduced labour market efficiency and costs to business (and the public sector), reducing economic growth and employment opportunities;
- Within any Local Plan there must be broad alignment between jobs, the population of an area (including population profile and the local labour force) and the housing needs associated with that population. The housing strategy for an area should not place risks against achieving the economic strategy for an area;
- The best way of modelling this link is to use the statistical relationship embedded in a demographic model to ensure that the housing and jobs outcome of any given scenario are aligned. Such approaches have been tried and tested at Local Plan examinations, but are dependent upon the reasonableness and robustness of the assumptions adopted within them; and
- New housing itself does deliver new jobs. Direct employment in construction, as well as indirect employment in supply chains, can be significant. In addition, a greater population and more households in an area will support the growth in jobs of consumption related sectors (such as retail).

## Public Opinion Research

- 1.12** In 2011, public opinion research was carried out by Ipsos MORI. This aimed to understand the opinions of a representative sample of 900 local people about planning and development issues.
- 1.13** The research found that there was some public support for the scale of development set out in the draft Local Plan. However, there was also an expressed desire that higher levels of development should deliver tangible benefits to local people in terms of affordable housing and economic benefits that would allow young people and families to remain in their local area.
- 1.14** The study found that the majority of respondents believed that more needed to be done to support local business. There was support for development at Canterbury and Herne Bay and the larger villages but less support for development in Whitstable and the smaller villages.
- 1.15** However, public support for development is conditional. Local people expressed concerns about the loss of greenfield land, traffic congestion and the impact on public services. It is important that the Local Plan, and other public policy interventions, seek to address these issues where possible.

## Links to the Corporate Plan and Partner Strategies

- 1.16** The Council recognises that the achievement of the vision and ambitions for the District developed through the Futures work does not lie solely with the planning system, or indeed only with the Council. The Council recognises the importance of working with partner organisations in the area and for there to be consistency between the policies and strategies of different organisations.
- 1.17** The Council's Corporate Plan has been strongly supported by both local people and local partner organisations. The Council is now working closely with local partners (through the Business Improvement District, which acts as an umbrella group for various local partnerships) to seek to achieve the objectives set out in the Corporate Plan, combining the different resources, skills and powers of those organisations.

## Duty to co-operate

- 1.18** There has been a history of co-operation between the East Kent authorities and Kent County Council on planning policy and strategy over many years, and which continues today. This is also reflected in joint working in East Kent on other issues and "shared services" arrangements. For example, through the South East Plan process, the East Kent authorities (Canterbury, Thanet, Dover, Ashford, Shepway and Swale) co-operated on the preparation of a Sub-Regional Strategy to recognise the complementary roles of the different districts. This was followed by the preparation of a Sustainable Community Strategy for East Kent. A Regeneration Board for East Kent has also been established, whose role is in part to encourage cooperation on planning and related issues.
- 1.19** Neighbouring Councils have also been participants over the last few years in different aspects of the development of the Council's vision and strategy for the area; in particular, the Futures work and the development of the Corporate Plan. The Council has had extensive discussions with neighbouring Councils as the draft Plan has developed from the initial futures study. The key issues addressed through this

co-operative working have been housing needs and requirements; the wider East Kent economy; sub-regional transport matters and retail provision; the potential impact of new development across East Kent on national and international wildlife sites and the development of a wider Green Infrastructure Strategy; and initial work on the review of Gypsy & Traveller Accommodation Assessments.

- 1.20** In economic terms, the intention is for the different areas of East Kent, with their strengths, to contribute different aspects of economic activity to a sub-regional “mosaic” economy. It is not considered that the provisions of the draft Plan will have a negative impact on the wider East Kent economy and that it may in fact have a positive long-term effect on other local economies in East Kent.
- 1.21** The Council has also engaged with a range of other service providers through the Plan process, such as the Clinical Commissioning Group and South East Water, to ensure that the Plan reflects their priorities, consistent with the strategy of the Plan.
- 1.22** The Council also works closely with Kent County Council on a range of issues, both at an officer level, and through the Locality Board set up for the district; particularly in relation to issues such as transport and education.
- 1.23** The Council has also sought to engage early with other statutory bodies, such as utilities providers and Government advisory bodies, such as Natural England.
- 1.24** There is an regional initiative in which the Council is engaged - ‘Open for Growth: The East Kent Growth Plan’

#### **South East Local Enterprise Partnership (SELEP)**

- 1.25** The SELEP comprises Kent, Medway, East Sussex and Greater Essex bringing together leaders from business, local government, further and higher education in order to support the area’s economy. To date it has helped secure two Enterprise Zones – including one at Discovery Park in neighbouring Dover district - and has released £50 million Growing Places Funding, with a full programme of some £40 million of additional schemes also identified. A number of these are projects within Canterbury District and support Local Plan proposals. In addition the LEP's strategic economic plan has helped draw down £16 million of Local Growth Fund money to support delivery of some of the Local Plan's key infrastructure initiatives and assist the growth of the District's higher educational institutions.

## Links to other Council Strategies

**1.26** The Local Plan also draws together several strands of Council policy. The key strategies linked to the Local Plan are set out below. This is not to say that the Local Plan can deliver all of the objectives of these strategies in isolation. However, it can help to deliver key development-related objectives within these strategies.

### Housing Strategy (2012)

**1.27** The Council's Housing Strategy was adopted in 2012. The Strategy seeks to meet the housing needs of local people, and to support the economic aspirations of the area. The key areas identified by the Housing Strategy that need to be considered, and which can in part be addressed by the planning system are:

- A variety of new housing is necessary to support the growth and diversification of the local economy. It must be part of an integrated package, to provide housing for key workers and to assist in the retention of graduates. In particular, more small and medium-sized family housing is required;
- More additional affordable housing to meet local needs, and to increase the number of affordable homes delivered via planning obligations;
- A specific need for rented homes at rents that local people can afford, particularly in the light of changes to the Housing Benefit system;
- A need for more low-cost market and shared ownership housing. Increasing the amount of purpose-built student accommodation is vital to reduce the pressures on the housing market and release family-sized homes for occupation by families;
- Seeking to ensure that appropriate housing is made available for vulnerable people;
- Making better use of the existing housing stock; for example, dealing with under-occupation and empty homes; and
- Identifying potential traveller sites, or providing appropriate advice on suitable locations for such sites

### Future District Economic Strategy

**1.28** The Council is seeking to prepare a new economic strategy for the district which would complement the Local Plan with non-spatial planning related economic development and other interventions. The primary focus for this strategy period will be adaption to new macro economic circumstances and a move towards greater resilience by re-balancing the local economy in developing a range of private sector industries. These might include initiatives to promote and assist graduate retention, support new enterprise, enhance business productivity and competitiveness, foster greater levels of exporting from local firms and increase employment opportunities by improving business access to finance for growth.

### District Transport Strategy (2017)

- 1.29** The District Transport Strategy has been prepared. The priorities set out in the Strategy are to improve access to services, goods and opportunities and tackle the negative impacts of traffic by promoting sustainable modes of transport, achieving reliable vehicle journey times and supporting sustainable development.
- 1.30** Congestion and delays are the main source of problems and frustration for travellers. The best way to achieve reliable journey times, while maintaining and improving access and avoiding traffic build up, is to shift to more efficient ways of travelling that take up less road space. The way of doing this is to promote alternative forms of travel such as walking and cycling for short journeys and bus and rail use for longer journeys. This approach looks to achieve a re-balancing of the transport system in favour of sustainable transport modes and bring about an improvement in public transport, park and ride, walking and cycling while also reducing greenhouse gas emissions.
- 1.31** Both the City Council and County Council will work together through the planning process to facilitate the use of sustainable transport by:
- looking to locate development near existing transport hubs
  - requiring facilities for walking, cycling and public transport and
  - ensuring mixed-use developments where housing and employment are located in close proximity to encourage shorter commuting journeys.

### Open Space Strategy (2014)

- 1.32** The Council's Open Space Strategy sets out a way forward to enhance open space for future generations. It includes an assessment of access, quantity, quality and value and sets out a programme or priorities of projects for each typology has been agreed. This includes enhancements to existing open spaces and the creation of new areas to fill identified gaps in provision. The priority lists will be the focus for resources of time, funding and partnership working. This strategy is being reviewed and updated.
- 1.33** The Council's vision for open spaces is to "develop an interconnected network of diverse, high quality open spaces and green infrastructure which meets the needs of local people and makes a significant contribution to raising the quality of life for all residents and visitors to the Canterbury District".
- 1.34** Open space provides for a wide range of formal and informal, passive and active leisure, sport, recreational and play activity. High quality, well designed and managed open space makes a valuable contribution to quality of life.
- 1.35** The City Council's objective is to improve the distribution, accessibility, quality and connectivity of open space. This is seen as a key component to raising the quality of life of the District's residents and visitors. A significant level of open space is proposed to be delivered as part of the new strategic sites set out in this Plan.

### Local definition of "Sustainable Development"

- 1.36** The National Planning Policy Framework (NPPF) expresses three aspects of sustainable development:
- **an economic role** – contributing to building a strong, responsive and competitive economy, by ensuring that sufficient land of the right type is available in the right

place and at the right time to support growth and innovation; and by identifying and coordinating development requirements, including the provision of infrastructure;

- **a social role** – supporting strong, vibrant and healthy communities, by providing the supply of housing required to meet the needs of present and future generations; and by creating a high quality built environment, with accessible local services that reflect the community’s needs and support its health, social and cultural well-being; and
- **an environmental role** – contributing to protecting and enhancing our natural, built and historic environment; and, as part of this, helping to improve biodiversity, use natural resources prudently, minimise waste and pollution, and mitigate and adapt to climate change including moving to a low carbon economy.

- 1.37** Within the context set by the NPPF, the Council considers that the following are key elements in a local definition of sustainable development:
- supporting the growth and diversification of the local economy;
  - meeting the housing needs of local people, and ensuring that there is sufficient housing to support economic growth and diversification in the area;
  - protecting the best of the District’s heritage and landscape;
  - seek to reduce the risk of flooding to new development; and
  - protecting national and international wildlife sites from inappropriate development.
- 1.38** There is a difficult balance to be drawn between these factors, and it will be necessary to prioritise them on occasion. The Council considers that the policies and proposals set out in this Plan represent a comprehensive and positive planning response in seeking to aid the achievement of sustainable development and economic growth in the local area. It addresses a wide range of social, economic and environmental issues based on robust and up-to-date evidence.
- 1.39** However, it is impractical to expect Local Plans to anticipate all possible future circumstances, and the Council recognises that some proposals may come forward which are broadly consistent with the overall strategy, but for which no specific provision has been made. Policy SP1 is largely based on the Planning Inspectorate model policy to provide a presumption in favour of “sustainable development”.
- 1.40** The Council will always work proactively with applicants to find solutions, which mean that proposals can be approved wherever possible, and to secure development that improves economic, social and environmental conditions in the area. The Council encourages developers and applicants to work with them on new proposals through its pre-application advice process. Where the proposals are in accordance with the provisions of this Plan, the Council will seek to approve them without undue delay, unless other material considerations indicate otherwise.
- 1.41** In addition, it should be noted that the Local Plan should be read as a whole. For any proposals, agents and applicants should have full regard to all relevant policies within the Local Plan, and any subsequent guidance.
- 1.42** The NPPF says that planning should “encourage the effective use of land by re-using

land that has been previously developed (brownfield land), provided that it is not of high environmental value". The Council was very successful in the previous Local Plan in directing development to previously-developed land, achieving up to 80% development on brownfield land in recent years.

- 1.43** The Local Plan, despite needing to allocate land on greenfield sites, still allocates approximately 30% of housing development on previously-developed land. Beyond the sites allocated in the Local Plan, the Council will encourage developers to consider whether there is previously developed land available in suitable locations for new development, rather than locating development on fresh land (see Policy SP4).

### Policy SP1 Sustainable Development

**When considering development proposals the Council will take a positive approach that reflects the presumption in favour of sustainable development contained in the National Planning Policy Framework.**

**Planning applications that accord with the policies in this Local Plan (and, where relevant, with policies in Neighbourhood Plans) will be approved, unless material considerations indicate otherwise.**

**Where there are no policies relevant to the application or relevant policies are out of date at the time of making the decision then the Council will grant permission unless material considerations indicate otherwise, taking into account whether:**

- **Any adverse impacts of granting permission would significantly and demonstrably outweigh the benefits, when assessed against the policies in the National Planning Policy framework taken as a whole; or**
- **Specific policies in that framework indicate that development should be restricted;**

### Scale of new development

- 1.44** To implement the Council's vision for the area, there will need to be a significant increase above the historic level of development in the area, for both housing and employment space. There will also need to be a significant additional provision of open space of various types, proportionate to the level of other new development. This is addressed in more detail in the individual site proposals and the Green Infrastructure Strategy. The total level of development over the Plan period, and interim targets, are set out in Policy SP2.
- 1.45** The Housing Chapter sets out in more detail the background to the housing requirements, the calculation of the residual requirement and other factors. The base date for the calculations in the draft Plan is 1<sup>st</sup> April 2011. The Economic Development Chapter provides the background information of the need for employment space, and this is supplemented by the Employment Land Review (2013).



## Policy SP2 Development Requirements

Land is allocated to meet the identified development requirements and guidelines, as set out below.

Development type	2011-16	2016-21	2021-26	2026-31	Total (2011-31)
Housing (units)*	2,500	4,500	4,500	4,500	16,000
Employment land (B1, B2 and B8) (sqm)	25,000	25,000	23,775	23,000	96,775
Retail**					
Comparison Goods  Canterbury***	0 sqm	8,564 sqm	11,360 sqm	13,876 sqm	33,800 sqm
Convenience Goods	0 sqm	0 sqm	266 sqm	2,342 sqm	2,608sqm

\*This is a broad phasing, and detailed housing allocations and permissions are set out in Appendix 2. The mix of housing types and tenures will be expected to meet the proportions set out in the Council's Housing Strategy

\*\*The City Council will review the retail capacity of the District approximately every 5 years and any future studies within the plan period will become a material planning consideration

\*\*\* This relates to Canterbury District, not just the City of Canterbury

## Strategic Site Allocations

- 1.46** Policy SP3 identifies the strategic site allocations, to be brought forward in the Local Plan period to 2031. The parameters set out in this Policy are the primary objectives for these sites. However, there are other considerations and requirements to be taken into account, either in other policies set out in this Plan, or in other supplementary guidance provided by the Council.

### Policy SP3 Strategic Site Allocations Site 1

Development will be permitted at strategic sites in the District, subject to the provision of the listed infrastructure, as set out below:

SITE 1	DEVELOPMENT	AMOUNT/TYPE
South Canterbury	Housing	4,000 dwellings
	Employment floorspace	70,000 sqm
	Retail	Local centre shopping facilities only
	Other	Local community “hub”; the necessary provision of and contributions to primary school education and the necessary provision and/or contributions to secondary school education; health care provision; extended and re-sited park & ride at Dover Road; land reserved for potential relocation of Kent & Canterbury Hospital, if required; provision of new public open space, including allotments and new woodland planting
	Infrastructure	New junction onto the A2 and modifications to the existing junction arrangement; new fast bus link from the site to Canterbury City centre

## Site 2

<b>SITE 2</b>	<b>DEVELOPMENT</b>	<b>AMOUNT/TYPE</b>
<b>Land at Sturry/ Broad Oak</b>	<b>Housing</b>	<b>1,000 dwellings</b>
	<b>Employment floorspace</b>	<b>Business floorspace to meet the needs of local business/office space</b>
	<b>Retail</b>	<b>Local centre shopping facilities only</b>
	<b>Other</b>	<b>Community facilities to meet local need; the necessary provision of and contributions to primary school education and the necessary provision and/or contributions to secondary school education; health care provision; protection and management of all remaining ancient woodland; provision of new public open space; including public gardens; parkland and playing fields</b>
	<b>Infrastructure</b>	<b>Provision of/ or proportionate contribution to New Sturry Relief Road; reduced use of the existing Sturry Crossing for local traffic and buses only; closure of existing rail foot crossings; provision of new car park for Sturry station.</b>

## Site 3

SITE 3	DEVELOPMENT	AMOUNT/TYPE
Hillborough site, Herne Bay	Housing	1,300 dwellings
	Employment floorspace	33,000sqm (Altira Park, extended)
	Retail	Local centre scale shopping only
	Other	Health care provision; community facilities to meet local need; the necessary provision of and contribution to primary school education and the necessary provision and/or contributions to secondary school education.
	Infrastructure	New link to Thanet Way via Altira Park and limited access to Sweechbridge Road; provision of new west-facing on-slip to Thanet Way at the Heart-in-Hand junction; measures to discourage additional traffic using Heart-in-Hand road; improvements to A291 corridor*

\*Improvements to A291 corridor will include highway infrastructure works having regard to the requirements of the Highway Authority and may include improvements to Bullockstone Road which forms part of the Herne Relief Road as referred to in policy T13 and identified on the Proposals Map.

## Site 4

<b>SITE 4</b>	<b>DEVELOPMENT</b>	<b>AMOUNT/TYPE</b>
<b>Herne Bay Golf Course</b>	<b>Housing</b>	<b>600 dwellings</b>
	<b>Employment floorspace</b>	<b>1ha of mixed commercial uses</b>
	<b>Retail</b>	<b>Local centre scale shopping only</b>
	<b>Other</b>	<b>8ha of sports &amp; leisure facilities, including cricket, football, hockey, tennis and open space; health care provision; care home; provision and/or contributions to primary and secondary school education</b>
	<b>Infrastructure</b>	<b>Improvements to A291 corridor*; new footpath/cycle path to be provided in conjunction with site 5 (Strode Farm, Herne Bay) to link sites 4 and 5</b>

**\*Improvements to A291 corridor will include highway infrastructure works having regard to the requirements of the Highway Authority and may include improvements to Bullockstone Road which forms part of the Herne Relief Road as referred to in policy T13 and identified on the Proposals Map.**

## Site 5

<b>SITE 5</b>	<b>DEVELOPMENT</b>	<b>AMOUNT/TYPE</b>
<b>Strode Farm, Herne Bay</b>	<b>Housing</b>	<b>800 dwellings</b>
	<b>Employment floorspace</b>	<b>15,000sqm</b>
	<b>Retail</b>	<b>Local centre shopping provision only</b>
	<b>Other</b>	<b>Community facilities, including new parish hall and local needs housing; the necessary provision of and contributions to primary school education and the necessary provision and/or contributions to secondary school education; health care provision</b>
	<b>Infrastructure</b>	<b>Provision of new highway through the site linking Thanet Way to Bullockstone Road and improvements to Bullockstone Road, as indicated on the Proposals Map; new footpath/cycle path to be provided in conjunction with site 4 (Herne Bay Golf Course) to link sites 4 and 5</b>

## Site 6

<b>SITE 6</b>	<b>DEVELOPMENT</b>	<b>AMOUNT/TYPE</b>
<b>Land at Greenhill, Herne Bay</b>	<b>Housing</b>	<b>300 dwellings</b>
	<b>Other</b>	<b>Community facilities to meet local need; recreation &amp; leisure facilities, new allotment provision; the necessary provision of and contributions to primary school education and the necessary provision and/or contributions to secondary school education; health care provision</b>

## Site 7

<b>SITE 7</b>	<b>DEVELOPMENT</b>	<b>AMOUNT/TYPE</b>
<b>Thanet Way site, Whitstable</b>	<b>Housing</b>	<b>400 dwellings</b>
	<b>Other</b>	<b>Extension of Duncan Down country park; additional public open space, including allotments</b>

## Site 8

<b>SITE 8</b>	<b>DEVELOPMENT</b>	<b>AMOUNT/TYPE</b>
<b>Land North of Hersden</b>	<b>Housing</b>	<b>800 dwellings</b>
	<b>Employment floorspace</b>	<b>1ha new business space for local business</b>
	<b>Other</b>	<b>New community building; play areas and allotments; multi-use games area; the necessary provision of and contributions to primary school education and the necessary provision and/or contributions to secondary school education and provision of the main school vehicular access through Site 8; health care provision</b>
	<b>Infrastructure</b>	<b>Provision of, or proportionate contribution towards the provision of new Sturry Relief Road and/or contributions to transportation improvements on the A28 corridor; improved footpath/cyclepath links to existing network.</b>

## Site 9

SITE 9	DEVELOPMENT	AMOUNT/TYPE
Land at Howe Barracks, Canterbury	Housing	400 dwellings (No development shall take place on the western slopes)
	Infrastructure	Provision of requirement for new A28-A257 Link Road; and retention of significant level of parkland/open space

## Site 10

SITE 10	DEVELOPMENT	AMOUNT/TYPE
Land at Ridlands Farm and Langton Field, Canterbury	Housing	310 dwellings
	Other	Provision of public open space within the site, including play areas; multi-use games area; contributions to primary and secondary school education; community and local facilities to meet local need; health care provision
	Infrastructure	Provision of fast bus link route from the South Canterbury site to South Canterbury Road



## Site 11

<b>SITE 11</b>	<b>DEVELOPMENT</b>	<b>AMOUNT/TYPE</b>
<b>Land at and adjacent to Cockerling Farm Thanington</b>	<b>Housing</b>	<b>1,150 dwellings</b>
	<b>Employment Space</b>	<b>1.5ha</b>
	<b>Other</b>	<b>Provision of public open space within the site; Allotments; the necessary provision of and contributions to primary school education and the necessary provision of and/or contributions to secondary school education; Community and local facilities to meet local need; Play areas; Multi-use games area; health care provision, new additional woodland planting to enhance the Larkey Valley Local Nature Reserve</b>
	<b>Infrastructure</b>	<b>Provision of, or funding new eastbound A2 off slip at Wincheap and associated highway improvements at the junction with Ten Perch Road and extended westbound slip road off the A2; Improved/ new road link to Cockerling Road; Bus and footpath/cycle path links; contributions to expansion of Wincheap Park and Ride; contributions towards the provision of A28 (Wincheap) Relief Road and highway improvements at Wincheap Green roundabout.</b>

## Site 12

SITE 12	DEVELOPMENT	AMOUNT/TYPE
Land South of Ridgeway (John Wilson Business Park), Whitstable	Housing	300 dwellings
	Employment Space	1ha
	Other	The necessary provision of and contributions to primary school education and the necessary provision of and/or contributions to secondary school education; Community facilities to meet local need; Improved public open space, including play area and multi-use games area; health care provision
	Infrastructure	Highway improvements, including to the roundabout at junction of A2990 Thanet Way and Reeves Way, Whitstable

## Policy SP3 continued

Planning applications for development of all, or part, of a Strategic Site Allocation, shall be accompanied by a comprehensive masterplan for the whole Strategic Site Allocation. The masterplan shall identify how the Strategic Site Allocation fits into the wider surroundings and shall include the detailed requirements for the site; the phasing of development, the physical and social infrastructure; and detailed design proposals incorporating “garden city” principles (Appendix 1). Development proposals submitted for these sites shall be in accordance with the requirements of this policy.

## Strategic approach to the location of development

- 1.47** Development in addition to the sites identified in this Plan will be judged against the District settlement hierarchy. The Settlement Hierarchy Study (2011) identified the broad tiers of settlement in the District, based on the size of settlements and the range of services they possess. Canterbury District does not possess a large number of larger villages, but rather many settlements that are small in scale.
- 1.48** The Study recommends that there should continue to be a sequential approach to the allocation of land for development, that is, that new housing development should primarily be concentrated in the urban centres of the District, with new development in the rural settlements limited, proportionate to their scale and position in the settlement hierarchy. However, the Local Plan should also be sufficiently flexible to respond to identified local needs, where this is supported by the relevant Parish Council, or where appropriate, community forum.
- 1.49** Thus, in this Plan, the allocation of land for new development in the District seeks to make best use of previously developed land and buildings, where available, and to follow a sequential approach to the sustainable location of new development, subject to other planning factors. The distribution of new development also broadly reflects the settlement hierarchy and the outcomes from the Ipsos MORI public opinion research, and is broadly commensurate with the role and function of settlements in the hierarchy.
- 1.50** It is important and appropriate that the distribution of new housing sites in rural settlements reflects such a settlement pattern, and that rural allocations made as part of the Plan are generally small in scale, except in the rural service centre and local centres, where a higher level of development might be supported. Historically rural settlements have grown gradually over time and the Study concluded that such a pattern of organic small-scale growth remains appropriate for the majority of the rural settlements of Canterbury District.

<b>Rural Settlement Hierarchy</b>	
<b>Rural service centre</b>	Sturry
<b>Local centres</b>	Chartham (including Shalmsford Street) Bridge, Hersden, Blean, Littlebourne, and Barham
<b>Villages</b>	Adisham, Bekesbourne, Bossingham, Broad Oak, Hoath, Kingston, Petham, Rough Common, Tyler Hill, Upstreet, and Wickhambreaux
<b>Hamlets</b>	Chartham Hatch, Chislet, Bishopsbourne, Fordwich, Harbledown, Ickham, Lower Hardres, Patricbourne, Stodmarsh, Upper Harbledown, Upper Hardres, Waltham, Westbere, Womenswold, Woolage Green, and Woolage Village

- 1.51** In this context, infilling is generally defined as the completion of an otherwise substantially built up frontage by the filling of a narrow gap. However, infilling may not always be acceptable as open spaces between development can often make an important contribution to the character and setting of the village. Development needs to be considered in context with the size and character of the village it is planned for. For example, a proposed development of a vacant site with five to ten homes within a larger village (such as the rural service centre of Sturry or one of the local centres) might be considered acceptable development. Therefore, the scale, quality and location of appropriate development will be dependent on the individual characteristics of each village.
- 1.52** The City Council does not identify the built confines of villages by a line on the Proposals Map, as to do this would infer that any vacant plot within this boundary is suitable for development, which may not necessarily be the case as the openness could be part of the character of the village.

#### **Policy SP4 Strategic approach to location of development**

**The urban areas of Canterbury, Herne Bay and Whitstable will continue to be the principal focus for development, with a particular focus at Canterbury, together with development at the rural service centres and local centres. Policy SP3 identifies the key sites for mixed-use development.**

**In addition to the development allocations set out in this plan:**

- 1. In the urban areas of Canterbury, Herne Bay and Whitstable, new housing development will be supported on suitable sites, where this would be acceptable in terms of environmental, transport and other planning factors, and would not result in the loss of sites identified for business and other specific uses;**
- 2. Provision of new housing that is of a size, design, scale, character and location appropriate to the character and built form of the rural service centres of Sturry and the local centres of Barham, Blean, Bridge, Chartham, Hersden and Littlebourne will be supported provided that such proposals are not in conflict with other local plan policies relating to transport, environmental and flood zone protection and design, and those of the Kent Downs AONB Management Plan, where applicable;**
- 3. In the villages of Adisham, Bekesbourne, Bossingham, Broad Oak, Hoath, Kingston, Petham, Rough Common, Tyler Hill, Upstreet, and Wickhambreaux, priority will be given to protecting the rural character of the district and infill development of an amount appropriate to the size of the settlement (or development to meet an identified local need for affordable housing), in a location appropriate to the form of the settlement and of a design and scale that respects and enhances the character of the village;**
- 4. At the hamlets of Chartham Hatch, Chislet, Bishopsbourne, Fordwich, Harbledown, Ickham, Lower Hardres, Patricbourne, Stodmarsh, Upper Harbledown, Upper Hardes, Waltham, Westbere, Womenswold, Woolage Green, and Woolage Village development will be permitted which specifically meets an identified local need; and**
- 5. In the open countryside, development will be permitted if required for agriculture and forestry purposes (see Policy EMP13).**

### District Transport Strategy

- 1.53** The Local Plan and the Transport Strategy for the District have been prepared in parallel, and the two strategies are mutually supportive. The Transport Strategy is also part of the evidence base for the Local Plan.
- 1.54** The proposed transport objectives and measures to support the Local Plan are set out in Policy T1 and the explanatory text to that policy.

### Green Infrastructure Strategy

- 1.55** The Council recognises the potential broader role of open space in mitigating the impact of growth on sites of international nature conservation importance. Green infrastructure, comprising networks of multi-functional green space in both rural and urban areas, plays an essential role in supporting ecological process and improving the health and well-being of individuals and societies. National and regional policy now advocates an approach at the local level that identifies, promotes and protects green infrastructure through the planning framework.
- 1.56** The Corporate Plan states in Principle 2: "we will encourage local individuals and communities to become self-reliant and actively engaged in improving facilities, activities and the environment". Also, in Principle 8: "we will be as sensitive as possible about our own environmental impact and work with others to do the same". The Development Requirements Study indicates that some 178 hectares of various forms of open space would be required to serve new development in the district, and this will need to be partly met through a Green Infrastructure Strategy.
- 1.57** Green infrastructure is an all-encompassing term to describe both natural and man-made urban and rural green spaces. Natural England define green infrastructure as "a strategically planned and delivered network of high quality green spaces and other environmental features. It should be designed and managed as a multi-functional resource capable of delivering a wide range of environmental and quality of life benefits for local communities. Green Infrastructure includes parks, open spaces, playing fields, woodlands, allotments and private gardens"<sup>(1)</sup>. There is therefore a clear synergy with other areas within this Plan, and with other Council strategies, in particular, the Open Space Strategy.

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1 Land Use Consultants 'South East Green Infrastructure Framework - From Policy into Practice' June 2009

- 1.58** There are a range of components that contribute to green infrastructure:
- parks, gardens and country parks
  - natural and semi-natural urban and rural greenspaces
  - green corridors - including river and canal banks, cycleways, and rights of way
  - outdoor sports facilities
  - amenity greenspace (e.g. in housing areas) – including informal recreation spaces, green spaces in and around housing, domestic gardens and village greens
  - provision for children and teenagers - including play areas and other more informal areas
  - allotments, community gardens, and urban farms
  - cemeteries and churchyards
  - accessible countryside in urban fringe areas
  - river corridors and other water features
  - green roofs and walls
- 1.59** Green infrastructure provides many functions and may have multi-purposes including:
- creating a sense of place and opportunities for greater appreciation of valuable landscapes and cultural heritage
  - increasing recreational opportunities, including access to and enjoyment of the countryside and supporting healthy living
  - conservation and enhancement of biodiversity, including the need to mitigate the potential impacts of new development
  - improved water resource and flood management and sustainable design
  - sustainable transport, education and crime reduction
  - making a positive contribution to combating climate change through adaptation and mitigation of impacts
  - production of food, fibre and fuel.
- 1.60** The City Council is liaising with neighbouring authorities in East and North Kent in order to prepare a Canterbury District Green Infrastructure Strategy for delivery or enhancement of green infrastructure through new development schemes or by other means.
- 1.61** The City Council will expect all the allocated strategic sites to include reasonable and proportionate provision for new green infrastructure, to meet the recreational needs of local residents, deliver sustainable development and support health and well being.

## Infrastructure Planning & Delivery

- 1.62** Alongside this Plan, the Council has developed an Infrastructure Delivery Plan, seeking to identify the key elements of infrastructure that would be required to support the level and distribution of development being proposed in this Plan. It is critical that the necessary infrastructure (whether physical or social) is delivered in a timely way, to ensure that the development programme is not delayed significantly. The Council will be establishing an implementation team to monitor and assist with the achievement of the Local Plan proposals.
- 1.63** Key elements of infrastructure include:
- Provision of fast bus links into Canterbury
  - Road improvements at Sturry and Herne
  - Additional Park & Ride provision to serve Canterbury
  - Provision of new cycle paths/footpaths
  - Completion of bus lanes in key areas
  - New/improved A2 junction at Bridge
  - New eastbound off slip road and extended westbound slip road off the A2 at Wincheap, Canterbury
  - New utilities infrastructure
  - New primary and secondary schools/extensions to existing schools
  - New medical facilities
  - New employment floorspace
  - New green infrastructure
- 1.64** The Council is exploring a range of measures to ensure that development and related infrastructure is delivered in an integrated way, such as phasing controls, land ownership controls and trigger points, and the Council will consider using its own powers to assist in the delivery of development within the Plan period, where specific obstacles arise.
- 1.65** The Council will also consider a range of non-planning interventions that it, and other partners, might employ to deliver the strategic vision set out in this Local Plan. The Council recognises that many other inputs are needed beyond the planning system itself to deliver a successful strategy, and the Council is working closely with key partners, such as Kent County Council, to seek to achieve this.
- 1.66** The Council is considering how it can best apply the use of the Community Infrastructure Levy (CIL) and s106 agreements, or other similar mechanisms. Much depends on the level and distribution of development as to what the most effective balance should be between the two funding streams.

- 1.67** Based on the research undertaken so far, the Council is proposing to use s106 Agreements, bonds and other mechanisms to deliver key infrastructure on strategic development sites. It is envisaged that the infrastructure, affordable housing and other requirements on larger sites will be significant, so the Council is considering whether a “nil CIL” should be applied to those sites. On smaller allocated sites, or non-allocated sites that come forward as “windfalls”, CIL would then be used to fund other projects which are considered important to the implementation of the wider planning strategy, such as traffic management improvements and open space provision.
- 1.68** The Council has undertaken a whole Plan viability assessment and an assessment of the viability of the strategic sites. The conclusion of this study is that all the strategic sites are viable and can deliver 30% affordable housing overall and the necessary infrastructure to support those developments.
- 1.69** The Infrastructure Delivery Plan, demonstrates how the different elements of infrastructure (including transport measures and affordable housing) will be delivered and how it will be phased to serve new development. It also sets out what mechanisms will be used to ensure the timely delivery of infrastructure.

### Policy SP5 Infrastructure Delivery Plan

**The Council will prepare an Infrastructure Delivery Plan for the allocations set out in the plan, and will also set out its proposals for the use of s106 agreements and similar mechanisms, and Community Infrastructure Levy.**

**The Infrastructure Delivery Plan will identify the scope of infrastructure to be provided; the phasing of such infrastructure linked to development; and the mechanisms by which the Council considers that the infrastructure would be best delivered.**



## **Strategic Access Management and Monitoring (SAMM) Mitigation Measures to address in-combination recreational impacts on the coastal Special Protection Areas (SPA), and Ramsar sites**

- 1.70** The City Council has taken into account the findings of its Sustainability Appraisal and Habitat Regulations Assessment work and the advice of Natural England, and has agreed mitigation strategies with Natural England to deal with any likely significant effect resulting from new development in the District, from recreational disturbance on the coastal Special Protection Areas (SPAs) and Ramsars resulting from the strategic sites allocated under SP3. The City Council has undertaken a series of visitor surveys to establish “zones of influence” for the sensitive coastal areas relative to the main areas of settlement, as outlined in the Strategic Access Management and Monitoring Strategies (SAMMs), to be reviewed if monitoring indicates a need.
- 1.71** Mitigation strategies will be developed and implemented for the two coastal sites, Thanet Coast and Sandwich Bay SPA / Ramsar and Swale SPA / Ramsar. They presently comprise of the following measures:
- (1) Wardening of the sites, together with increased signage and education, to be funded by new development sites in perpetuity, in accordance with guidance to be prepared by the City Council;
  - (2) Ongoing monitoring and surveys, particularly in relation to visitors and bird numbers, to be funded via the wardening programme (the results of the monitoring will be used to review the ongoing delivery of the mitigation);
  - (3) Consideration of any other measures shown to be required or appropriate to mitigate recreational impacts of development; for example: provision of additional natural green space could form part of the mitigation measures on some strategic sites in addition to the access management measures identified.
- 1.72** Detailed strategies setting out necessary contributions to in-perpetuity funds and required mitigation measures will be available, and contributions will need to be made having regard to those strategies. Housing sites and other new development proposals in the district within the Zones of Influence, as identified in the Strategic Access Management and Monitoring Strategies (SAMMs), that are likely to result in significant recreational effect alone or in-combination on the international coastal wildlife sites, will be expected to contribute to a tariff to deliver the measures required to mitigate their effects.
- 1.73** The City Council will continue to work with the other North Kent and East Kent authorities to ensure that there is a joint approach to the consideration of cross-boundary effects, implementation of mitigation and monitoring strategies, to the long-term development and management of green infrastructure in the area to provide sustainable recreational areas for residents and, where shown to be appropriate, provision of additional natural green spaces.
- 1.74** Development that contributes to the appropriate SAMM or other approved strategic measures will mitigate its impact and will not require Appropriate Assessment for recreational effects on that SPA or Ramsar.
- 1.75** Other development proposals may arise during the lifetime of the Plan, which may have a likely significant effect on international wildlife sites within or adjacent to the

district and these proposals will also need to be assessed in line with Policy LB5. It should be noted that the current mitigation measures outlined in the coastal SAMMs have been designed to mitigate recreational impacts from the housing numbers proposed in the Local Plan. Any significant changes in housing numbers would require the reassessment of these measures and their ability to mitigate further impacts and may require additional measures. Policy LB5 is also applicable to all new development proposals.

### **SP6 Strategic Access Management and Monitoring (SAMM) Mitigation Measures for the coastal Special Protection Areas and Ramsar sites**

**No development will be permitted which may have an adverse effect on the integrity of the coastal sites being the Thanet Coast and Sandwich Bay SPA or Ramsar and Swale SPA and Ramsar, alone, or in combination with other plans or projects, through an increase in recreational disturbance on the over-wintering bird populations for which these sites are designated. As such, the strategic development sites identified in the Plan and any other developments within the identified Zone of Influence, as shown on the District Proposals Maps (Thanet Coast and Sandwich Bay SPA 7.2km and the Swale SPA 6km), which would lead to an increase in recreational disturbance, are required to fund, in-perpetuity, access management and monitoring measures to mitigate these impacts, including:**

- (1) Wardening of the coastal SPA and Ramsar sites, signage and interpretation and increased education; and,**
- (2) Ongoing monitoring and surveys of the sites, particularly with regard to visitors and bird numbers, which will be linked to the wardening programmes; and,**
- (3) Any other measures shown to be required or appropriate to mitigate the effects of development; for example, provision of additional natural green space could form part of the mitigation in addition to any contributions made.**
- (4) Contributions will be made having regard to the guidance prepared by the City Council. Any tariff will comprise a one off payment incorporating a levy for annual expenditure to operate the mitigation strategy and a portion for capital investment to fund wardening and mitigation measures in-perpetuity.**

## Plan Monitoring & Review

- 1.76** The Council will establish a full monitoring programme and will identify key areas for future monitoring, to seek to ensure that the overall Plan strategy is being delivered. It will also establish monitoring targets. Monitoring is likely to include the following:
- a particular focus on the long-term objective to strengthen and diversify the local economy;
  - the delivery of housing (including affordable housing), employment and retail floorspace;
  - the delivery of key physical and social infrastructure;
  - environmental standards and design quality in new development; and
  - condition of environmental resources.
- 1.77** The Council will undertake monitoring on an annual basis, and the results of this monitoring will be reported via the Authority Monitoring Report.
- 1.78** In addition to the ongoing monitoring of the delivery of the Plan strategy, the Council will also have regard to demographic projections that from time to time will be issued by Government, and the implications these may have for housing need in Canterbury District's Housing Market Area. In the context of the Department for Communities and Local Government's 2014-based sub national household projections, the Council will within one year of the Plan being adopted, undertake and publish an assessment of the current evidence on demographic change, how it relates to assumptions around student populations, and any impact on the overall housing need for which the Local Plan makes provision. If the Council's assessment indicates an early partial review of the Plan is necessary, this will commence two years from the date of adoption of the Plan.



## Chapter 2: Housing Development

### Housing Development

- 2.1** The Corporate Plan sets out the following aim to meet the housing requirement up to 2031.  
Aim 1 – Working to achieve enough high quality housing to meet everyone’s needs.
- 2.2** The 2016 Residents’ Survey identified that affordable, decent housing was one of the top five quality of life issues that needed improving. It is a particular concern for young families and those wanting to set up home for the first time. The Canterbury District Housing Needs Review (NLP, 2015) identified that affordability of housing for newly forming households must be considered foremost, as it is these households that will most likely fall into housing need if their housing requirements are not met in the market. One of the objectives of the Core Strategy Options Report (2010) was for new housing to match the housing market need profile of the area, and to include provision of affordable housing at levels consistent with viability and to also reflect the types and sizes of affordable housing required.
- 2.3** Canterbury District has the second largest population of all the districts in Kent with a population of 162,400 (ONS mid-year population estimate 2016). The District has a young population with approximately 19.5% aged between 16 and 24, reflecting Canterbury’s large student population. This is due largely to Canterbury being a centre for further and higher education with the presence of four Universities.
- 2.4** In contrast the coastal towns of Herne Bay and Whitstable together with the rural area have a high proportion of older residents. The number of older people is expected to increase, particularly those over the age of 85.
- 2.5** All of these demographic characteristics place often competing demands on the housing market. These are set out in detail in the Strategic Housing Market Assessment (2009) and the Housing Strategy (2012).

### The District’s Housing Market

- 2.6** In 2009 Canterbury City Council commissioned a Strategic Housing Market Assessment jointly with the other East Kent Districts of Thanet, Dover, Shepway and Swale. The SHMA identified four distinct housing market areas for the District (Greater Canterbury, Whitstable, Herne Bay and East Kent Rural North) and indicated that house prices were highest in Greater Canterbury and Whitstable.
- 2.7** In March 2017 the average house price for the District (based on sales) was £311,803 (Source: Hometrack May 2017) compared to £283,829 in March 2016. Property prices are on average £56,000 higher than the neighbouring districts of Dover, Shepway and Thanet. These figures should be treated with some caution as the lower number of transactions in the last few years may distort the figures. The higher house prices are due to Canterbury acting as a major economic centre within East Kent and as a major tourist destination. It therefore attracts high travel to work patterns from within the District itself as well as from neighbouring East Kent Districts.
- 2.8** The highest average house price (based on sales) from (March 2016 – March 2017) in the District is in the Tankerton ward in Whitstable - £450,227 (source: Hometrack 2017). The rural ward of Little Stour and Adisham has the second highest average

price of £393,597. The highest average house prices in Canterbury (city) is in Barton ward - £329,085, which until recently had the district's highest property prices. All areas in Whitstable had a higher house prices (on average) than all areas of Herne Bay. The Heron Ward in Herne Bay had the lowest average sale price of £230,015. In the last two year's property prices in the Whitstable wards have increased at a greater rate than the city of Canterbury. Lower house prices in Canterbury could be explained by the recent proliferation of developments containing a high proportion of smaller flats, particularly for the buy to let market. Whitstable attracts purchasers of second homes, many of whom are based in London.

- 2.9** Affordability is also seen as an issue in the rural areas with many local people unable to afford to buy a house locally due to high average prices and competition from second homes. Younger families in lower-paid occupations have to move elsewhere because they cannot afford to remain in the villages. The SHMA recommended that policies for the creation of affordable homes in smaller villages to meet local housing needs are required, including the use of the 'exception sites' policy i.e. low cost housing on land that would not otherwise be released.

### The Canterbury District Housing Strategy

- 2.10** The Council's Housing Strategy was adopted in 2012 and is under review. The Corporate Plan pledge to "plan for the right number of homes in the right place to create sustainable communities in the future" is its core vision. The Housing Strategy is based on extensive evidence, including the Strategic Housing Market Assessment (2009) and the views of local communities.
- 2.11** Canterbury District is a lively and successful economic centre, yet the evidence of housing need is compelling. Affordable, decent housing is one of the top five issues for local residents, particularly those under 40 years of age. The relationship between housing and the economy is dealt with more fully in paragraph 1.11 in Chapter 1 Strategy.
- 2.12** The changing structure of the District's population, with high and increasing numbers of both young and old people, is distorting local housing markets. The City Council wants to release under-occupied family-sized homes by providing attractive, more suitable and easily adaptable accommodation to meet changing needs, that will tempt older people to downsize, while enabling them to lead independent, fulfilling lives.
- 2.13** The high number of young people reflects the City's reputation as a centre for education. This has many positive effects such as jobs, prosperity and a vibrant cultural life. In January 2014 there were 29,392 students studying at Canterbury campuses. Many of the students are concentrated in certain parts of the City which can affect those communities as well as the wider housing market. It is estimated that there is only enough purpose built student accommodation (PBSA) to house 45% of full-time students who have moved to the area to study. Many family-sized homes in the City of Canterbury have been converted into shared student houses which landlords are able to charge a premium rent for, contributing to high local housing costs to either rent or buy. The economic vitality brought by the further education institutions masks deprivation and low wages in the tourism and retail industry. These factors combined make it difficult for many local people, particularly families with children, to find suitable homes that they can afford to rent or buy. Increasing the amount of desirable and attractive purpose-built student accommodation is vital to reduce the pressures on the housing market and to release family-sized homes for occupation by families: ,as long

as they are not developed at the expense of new family housing. The housing market needs to be re-balanced to provide more houses that local families can afford. Student and other accommodation are dealt with more fully in policy HD7 and paragraphs 2.74 to 2.77.

- 2.14** Many people still aspire to home ownership, but cannot achieve their ambition. Therefore there is a need for more low-cost market and shared ownership housing, and better availability of mortgage finance. For those unable to buy a home, there is a clear need for more rented homes in the private sector that people employed locally can afford, particularly in the light of changes to the Housing Benefit system. The City Council also aims to increase the number of affordable homes provided through developer contributions and the planning system.
- 2.15** The retention of a highly educated workforce including locally educated graduates, is essential to help build new knowledge and technology based industries and achieve our economic goals. Therefore housing must be part of an integrated package to attract new businesses with a demand for higher-skilled workers and subsequently lead to better paid employment in the District, reducing the dependence on the low wage economy.
- 2.16** The Housing Strategy examines the interdependence between housing, the planning system and the economy and seeks to address imbalances in the local housing market. It gives guidance on the Council's preferred mix of property types and sizes in all tenures, based on housing need and demographics to meet current and emerging housing need.

### **Strategic Requirement**

- 2.17** The NPPF states that local planning authorities should set out the strategic priorities for the area in the Local Plan. This should include strategic policies to deliver housing and economic development requirements. The City Council therefore, appointed Nathaniel Lichfield and Partners (NLP) to undertake a Development Requirements Study for the District.

- 2.18** The City Council had set the development requirements for the District in line with scenario E of the 2012 NLP report, which equated to 780 dwellings per annum (dpa). This gave a 20 year District requirement for 2011-2031 of 15,600 units. An updated Housing Needs Review was undertaken by NLP in April 2015 following the publication of 2012-based sub-national household projections. It was considered that this increased the development requirements for the District to 803 dpa to reflect the higher job growth associated with Scenario E, a figure which was rounded to 800 dpa for the purposes of the Plan. This gives a 20 year District requirement for 2011-2031 of 16,000 units.
- 2.19** In addition to the strategic requirement, the NPPF states that the City Council should identify and update annually a supply of specific deliverable sites, sufficient to provide 5 year's worth of housing against its housing requirement, with an additional buffer. This buffer may be set at 20% where there has been a record of persistent under delivery, or otherwise 5%. In the Canterbury District, it was agreed that an assumption of a 5% buffer is justified as there had not been a persistent under-delivery of housing. This is to be added to the 5 year requirement and is to include the shortfall.
- 2.20** The base date survey for this Plan is April 2011 and therefore any unimplemented planning permissions at this date, will contribute to the housing land supply for this Plan.
- 2.21** The total housing land supply is made up of a number of elements:
- Completions - the net number of new dwellings created annually is deducted from the District's requirement which leaves the residual requirement;
  - Unidentified sites contribution (windfalls) - is made up of two elements:
    - (i) Unidentified small sites - an estimate of the number of dwellings which will be built on unidentified small sites accommodating fewer than 5 dwellings, based on past trends
    - (ii) Unidentified large sites - sites accommodating 5 or more dwellings which are not allocated in the plan.

These enter the supply once they have been granted planning permission.

- Identified large sites of 5 or more dwellings which are made up of two elements
  - (i) Commitments - sites with a valid planning permission for housing;
  - (ii) Allocations - new sites identified for housing. These come from two main sources: those sites already identified in the previous local plan (2006) which still have reasonable prospect of being delivered; and those sites identified in the plan as new Strategic Allocations or other new housing or mixed use allocations.



- 2.22** Students have an impact on the privately rented sector as set out in paragraph 2.13. Government advice as set out in the CLG definition of general housing terms has stated that “all student accommodation, whether it consists of communal halls of residence or self-contained dwellings, and whether or not it is on campus, can be included towards the housing provision in local development plans”. The council’s approach is to include in the supply those self-contained units, up to 6 bedrooms, which are either built as flats/apartments and then subsequently let to students or purpose built flats that could be sold on the open market in the future. Halls of residence are recorded separately but are not included in the housing supply.
- 2.23** Housing land supply is continuously monitored and the total land supply is set out annually in the Housing Information Audit (HIA) carried out by the City Council in conjunction with Kent County Council. In order to ensure that there is a controlled delivery of new housing there will need to be regular monitoring. If it becomes apparent that the pace of delivery of new housing is too slow the City Council may have to adjust the phasing to allow those sites that are to be released later in the plan period to come forward earlier. This will be adjusted in consultation with the developers of those sites via the annual phasing questionnaire sent out to developers as part of the annual HIA survey. The resultant 5 year statement will be included in the Council’s Authority Monitoring Report.
- 2.24** In addition to the allocated housing sites, the Council has identified an opportunity site, at Chaucer Road, Canterbury which might come forward in the plan period. The land includes the current Council offices and adjacent housing. Although it is not envisaged that the Council offices will relocate in the short term, this may occur later in the plan period. The Council has considered for some time that re-modelling existing Council housing areas might provide the opportunity for better quality or more appropriate housing to meet identified local needs.
- 2.25** It is intended that the development of this site, would be primarily for housing. It is uncertain when and if development of this site will come forward and so the capacity of this site will be assessed at a later date. Consequently it has not been included in the housing land supply set out below.
- 2.26** The table below sets out the housing land supply over the plan period 2011-2031 and shows the City Council’s position in meeting the overall housing requirement. This updates the January 2016 housing land supply revised position and April 2016 revision providing a position based on information from HIA 2015. The shortfall in meeting the housing requirements in the early part of the plan period is recovered over the remainder of the period to 2031. As at April 2016, a 5% buffer has been applied to the calculation.

**Table H1: Housing Land Supply**

<b>5 Year Supply Position 2015/2016-2019/2020 Requirement</b>	<b>No. of Units</b>
Local Plan requirement 2011-2031 (800dpa)	16,000
Completions 01/04/11 to 31/03/15	1,908
Residual requirement	14,092
Number of units required 2015-2031 (remaining 16 years) pa	881
Five year requirement	4,404
5% buffer	220
<b>5 Year Requirement with 5% buffer</b>	<b>4,624</b>
Annual Requirement	925
<b>Supply</b>	
Strategic and other new allocations	3,241
Existing allocations	298
Planning Permissions (as at 31/03/15)	1,126
Windfall Allowance	276
<b>Total Supply</b>	<b>4,941</b>
Total Five Year Housing Supply Surplus	317
Years Supply	5.34

- 2.27** In addition to the strategic and other large housing allocations there are a number of additional smaller allocations carried forward from the 2006 Local Plan which are shown on the proposals map. A full list of all the housing allocations including those allocated for mixed use where there is an element of housing, together with unimplemented sites with planning permission and the detailed phasing for each of the components making up the housing land supply, is set out in Appendix 2.
- 2.28** The City Council has allocated a number of car parks in the urban areas, mostly in Canterbury City, for housing. Some design feasibility studies were carried out as part of the 2006 Local Plan, to assess whether some of the car parks could accommodate residential development on the frontages, or decked over the frontages, while retaining the car parking spaces to the rear. These feasibility studies demonstrate that suitably designed schemes could be accommodated on some of these car parks.

- 2.29** In the past there has been pressure on allocated housing sites for non-residential development including purpose built modular student accommodation. This type of housing does not always contribute to the 5 year supply of housing land. Paragraph 2.22 sets out the circumstances when student accommodation can count towards the supply of housing. Although the City Council is very supportive of the development of purpose-built student accommodation as this has the potential to release student occupied family housing onto the general housing market, it will not support this type of development on allocated housing sites as this will erode the 5 year housing land supply. See policy HD7 on student accommodation and paragraphs 2.74 to 2.76 on specialist residential accommodation.
- 2.30** For other potential development sites that may come forward and are not allocated in the plan, the City Council will apply policy SP4 which sets out a hierarchical approach to new development.

## Policy HD1 Housing Allocations

In addition to Policy SP3 , Development will be permitted at the housing allocations in the District as set out below:

<b>Canterbury Sites</b>	
St Martins Hospital, Canterbury	200
Kingsmead Field, Canterbury	15
<b>Herne Bay Sites</b>	
Land at Bullockstone Road, Herne Bay	190
Herne Bay Golf Driving Range and Land adjacent	80
<b>Rural Sites</b>	
Land at Spires, Bredlands Lane Hersden	80
Barham Court Farm, Church Lane, Barham	25
Land at Baker's Lane, Chartham	20
Land adjacent to Cranmer and Aspinall Close, Bekesbourne	14
Land rear of 51 Rough Common Road, Rough Common	28

The City Council will safeguard allocations carried forward from the 2006 Local Plan as indicated on the Proposals Map and listed in Appendix 2 for housing or for mixed use development where there is an element of residential development.

Land is also identified on the Proposals Map (Inset 1) at Chaucer Road, Canterbury as an opportunity site in the longer term for new housing during the Local Plan period.

## The Range, Mix and Affordability of Housing

- 2.31** The NPPF recommends that local planning authorities should plan for a mix of housing based on current and future demographic trends, market trends and the needs of different groups in the community such as families with children, the elderly and people with disabilities. They should also identify the size, type, tenure and range of housing that is required in particular locations, reflecting local demand. Finally where they have identified a requirement for affordable housing, local authorities should set policies for meeting this need.
- 2.32** Affordable housing is defined as housing which is accessible to people whose incomes are insufficient to enable them to purchase or rent adequate housing locally on the open market. The term affordable housing is explained more fully in paragraph 2.40 with definitions contained in the Glossary.
- 2.33** The mix of tenures, sizes and types of homes provided on any particular development will be required to reflect local needs. This should also encourage social cohesion and the creation of balanced and higher density communities. Different tenures and creative quality design are therefore necessary, in particular in areas of higher density such as town centres and around good public transport interchanges in the urban areas, to provide for the range of accommodation needed and to promote social mix. Home ownership has become unaffordable to many people in the district and the City Council seeks to encourage the development and delivery of starter homes, as defined by the Housing and Planning Act 2016. Starter homes on mixed sites will be treated as any other form of affordable housing in that they should represent a mixture of types and sizes of property that is reflective of the overall development. Starter home exception sites are also encouraged where appropriate land is available but the development should reflect the housing needs of the district. In addition, on suitable sites, the City Council will be supportive of provision of self-build plots and custom build housing. The Council's position will reflect national policy.
- 2.34** For the above reasons when the City Council grants planning permission for new housing development including those sites identified on the proposals map, it will expect a mix of market and affordable housing, household size and tenures. This will be achieved through planning conditions, negotiation and legal agreements. The mix of property types and sizes in all tenures must reflect the Housing Strategy. Advice on the exact mix of affordable housing appropriate to a site should be sought from the City Council.
- 2.35** Affordability is an issue in the Canterbury District. The SHMA guidance recommends that for a market property to be affordable, it should cost no more than 3.5 times the gross household income. House price ratios are as follows:
- the lower quartile property costs 9.5 times a lower quartile income in the City of Canterbury
  - The average house price in the District costs 6.85 times the average salary (Source SHMA Table 8.11).
- 2.36** Lack of affordability is most acute in Canterbury and Whitstable. The SHMA recommended that the overall affordable housing target should be 40% for Canterbury and Whitstable with 35% in the rest of the District, subject to viability testing. It also recognised that affordability can be an issue in the rural areas and recommended that the City Council should examine whether reducing the threshold to lower numbers of

units would be feasible, particularly as the existing target of delivering 35% affordable homes has consistently not been met and the Council is seeking to address this during the life of this plan.

- 2.37** In 2012 the City Council appointed Adams Integra to undertake an Economic Viability Assessment of the Future Development in the Canterbury District, (updated in 2016) in particular an assessment of affordable housing viability. This work demonstrated that in the current economic climate and to maintain the viability of sites, the City Council should consider a 30% affordable housing requirement. The Government Written Ministerial Statement (November 2014), advises that for sites of 10 units or less, or which have a maximum combined gross floor space of no more than 1,000 square metres, affordable housing and tariff style contributions should not be sought. The Council will therefore apply the 30% affordable housing requirement, in accordance with the Government's Written Ministerial Statement. Where proposals are submitted below the 30% affordable requirement threshold, the City Council will require a viability assessment to provide justification.
- 2.38** The Written Ministerial Statement (November 2014) enables authorities with designated rural areas under Section 157 of the Housing Act 1985, including Areas of Outstanding Natural Beauty, to implement a lower threshold. Within these designated areas, sites of between 6 to 10 units can pay affordable housing and tariff style contributions on developments as a cash payment only and be commuted until after completion of units within the development. Affordable housing contributions will not be sought on sites of 5 units and under. If on-site provision cannot be achieved, a case needs to explain why not. A viability statement may be required and may be assessed by an independent assessor of the Council's choice at the applicant's expense. A vacant building credit will be applied where it can be demonstrated that a qualifying building are genuinely vacant. As this is a 20 year plan, the City Council will keep all viability issues and the affordable housing percentage under review.
- 2.39** The Adams Integra report (2014) suggests a target of affordable housing tenure of 70% rented and 30% suitable intermediate tenure. The City Council will negotiate the exact tenure and type of the units to reflect local needs and the requirements of the Canterbury District Housing Strategy, on each site through pre-application discussions. The addition of starter homes to the affordable housing portfolio and the likelihood of a government set target for Starter Homes, as well as changes to funding arrangements and finances of registered providers, means that in some circumstances, the City Council may have to prioritise delivering the overall target of affordable units, rather than the 70/30 split.

- 2.40** The Council requires all Affordable Housing to comply with the National Planning Policy Framework (March 2012) and the definition of social housing in Sections 68 - 71 of the Housing and Regeneration Act 2008, where these add clarity. The NPPF defines affordable housing as "social rented, affordable rented and intermediate housing, provided to eligible households whose needs are not met by the market. Eligibility is determined with regard to local incomes and local house prices. Affordable housing should include provisions to remain at an affordable price for future eligible households or for the subsidy to be recycled for alternative affordable housing provision". Further clarification of the terms social rented, affordable rented and intermediate housing can be found in the Glossary.
- 2.41** It is expected that affordable housing provided on site will be indistinguishable from the open market housing, for example in appearance, size, type, outside space, storage, parking and materials used. The affordable housing must comply with all relevant design and quality codes and standards set out by the Homes and Communities Agency or other relevant body as well as relevant national and local guidance and standards.
- 2.42** The provision of on-site affordable housing should be integrated into the layout of the development through 'pepper potting' among private housing. Within flatted developments it is accepted that management and other requirements may mean floors, wings or whole blocks might be designated for affordable or market housing, or that on larger developments affordable housing may be provided in small clusters around the development. This integration process will also help enable the affordable housing to be indistinguishable from the market housing. This should encourage social cohesion and the creation of balanced and higher density communities. Different tenures and creative quality design are therefore necessary, in particular in areas of higher density such as town centres and around good public transport interchanges in the urban areas, to provide for the range of accommodation needed and to promote social mix.
- 2.43** It is expected that all new affordable housing can be delivered without the input of grant from the Registered Provider (RP) and/or Homes and Communities Agency. The price to be paid by the Registered Provider or other private sector body to the developer will therefore need to be at a level that delivers the housing as affordable housing without input of HCA grant. Through the S106 Obligation, the Council can require details of all negotiations between the developer and RP on this matter. Lack of grant funding therefore cannot be used to demonstrate the non-viability of a scheme.
- 2.44** To ensure that the affordable housing delivered continues to be used in a way that meets the local housing need a lettings/nominations agreement must be agreed between the Registered Provider and the Council and attached to the S106 agreement.

- 2.45** To ensure that the affordable housing element of a private housing scheme is provided, the Council will not grant planning permission until the developer has entered into a S106 Agreement.



## Calculating Commuted Sums for Affordable Housing

- 2.46** The City Council will prepare guidance or a supplementary planning document setting out how commuted sums will be arrived at.

### Policy HD2 Affordable Housing

**The City Council will seek provision of 30% affordable housing on all residential developments consisting of 11 or more units, or which have a combined gross floor area of more than 1,000 square metres, other than on sites in the Area of Outstanding Natural Beauty where commuted sums will be sought on developments of between 6 to 10 units.\***

**The City Council's preferred option is for affordable housing to be provided on-site. Where it can be demonstrated that on-site provision is not suitable, a financial contribution will be sought.**

**A vacant building credit will be applied where it can be demonstrated that qualifying buildings are genuinely vacant. Whether a qualifying building is genuinely vacant will be determined on a site by site basis, having regard to the vacant building credit policy intention to incentivise brownfield development. The vacant building credit applies where the building has not been abandoned, has not been made vacant for the sole purposes of re-development and is not covered by an extant or recently expired planning permission for the same or substantially the same development.**

**Where the proposed provision of affordable houses is below the requirements set out above, the City Council will require applicants to provide evidence by way of a financial appraisal to justify a reduced provision.**

**\* The commuted sums will be made after completion of units.**

- 2.47** To assist the creation of balanced and sustainable communities, new housing accommodation should be provided alongside other social and physical infrastructure, to ensure that existing infrastructure capacity is not exceeded and made worse by new development. Integral to encouraging balanced and sustainable communities are measures to provide access to public transport, education, health and other public services, measures to prevent crime, leisure and recreation and a strong environment that will aid sense of place and community. New housing development will be expected to make reasonable provision towards improving social and physical infrastructure.

## Housing Outside Urban Areas

- 2.48** Outside the urban areas, housing provision is restrained by the NPPF. The District contains villages of varying sizes and character. Some villages may have the potential for some limited minor housing development or infill development, consistent with the scale of the village. The approach to housing outside urban areas, is set out more fully in paragraphs 1.47 to 1.52 of Chapter 1 and policy SP4 which sets out a hierarchical approach to development. This approach is underpinned by the Rural Settlement Hierarchy Study (2011) undertaken by Catherine Hughes Associates.

## Affordable Housing – Rural Exception Sites

- 2.49** Affordability has become a particular issue in the rural areas, with the price of rural housing increasing to such an extent that it is beyond the means of many local residents seeking to enter the housing market. One consequence of this is that the demographics of some villages have become unbalanced in terms of the age structure.
- 2.50** People with family or employment ties in a village are being forced to move away in order to find housing they can afford. A family or employment connection is one where: someone has been living in the community through choice for at least five years, the exact period shall be assessed with Parish Councils, someone who has close family living in the community for at least five years or someone who has a special reason for needing to be living in the community, or is employed in local services.
- 2.51** The City Council wants to be responsive to the need for rural housing identified through studies and in consultation with the Parish Councils, local rural communities and a suitable local forum in unparished areas. The rural exceptions policy HD3 enables land which would not ordinarily be acceptable for housing development in rural areas to be made available for low cost housing. This housing must remain affordable for either sale or rent in perpetuity, to meet local needs.
- 2.52** Outside of the urban areas, rural exception housing should normally have the support of the Parish Council or representative community organisation. It will be the responsibility of the local community and /or the parish council, in conjunction with the City Council, to identify the local need for affordable housing based on an up to date housing needs survey. Local housing need will not be confined to just the immediate parish and could include the needs of an adjacent parish.
- 2.53** The City Council will make any planning permission subject to a legal agreement to ensure that the affordable homes remain affordable in perpetuity. Non-standard shared ownership leases will be accepted that preferably limit ownership to 80% of the total value. Those people who are considered to be a priority for new local needs housing will be chosen in a sequential way. This will be done in conjunction with the Parish Council on the basis of the need within the parish, neighbouring parishes and the wider area.
- 2.54** Assuming there are no other overriding planning objections, the City Council may reach agreement with an applicant and grant planning permission for the development on the basis that it is an exception to normal planning policy justified by an identified local need. The planning permission restricts the development of affordable housing, where their localised need can be evidenced to the satisfaction of the City Council, which will

always be below prevailing market value and available only to meet local needs. The provision of starter homes will not be permitted on rural exception sites in accordance with the powers established under the Housing and Planning Act 2016 Section 5 (2).

- 2.55** As the development is an exception to normal policy and restricted to this particular form of housing, the value of the land will be substantially below that of ordinary housing land. It is the low cost element of the land which enables the housing development to be affordable. Low cost housing should not be low quality housing and proposals will be expected to be designed to a high standard and reflect the local vernacular where appropriate.
- 2.56** Low cost home ownership, i.e. where the home is sold but an equity share is retained by the developer, may be an alternative to shared ownership. In the case of low cost houses for sale it is important to ensure that the purpose of the scheme is maintained.
- 2.57** The NPPF recommends that local planning authorities should consider whether allowing some market housing would facilitate the provision of significant additional affordable housing to meet local needs. In order to control sporadic development in the countryside and to maintain the primary objective of meeting rural affordable housing need, the City Council will only permit an element of cross-subsidy on rural exception sites in exceptional circumstances for example, where there is a proven viability issue. The developer will be required to provide a financial viability statement in connection with the proposal and this may be validated by an independent assessor, the cost of which is to be met by the applicant. To avoid potential abuse through developments becoming dominated by market housing rather than affordable housing, the amount of market housing required to support such a scheme will be kept to a minimum and should amount to no more than 30%. The applicant will also need to demonstrate that the element of market housing is meeting an identified local need. Any market housing will need to be of a comparable scale and design with the affordable housing element. Development of cross-subsidy sites will not be regarded as creating a precedent for future expansion to meet other housing needs. Any such development will also need to satisfy the environmental policies of the plan.

### Policy HD3 Rural Exception Sites

The City Council will permit affordable housing to meet local needs on rural exception sites that is, unallocated land outside the boundary of the urban areas and/or built confines of villages, subject to the following criteria:

- a. The applicant and the parish council or local community in conjunction with the City Council, must demonstrate the existence of a local need which cannot be accommodated in any other way, i.e. no other sites are available within the village;
- b. The development must be of a scale not in excess of the identified local need;
- c. The City Council must be satisfied that the long term occupancy of the dwellings can be controlled to ensure that the housing will continue to be available for a local need at an affordable price and this will be defined by a legal agreement. Proposals to construct dwellings offering a discounted initial purchase price only will not be acceptable. The City Council will seek to control occupancy through agreements as appropriate to meet local needs;
- d. The development must be capable of proper management by a registered provider, village trust, parish council or a similar organisation;
- e. There is no conflict with environmental protection polices;
- f. Any site must be well related to the village and existing facilities; and
- g. Market housing will be acceptable as an element of the scheme to enable the financial viability of the scheme or to meet an identified local market need. A financial viability statement will need to be submitted with any application and may be validated by an independent assessor at the expense of the applicant. The market housing element will amount to no more than 30% of the scheme. Any permitted market housing must be comparable in scale and design to the affordable housing element. Starter homes will not be permitted on rural exception sites.

## New Dwellings in the Countryside

- 2.58** The City Council considers that development within existing villages that is appropriate to the size and character of the village is generally acceptable in principle, and the provision of housing development within some villages is likely to continue, thus adding to the existing housing stock in the rural area. However, to avoid the spread of speculative new buildings, the NPPF recommends that local planning authorities should avoid new isolated homes in the countryside unless there are special circumstances. One such exception is the need for new homes for agriculture workers who generally need to live near to livestock or an agricultural enterprise, and the size of the dwelling reflects the accommodation needs. Policy HD4 (a) should be read in conjunction with Policy HD5, which includes tests by which it can be established that a building is redundant and to secure the appropriate enhancement.
- 2.59** To establish genuine cases, an independent report may be required setting out the need for the development and the financial viability of the business. The need should establish whether the new home is required for rural workers for example, in agriculture, forestry or other countryside occupations with a demonstrable operational need to live near to their rural enterprise. Consideration will be given to existing and future requirements of the enterprise and the number of workers who meet this need. The need for, and size of the dwelling should be related to the needs of the enterprise rather than personal circumstances. Financial viability information may be required where the need is not conclusive and will be dependent on the individual circumstances.

### Policy HD4 New Dwellings in the Countryside

Planning permission for new dwellings in the countryside will only be granted in the following circumstances:

**a. For Rural Workers Dwellings where:**

- There is an essential need for a rural worker to live permanently at or near their place of work in the countryside, for example, to meet the needs of agriculture or forestry. In such circumstances the City Council will require the applicant to produce an independent report demonstrating the need for the dwelling and the financial viability of the business.
- Existing dwellings serving or closely connected with the holding do not provide sufficient accommodation for essential rural workers.

Where a need is proven, the City Council will normally require the new agricultural dwelling to be sited in association with existing groups of farm buildings; or

**b. For the re-use of heritage assets where:**

The proposed development would represent the optimal viable use of a heritage asset or would be appropriate enabling development to secure the future of heritage assets; or

**c. For the re-use of existing buildings where:**

The development would re-use redundant or disused buildings and lead to an enhancement to the immediate setting; or

**d. For a new dwelling where:**

The design of the development is of an exceptional quality or innovative nature.

## Residential Reuse of Buildings in the Countryside

- 2.60** From 6 April 2014, the Government has introduced new permitted development rights for agricultural buildings to allow their conversions to residential use or new schools and nurseries, without the need for planning permission in certain circumstances. This involves a prior approval process and advice should be sought from the City Council early in the process. For areas and buildings excluded from the change of permitted development rights then the following approach will apply.
- 2.61** Whilst the reuse of existing buildings in the countryside is preferred to new building development, thus preventing the sporadic development of buildings in the countryside, the City Council is concerned that this does not lead to a proliferation of residential conversions of existing rural buildings. Whereas some residential conversions can be undertaken so as not to have a material impact upon the character or appearance of a building, it is often the associated use of the external space around such buildings for domestic purposes that changes the character and appearance of the surrounding area. Where buildings have previously been in use but have been abandoned or fallen into a state of dereliction, permission will not necessarily be granted for their reuse where the remains of the building have blended into, and become part of, the wider landscape over a period of time. Where this occurs, the site will not be regarded as previously developed land in line with Government guidance.
- 2.62** The loss of rural buildings to residential purposes may also prevent other more beneficial uses to the surrounding area from being implemented such as tourism, business enterprise or other low impact uses that provide a benefit to the local economy and community.
- 2.63** Applications for conversions of buildings in the countryside to residential uses will be treated with particular care given that new housing in the countryside is subject to strict control. Residential conversion of existing rural buildings in the open countryside, will therefore only be allowed in exceptional circumstances. The applicant will be expected to demonstrate that every reasonable effort has been made to secure a suitable alternative and preferred re-use, that it forms a subordinate part of a scheme for an appropriate business, tourism or community re-use, or that it meets an identified local housing need for affordable housing. For sites within the Kent Downs AONB, further guidance is available in the Kent Farmstead Guidance (2013).

- 2.64** Proposals for the conversion of buildings in the countryside to residential use need to comply with the criteria set out in Policy HD5. The City Council will consider the withdrawal of permitted development rights and the use of appropriate conditions when granting planning permission. These would be used to prevent future alterations or development that might affect the fabric, character or setting of the building. If an agricultural building is proposed for conversion, the applicant may be expected to provide information that the building has been used for a legitimate agricultural purpose for a minimum of 10 years since its substantial completion. A condition may also be imposed where there may be demand at a future date to provide a replacement building and where there are concerns over proliferation of buildings in the locality.
- 2.65** Rural buildings may provide important roosting, breeding or feeding habitats for protected species such as bats or barn owls. The City Council will apply policy LB9 of the Local Plan if a building is considered likely to contain protected species.

### Policy HD5 Conversion of Rural Buildings

**Where planning permission is required for the conversion of an existing agricultural or other rural building in the open countryside to a residential use, it will be granted if the following criteria are satisfied:**

- a. **It has been demonstrated by means of a supporting statement to the satisfaction of the City Council that the building has been continuously actively marketed a year, for suitable preferred or alternative re-uses, such as business, tourism or community; or**
- b. **The residential conversion is a subordinate part of a scheme for a business, tourism or community re-use, which will have a positive benefit on the local economy and community; or**
- c. **The residential conversion meets an identified local housing need; and**
- d. **The form bulk and design of the building is sympathetic to the rural surroundings and it respects local styles and materials; and**
- e. **The building is capable of conversion without major reconstruction or extension and any alterations can be achieved without a detrimental impact on its character and appearance; and**
- f. **The building is capable of conversion and re-use without requiring substantial additional outbuildings or a significant change in the setting of the building;**
- g. **There is no overriding conflict with other policies in the Local Plan.**



## Replacement Dwellings and Residential Extensions In The Countryside

- 2.66** Replacement dwellings and extensions to residential properties are normally acceptable in principle, on the basis that the replacement is of a similar scale and does not harm the rural appearance and character of the surrounding countryside. The extension should also be modest, subservient in scale and complement the design of the existing dwelling. In all respects, the rural character and appearance of the area should not be harmed. This should ensure that new development and/or extensions to residential properties, including the expansion of the residential curtilage, are appropriate in their rural context. Proposals will need to reflect the guidance set out in paragraphs 8.61 to 8.73 and satisfy policy DBE6.

## Quality of New Housing - Density and Internal Space Standards

- 2.67** The City Council has become increasingly concerned about the density and quality of recent housing development some of which have exceeded 50/ha. Higher housing densities must not be at the expense of good design. The Housing Strategy has shown that there is a decreasing need for 1 to 2 bed flat developments and there is now a greater need for family accommodation. All new housing development must satisfy the relevant policies in the Design Chapter, in particular, DBE3, DBE4 and DBE8. To ensure that everyone has a decent home in which to live, all residential development must satisfy policy DBE4 – minimum space standards and must reflect the needs of the household it is designed for.

## Housing in Multiple Occupation (HMOs)

- 2.68** The evidence in the East Kent Strategic Housing Market Assessment (SHMA) shows that the housing market needs to be balanced to achieve the economic ambitions of the district, and to meet local housing need. While a proportion of smaller properties are necessary for younger and older single people, the main property types that the future housing market needs are those that will attract more affluent working households and families, and those that meet the needs of younger families facing deprivation and affordability problems.
- 2.69** This means combating the continued tendency to sub-divide larger homes into flats and to put into place measures to develop larger, family-sized, semi-detached and detached homes. This is reflected in the SHMA recommendations. The Council therefore considers that there is a strong case for seeking to retain existing family housing, in the context of the wider housing and economic strategy.
- 2.70** Furthermore, there is evidence that a high proportion of HMOs in any given area (mostly family accommodation in Canterbury City, occupied by students) changes the character of the area, and the nature of the local community. While the Council recognises the value of the universities to the local economy, and the many positive aspects of the presence of students in the City - economic, cultural and social, it is necessary to consider how existing communities and the balance of housing are affected by significant concentrations of HMOs in particular areas. However, any policy should ensure that there is a supply of HMO-type accommodation available within the City for students, to provide accommodation choice.
- 2.71** The Council has also undertaken research that indicates that levels of late-night disturbance, untidy gardens and incidents of litter and poor storage of refuse experienced by local residents are significantly higher in areas with higher proportions of HMOs than those with lower proportions.
- 2.72** The Housing in Multiple Occupation (HMO) Article 4 Direction came into effect on the 25<sup>th</sup> of February 2016. This means that planning permission is required for changes of use from residential (C3) to small HMO (C4) uses in the following wards (or parts of wards): Barton; Blean Forest; Chartham and Stone Street; Northgate; St Stephens; Sturry; Westgate and Wincheap. A plan showing the area can be found in Appendix 3. The City Council will keep this issue under review to see if there are other areas which need to be subject to this policy and the Article 4 Direction. Any future changes will be subject to public consultation. To address housing need; community cohesion and residential amenity – the Council considers that the proportion of HMOs in a 100m radius should comprise of no more than 10% of the total number of properties. The Council believes that Policy HD6 set out below is a reasonable response to the issues.

### **Policy HD6 Housing in Multiple Occupation (HMO)**

**In order to maintain an appropriate housing mix and to safeguard the character of local communities, the proportion of HMOs within the areas subject to Article 4 Directions should not exceed 10% of the total number of dwellings within a 100m radius of any application property. The City Council will not permit changes of use to HMOs, or extensions to existing HMOs, where that proportion would be exceeded.**

**However, in areas where there is already an exceptionally high proportion of HMOs, for example, in any particular block of properties, consideration will be given to permitting further conversions.**

**In all cases, regard will also be had to the following factors:**

- a. whether the proposals would lead to a level of car-parking that would exceed the capacity of the street;**
- b. whether the proposals could provide acceptable arrangements for bin storage and other shared facilities; and**
- c. whether the design of any extension would be appropriate in terms of the property itself or the character of the area.**

### **Purpose-Built Student Accommodation**

- 2.73** The Housing Strategy highlights the distortions in the housing market largely due to presence of students who occupy many family sized houses as Housing in Multiple Occupation (HMOs). The aim is to encourage purpose built student accommodation to reduce the pressure on the housing market and release family sized homes for occupation by families. The City Council will work with the universities and colleges to enable this objective to be achieved through joint working. Preference will be given to purpose built student accommodation see policy HD7.
- 2.74** The Housing Strategy identifies that the private rented sector is the largest source of accommodation for students. This often results in a high level of competition with local residents for family style accommodation leading to an inflationary effect on rent levels in the market. This in turn has consequences for affordability for the whole population. To avoid a worsening of the situation it is vital that all future increases in academic or administrative floorspace resulting in increased student numbers by the universities, must be matched by a corresponding increase in purpose-built student accommodation.
- 2.75** In order to try and address this, the City Council will be supportive of proposals for purpose-built managed, student accommodation on appropriate sites which is in line with the Student Impact Scrutiny Review (2006) recommendation. This is also supported through the Higher and Further Education in the Canterbury District - An Impact Review (January 2017). The City Council will work with the universities to achieve this aim.
- 2.76** However, new student accommodation should not be built at the expense of general housing as the City Council must address the need for new family and affordable housing as identified in the Housing Strategy and Corporate Plan. Proposals for student accommodation in the City often compete for the same sites as general housing. In order to protect the delivery and supply of sites for general housing, proposals for purpose built student accommodation on sites allocated for general housing in this plan, will not be generally acceptable. Any new proposals for student accommodation will also need to satisfy the purpose of the HMO policy HD6.

### Policy HD7 Purpose Built Student Accommodation

**All future increases in academic or administrative floorspace resulting in increased student numbers by the universities, should be matched by a corresponding increase in purpose-built student accommodation**

**Proposals for purpose-built managed student accommodation will be granted if:**

- a. **It is the acceptable redevelopment of a non-residential site, where there is no longer a proven need for the existing use;**
- b. **The site is not already allocated for general housing;**
- c. **The proposal would not lead to a concentration of students in an otherwise residential area and therefore conflict with the purpose of HMO policy HD6;**
- d. **The site is well served by pedestrian and cycle routes and public transport and, if applicable will have adequate transport links to the establishment's existing educational facilities;**
- e. **Parking requirements on site are kept to the operational minimum, and must include servicing and drop-off facilities;**
- f. **The proposal would not lead to an unacceptable level of car parking on the surrounding street;**
- g. **The development is to be a car free development;**
- h. **The proposal respects the character of the surrounding area and satisfies the criteria in policies DBE3 and DBE4;**
- i. **Provision is made for cycle storage;**

**The City Council will support proposals on campus, subject to other relevant plan policies.**

### Retention of Housing Accommodation

- 2.77** The City Council will seek to ensure the retention, diversification and growth of the existing housing stock across the District to achieve strategic housing targets by 2031, and to achieve a balanced mix of housing accommodation in the District. The loss of housing accommodation conflicts with one of the City Council's planning aims. Where possible any loss of housing accommodation will be resisted unless there is an overriding justification, or where the particular proposal fulfils other Corporate Plan objectives.

## Policy HD8 Retention of Housing Accommodation

The City Council will only permit the loss of housing accommodation where:

- a. The existing accommodation is unsuitable for residential use; or
- b. The existing residential accommodation is incompatible with adjoining uses; or
- c. The change of use will ensure the retention and refurbishment of a building which makes a significant contribution to the character or appearance of the area, where it could not be achieved if the residential use remained; or
- d. The proposed use will meet an identified community, business, tourism, or other residential need, which would be compatible with the character and amenity of the area.

- 2.78** One of the City Council's aims is for homes that have been empty for more than six months or properties that have remained vacant for a significant period, to be brought back into use. This includes vacant floors suitable for residential use above other uses. This will:
- assist the provision and variety of residential units in our built up areas;
  - maintain and maximise the supply of housing in the District;
  - and make more efficient use of existing buildings.
- 2.79** When physical alterations to buildings are proposed, the City Council will seek to encourage separate access to the upper floors in order to retain, or make provision for, the future use of the upper floors for residential purposes.
- 2.80** Where changes of use to the ground or upper floors of premises are concerned, and where there is a dwelling on a floor above, the City Council will discourage uses which will make the upper floors incapable of self-containment or unsuitable for living in, by not making provision for separate access to the upper floor or through environmental nuisance or the erection of extensions or equipment. The Government has recently introduced new permitted development rights for the change of use from office to residential without the need for planning permission in certain circumstances. This involves a prior approval process and advice should be sought early in the process from the City Council.
- 2.81** The City Council also encourages the residential use of vacant properties providing the use does not conflict with other Local Plan policies and is located within reasonable distance of local amenities, shops and public transport.

### Policy HD9 Empty Residential Property

The City Council will grant planning permission for proposals to bring empty residential property into more efficient residential use and vacant properties, including under-used spaces above shops, into residential use, unless:

- a. The intensity of the proposed residential use is such that it will have an adverse impact on the amenity of nearby properties and/or lead to a significant increase in on-street parking prejudicial to highway safety;
- b. The premises are more suitable for office use in line with policy EMP3;
- c. There will be an adverse impact upon the character or appearance of an area, or a statutory listed building; and
- d. There will be conflict with other Local Plan policies or there is a conflict with nearby uses in locations unsuitable for residential use.

### Other Residential Accommodation

- 2.82** To help improve diversification of residential accommodation in the District, the City Council encourages the provision of other residential accommodation to meet the needs of the District. Such examples are nursing homes, specialist elderly accommodation or other uses which are residential in nature but do not fall into the definition of a dwelling house. These types of development can add to the attraction and vitality of urban areas, improve the residential mix of accommodation and encourage people to live and stay within the District.
- 2.83** With an ageing population there is a need for flexibility in new residential accommodation and the Council is seeking to achieve 20% of housing to be built to Part M4(2) of the Building Regulations (see Policy DBE5). However, there is also a need for specialist elderly accommodation which can range from sheltered housing, extra care housing to residential care homes. For the purposes of planning policy proposals for retirement homes or villages and extra care housing where the accommodation is self-contained and there is an element of independent living, will be regarded as residential dwellings (Use Class Order C3) and subject to the normal housing policies in this Local Plan. For nursing homes or other high dependency accommodation where there is a high degree of on-site care and where facilities are communal, these will be regarded as care homes and Use Class Order C2.
- 2.84** The location of these types of development is important, as the use should be compatible with surrounding uses and not impact on wider residential amenity, the character of the area and should be accessible to local shops, services, public transport and other public facilities.

## Gypsy and Traveller Sites

- 2.85** The Government's Planning Policy for Traveller Sites (August 2015) defines gypsies and travellers as "Persons of nomadic habit of life whatever their race or origin, including such persons who on grounds only of their own or their family's or dependants' educational or health needs or old age have ceased to travel temporarily, but excluding members of an organised group of travelling showpeople or circus people travelling together as such".
- 2.86** The City Council worked in partnership with the other East Kent local authorities of Thanet, Dover and Shepway to produce the Gypsy and Traveller Accommodation Assessment (2007). Further work was undertaken in 2014 (East Kent Gypsy, Traveller and Travelling Showpeople Accommodation Assessment) which provided a robust evidence base on existing provision and future demand for sites at that time. Work has commenced to update this. It is the Council's intention to produce a separate development plan document on this issue following the completion of this study.
- 2.87** There is only one permanent gypsy site in the District at Vauxhall Road, Canterbury which is run by Kent County Council. In addition there are a number of private single family gypsy and traveller sites around the District. This reflects the historical trend of a preference for single family sites compared to formal Council run sites. Therefore in advance of the preparation of a separate development plan document, the City Council will apply the criteria based policy HD10. To aid the appropriate selection of sites, advice from the planning department should be sought early in the process, preferably before the purchase of a site or land. In general, sensitive locations such as designated nature conservation sites or sensitive landscape areas must be avoided and preference will be given to sites located in or near existing settlements. Any planning permission will normally have permitted development rights removed.



## Policy HD10

In considering applications for seasonal, temporary or permanent use of land by Gypsies and Travellers, planning permission will be permitted if the following criteria are met:

- a. The site should be well related to and within a reasonable distance of local services and facilities - shops, public transport, schools, medical and social services, and would not place undue pressure on these services;
- b. The site is capable of being provided with on-site services such as water supply, sewage disposal and power supply;
- c. Where the site is within the built up area or on the outskirts of a settlement it should be of a scale which respects, and does not dominate, the settled community;
- d. Where development would affect the AONB, SSSIs, national or local nature reserves, or other areas of landscape significance designated in the development plan, or a conservation area, the form and extent of the accommodation will be considered against the other relevant Local Plan policies.
- e. The use of the site should not have an adverse impact on residential amenity or existing buildings or uses, either by the design, close proximity, activities or operations on the site which would be detrimental to the surrounding area;
- f. Access to the site should not be detrimental to highway safety for vehicles and pedestrians, and should not conflict with other transportation policies or objectives.
- g. Proposals should incorporate a landscape strategy and/or an environmental management plan where appropriate.



## Chapter 3: Economic Development & Employment

- 3.1** This Local Plan will seek to provide the conditions required for economic success and prosperity in the District. It will ensure that the area fulfils its role as an important sub-regional centre and as a key driver in the East Kent economy. This requires opportunities for businesses to expand in the District and for employment levels to remain high.
- 3.2** The Local Plan will ensure that the area's traditional economic strengths including culture, heritage, leisure, hospitality and shopping can be sustained (see relevant policies in other chapters of the Plan). It will also continue the momentum created by the previous Local Plan by supporting the development of Canterbury as a 'Knowledge City' in terms of its education sector and private sector based knowledge-led businesses together with financial and professional service activities. Fundamental to these objectives is providing sufficient land in the right locations, to encourage the diversification of the local economy into new vibrant sectors.
- 3.3** The National Planning Policy Framework (NPPF) states that local plans should be based on a strategy which seeks to meet objectively assessed development and infrastructure requirements.
- 3.4** Local planning authorities should have a clear understanding of business needs within the economic markets operating in and across their area. The NPPF says that local planning authorities should use the evidence to assess the needs for land or floorspace for economic development. This should address both the quantitative and qualitative needs for all foreseeable types of economic activity over the plan period. It should include retail and leisure development and the role and function of town centres and the relationship between them, including any trends in the performance of centres.
- 3.5** In drawing up local plans, local planning authorities should:
- set out a clear economic vision and strategy for their area which positively and proactively encourage sustainable economic growth;
  - set criteria, or identify strategic sites, for local and inward investment to match the strategy and to meet anticipated needs over the plan period;
  - support existing business sectors, taking account of whether they are expanding or contracting and, where possible, identify and plan for new or emerging sectors likely to locate in their area. Policies should be flexible enough to accommodate needs not anticipated in the plan and to allow a rapid response to changes in economic circumstances;
  - plan positively for the location, promotion and expansion of clusters or networks of knowledge driven, creative or high technology industries;
  - identify priority areas for economic regeneration, infrastructure provision and environmental enhancement; and
  - facilitate flexible working practices such as the integration of residential and commercial uses within the same unit.
- 3.6** Planning policies should support economic growth in rural areas in order to create jobs and prosperity by taking a positive approach to sustainable new development. To promote a strong rural economy, local and neighbourhood plans should:

- support the sustainable growth and expansion of all types of business and enterprise in rural areas, both through conversion of existing buildings and well designed new buildings;
- promote the development and diversification of agricultural and other land-based rural businesses; and
- support sustainable rural tourism and leisure developments that benefit businesses in rural areas, communities and visitors, and which respect the character of the countryside.

**3.7** Planning policies should avoid the long term protection of sites allocated for employment use where there is no reasonable prospect of a site being used for that purpose. Land allocations should be regularly reviewed. Where there is no reasonable prospect of a site being used for the allocated employment use, applications for alternative uses of land or buildings should be treated on their merits having regard to market signals and the relative need for different land uses to support sustainable local communities.

### **The Canterbury District Economy – Its Performance and Prospects**

**3.8** More detailed overviews of the local economy are available to view in the Development Requirements Study (NLP, 2012) and the Canterbury District Futures Study & Review (Experian Business Strategies, 2006 & 2011).

**3.9** A fuller discussion reflecting on these documents together with economic and other trends within the economy and relevant economic and planning policies is set out in the District's Employment Land Review (2013). This includes analysis of the District's strengths and opportunities as well as the weaknesses, key challenges and risks that could constrain future economic growth. Together, these factors will influence future demand from the local economy for land and property.

**3.10** Comprising almost 63,000 employees (Source: ONS, 2016), 5,000 registered and active enterprises (Source: ONS, 2014) and worth £3.2 billion (Source: KCC, 2016) the Canterbury District has the second largest economy in Kent. In terms of the local economy's general position the District performed reasonably well over the period 1998-2008, prior to the recession. At that time average employee growth in the District totalled 574 jobs per annum - an average growth of 1.2%, a rate that outperformed both Kent (1.1%) and the South East (0.7%) over the same period.

**3.11** The recession however had caused the local economy to stall, the structural impact of which has had major implications for the District. For example over the primary period of the recession (between 2008 and 2011), almost 2,000 employees were lost across a range of different sectors although wholesale and retail trade (-1,192) and the transportation and storage (-374 jobs) industries were among those worst hit. Added to this the District's public administration and defence (-480) sectors have also suffered as a result of public sector cuts. This picture deteriorated further due to the announced closures of the Prison and Howe Barracks in Canterbury in 2013. This was accompanied by external impacts from the closure of the Pfizer site in Sandwich, higher rates of unemployment, falling earnings and decreases to the local business population.

**3.12** Since 2011 a recovery of sorts has begun to take shape and the rate of job losses has slowed down while unemployment has fallen. Even so between 2011 and 2012 the

local economy still lost a further 400 employee jobs according to ONS figures. This means that in 2012 there were 2,300 fewer employee jobs in the local economy compared to 2008.

- 3.13** In the main, the only broad sectors to remain relatively resilient against this wider trend have been the ‘arts, entertainment and recreation’ and ‘information and communication’ sectors as well as ‘property and estate activities’. These managed to gain net additional employee jobs over the period 2008-2012. The other sector to generally prosper since 2008 has been the ‘professional, scientific and technical activities’ (i.e. often used as a proxy for private sector knowledge based industries). This experienced a mixed annual performance but overall gained almost 600 jobs between 2008 and 2012 thereby increasing in size despite the recession. In fact it could be argued that the impact of the economic downturn would have been far worse for the District had it not been for new knowledge based job creation together with resilience within the above sectors.
- 3.14** In terms of future prospects there are some significant challenges over the early period of this Local Plan. Most forecasts indicate that the local economy will not return to pre-recession growth at least until the medium term. In addition, the public sector is anticipated to reduce further in size but the extent of this contraction is uncertain. Currently this sector is losing 180-200 employee jobs annually with significant spending cuts still to take place. Over 1,200 public sector jobs were lost in the District between 2011- 2015 (Source: ONS, BRES, 2016).
- 3.15** Most importantly the private sector and key growth sectors are under-represented in the local economy, which instead continues to rely upon a few consumption driven, low-value added sectors and the publicly funded sector. Diversification of the local economy is also hampered by historically low levels of non-retail/tourism based inward investment and business relocations from elsewhere.
- 3.16** Notwithstanding these and other challenges and threats, it is felt that the local economy can be stewarded towards gradual recovery while ensuring it is able to exploit any growth potential and address some of the key structural economic weaknesses.
- 3.17** In this regard the District is well-positioned in terms of some of its key competitive advantages. It remains a highly attractive place to live underlined by the high quality of life enjoyed by most residents. It attracts significant numbers of higher education students, providing an expanding pool of high skilled labour complementing an already skilled resident base. The District also experiences relatively low levels of out-commuting to work, which helps to maximise local labour supply. Added to this, the District can boast improved transport links to the strategic road and rail network including new fast rail links (High Speed 1) enabling London to be reached in under an hour by train from Canterbury West station.
- 3.18** In business terms the continued growth of the local education sector (both tertiary and private/specialist) has driven demand in the construction/development sector and supply chain business and consumer services together with need for higher skilled (e.g. academic/technical) and manual labour. The retail sector has also shown some resilience with few vacant shops in Canterbury, Herne Bay and Whitstable and increased levels of investment and interest in the District’s retail offer.
- 3.19** More recently the area has begun to grow an important private sector component to the local knowledge economy which has been catalysed by the success of Canterbury Innovation Centre. However, with the facility now operating at full capacity the rate of

new employee job growth has slowed. As a result there is a need to ensure new knowledge based jobs can be created annually in these industries elsewhere in the District.

- 3.20** Overall this presents optimistic future growth prospects which can help the local economy attempt to rebalance towards non-public sector activity. With the need for greater job creation in mind, the economy overall remains a strong priority for local residents. Recent research conducted by IPSOS MORI (2012) found that local residents overwhelmingly wanted the Council to help create new employment opportunities and support business development.
- 3.21** In summary, despite the high degree of uncertainty regarding local economic prospects there are opportunities available to help shape the area's future economic role. The Local Plan will be vital in helping to provide the underlying conditions required or prepare the ground to enable the economy to prosper and flourish. However, it is also essential that effective non-planning economic development interventions are put in place, such as continuing support for new enterprise and mature business alongside encouragement to residents currently disengaged from the local economy, to become economically active. The Council already undertakes such activities in partnership with other organisations and will consider what other interventions could take place alongside the Local Plan.

### **Canterbury Futures Study**

- 3.22** The Canterbury Futures Study (2006) proposed 3 preferred outcomes based on a range of evidence, local knowledge and consultations which included developing the District's experience economy, knowledge economy and green economy. A Review of the Futures Study (2011) suggested that the 'Knowledge Economy' outcome is still achievable, although there will be challenges in doing so because of current economic conditions.

## The Corporate Plan

- 3.23** The current Corporate Plan was adopted in 2016 and aims to improve prosperity across the Canterbury District. Key pledges to achieve this include supporting business growth and enabling infrastructure improvements to regenerate the Districts urban spaces and deliver economic growth.
- 3.24** The Corporate Plan identifies key economic interventions with which the Council feels it can make a positive impact in improving ‘people, places and prosperity’ in the District. A survey of over 3,000 residents was undertaken in 2015 to inform the Corporate Plan. This identified improving job prospects as one of the top ten resident’s priorities.
- 3.25** These interventions include the role of the Local Plan in making best use of existing land and identifying new opportunities to enable existing businesses to stay and expand and for new businesses to locate to the area.

## Other Policies and Strategies

- 3.26** The Council’s Culture and Enterprise Local Economy Policy (2011-2016) has helped to inform and complement the Local Plan; for example, by setting out a range of accompanying non-planning economy interventions. In this way the Council will provide the local institutional capacity required to support this agenda, to ensure it is connected with economic development and to bring in other partners and players to realise these objectives.
- 3.27** The East Kent Local Investment Plan (2010) and East Kent Growth Plan (2012) highlight the strategic spatial priorities for East Kent as agreed between the local authorities of Ashford, Canterbury, Thanet, Dover and Shepway together with Kent County Council. These documents underline the economic potential of the sub-area particularly in light of the closure of Pfizer and other economic shocks. As part of its vision for growth, ‘Canterbury Knowledge City’ is identified as a key spatial priority particularly due to its potential to directly create over 3,000 new jobs at Canterbury.
- 3.28** Underpinning the evidence base for the Local Plan is the District’s Development Requirements Study (Nathaniel Lichfield & Partners, 2011). This provided a range of scenarios for future development in the area. It found that, in order to increase the labour supply and to support new job creation in the area, a significant level of new housing was required (15,600 to support the creation of 6,500 new jobs), and that an additional 96,775sqm of employment floorspace would be required to meet the anticipated needs of businesses through the Plan period.
- 3.29** In testing these scenarios with the local community a Public Opinion Survey (Ipsos MORI, 2012) found that 71% of people supported housing provision at South East Plan levels and above. The main reasons expressed for this support related to the local economy and future job creation.

- 3.30** The survey also reinforced the importance of local economic growth for local people. When asked about economic issues, the majority (69%) considered there to be insufficient employment opportunities in the area while a higher level (85%) said more should be done to help businesses set up in the area. The research also found many local people (68%) would support the building of new homes if it helped to create jobs by attracting people and businesses to the area. This reflects the Council’s own research over the last few years.

### Existing Employment Land Supply

- 3.31** In 2007-8, the Council carried out a detailed Employment Land Review (ELR)<sup>(2)</sup> looking at the value and role of existing sites, and exploring the potential of other sites. Many of the sites allocated for employment development, or protected for long-term economic use, remain valid for that role. However, in allocating new sites for housing and employment, some land previously allocated for business purposes is now identified for other uses. There is no net loss of land available for the business land requirements set out in the NLP Study.

- 3.32** This review was updated in 2012-13<sup>(3)</sup> to assess the overall employment land position in the District, the quality and suitability of existing employment sites, and new site proposals submitted to the Council. The key findings of the updated ELR are incorporated in this Local Plan in various ways:

- Sites allocated in the previous Local Plan identified as being no longer suitable for employment purposes have been de-allocated;
- New sites that have been assessed as being suitable and well-located for employment purposes have been allocated in this Local Plan, where appropriate, subject to them not significantly exceeding the scale of new employment land recommended within the Development Requirements Study; and
- Sites currently in employment use that are considering to be suitable for continued use for employment purposes, and which contribute to the range of sites available in the market, are identified for retention.

- 3.33** One of the key findings of the Review is that there is a healthy surplus of employment land to meet the need for land for Class B employment uses (offices; research and development facilities; light and general industrial; storage and distribution uses). The ELR concluded that with the new sites being proposed and discounting the sites which are recommended for release, the Council can identify a supply of 158,649sqm of business space over the Plan period.

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2 “An assessment of Employment Land in Canterbury District” May 2008 Savills

3 “Employment Land Review Update” CCC March 2013



- 3.34** However, the Council is aware that there are other business sectors that do not fall within Use Class B (business, industrial and storage uses) but are important to the local economy, and this is also identified in the Review work. These are addressed specifically by Policy EMP2, but the Council is seeking to apply its other employment land policies more flexibly to recognise both those business needs, and the surplus of employment land that will exist if the policies in this Local Plan are implemented. This includes potentially permitting office uses in Class B to change to other uses such as education, where those sectors are important to the local economy.

### **New Employment Land Allocations**

- 3.35** In accordance with the evidence provided through the Development Requirements Study, the Council is allocating a number of sites to deliver the appropriate level of business land and accommodation through the Plan period.
- 3.36** The sites identified in Policy EMP1 have been mainly allocated in conjunction with housing and other uses to ensure that employment land is appropriately located, and can be delivered as part of mixed-use development schemes. The strategic employment land allocations in the table below are allocated through the strategic development allocations set out in the Strategy Chapter of this Plan.

<b>Area</b>	<b>Site</b>	<b>Floorspace</b>
<b>Canterbury</b>	<b>Land at Barton Farm</b>	<b>70,000 sqm</b>
	<b>Land at Cockerling Farm, Thanington</b>	<b>4,000 sqm</b>
<b>Whitstable</b>	<b>Land south of Ridgeway</b>	<b>3,500 sqm</b>
<b>Herne Bay</b>	<b>Land at Strode Farm</b>	<b>15,000 sqm</b>
	<b>Land at, and extension of, Altira Business Park</b>	<b>33,000 sqm</b>
<b>Total</b>		<b>125,500 sqm</b>

### Policy EMP1 Employment Land Allocations

The following sites are identified and protected for business purposes, under use classes B1 and B8 (except where otherwise specified):

Area	Site	Site Area
Canterbury	Innovation Centre, University of Kent*	3.45ha
	Broad Oak Road/ Vauxhall Road	1.4ha
	Land at Sturry Road**	2.2ha
Herne Bay	Eddington Lane (3 sites)	7.9ha
	Altira Park	7ha
	Metric Site	0.2ha
Whitstable	Land at Joseph Wilson Business Park	2.5ha
Rural areas	Canterbury Business Park (Highland Court)	1ha

On these sites, a small proportion of non-Class B business uses will be permitted, provided need is proven and the majority of the site is still utilised for Class B1 and B8 uses. Non Class B1 and B8 uses will be permitted if they are not provided for elsewhere in the Plan and will not compromise the primary business use of these sites.

\*Class B1 only

\*\*Allocated for Use Classes B1 (business), B8 (storage & distribution) including trade counters, D1 (non-residential institutions) and D2 (assembly and leisure) and certain “sui generis” uses, such as car showrooms, where the anticipated nature and level of traffic generation would not undermine the wider transport objectives in this area. Subject to the same caveat, a mix of these uses or an element of A3/A4 uses might also be acceptable.

#### Other Business Uses

**3.37** As the Development Requirements Study confirms, significant parts of Canterbury’s economy are driven by non-traditional industrial uses such as higher education, public health, hotels and catering, leisure and a number of uses that do not fit into standard planning use classes (known as “sui generis” uses, and including such uses as car showrooms). The Study indicates the general requirements in terms of schools, and hospital places and doctors’ surgeries, and the Council has other sources of information related to some of these uses.

**3.38** The Council considers that there are two different approaches that it needs to apply

to respond to the potential needs of these sectors. Where the Council has access to sufficient information regarding need, the Local Plan should identify relevant levels of development and appropriate locations. These uses include:

1. Primary, secondary and tertiary education (Use Classes D1/D2) – plan specifically according to individual requirements of each university, and local schools; and
2. Public Health (Use Class D1, C2) – plan partly through results of Development Requirements Study, and also plan specifically according to individual requirements of each health body, where possible.

**3.39** Where such specific information about development needs is not available, sites cannot be identified in the Local Plan. To meet this situation, the Council has sought to put in place a flexible policy framework, which allows those less predictable disparate needs to be met without site allocations. This reflects the guidance in the NPPF that local plan policies should be flexible enough to accommodate needs not anticipated in the Local Plan. These uses include:

1. Hotels and leisure (Use Classes C1/D2);
2. Social care (e.g. care homes)(Use Class C2);
3. Other education (e.g. private, charity)(Use Classes C2/D1); and
4. Other uses not included in the main planning use classes (eg: car showrooms).

**3.40** Generally speaking, however, these developments should not take place on allocated business sites, except in the circumstance set out in Policy EMP3.

### Policy EMP2 Other Business Uses

**The Council will support the development of premises for non-class b uses, (including hotels and leisure uses, health & social care) and other uses where they are significant in terms of the local economy, and education uses not addressed through other policies in the Plan.**

**Such uses will be permitted, including on allocated business sites, subject to the provisions to Policy EMP1 and the following criteria:**

- a. Not being contrary to Local Plan policies relating to landscape and nature conservation;**
- b. There not being significant transport impacts that cannot be mitigated;**
- c. There not being unacceptable disturbance to residential amenity; and**
- d. The development not resulting in the loss of sites allocated for other forms of development.**

### Canterbury “Start Up” Programme

**3.41** A new “Canterbury Start-up Programme” (Start My Biz), has been established to help boost business start-ups in the area, which has now been expanded across the whole District. The programme is supported by Canterbury 4 Business, Business Support

Kent and the Universities and Colleges, the East Kent Growth Fund and the Council. The purpose of the programme is to encourage new start-up businesses by providing business support in a range of ways.

- 3.42** The City Council considers that one way of providing support to this programme is to try to ensure that appropriate business premises can be made available in suitable locations. The Council will therefore support the re-use of upper floors above retail and other commercial premises in the town centres for such purposes. In some cases, this may not require planning permission, depending on the existing uses. This will also help to revitalise some areas of the towns. Business uses in this case includes financial and professional services (Use Class A2) and other Offices (Use Class B1a). The Council also has policies to protect existing employment land and buildings (EMP4), and to support home-based business (EMP5), Start My Biz and other business growth programmes.

### Policy EMP3 Town Centre Offices

**The Council will grant planning permission for the use of upper floors of retail and commercial premises in town centres for office uses in Classes B1 and A2, subject to environmental, conservation and transport considerations being assessed as acceptable, and the premises not being considered more suitable for residential use in line with Policy HD9.**

### Protection of Employment Land and Sites

- 3.43** The land and sites identified for business development in this Plan have been allocated to provide a long-term appropriate supply of well-located business land to meet anticipated need/demand throughout the Plan period to 2031. These sites are not allocated solely to meet short-term demand, and so the Council believes it is important to protect these sites to ensure long-term provision of business floorspace to support the economic development strategy for the area. The NLP Study indicates that over the Plan period, some 97,000sqm of business floorspace would be required and it is therefore vital to ensure that this land remains available for business throughout the Plan period.
- 3.44** Equally, the Council's research over the last few years has demonstrated the importance of second-hand land and buildings, which provide a low-cost source of premises for local businesses, particularly those just starting up.
- 3.45** The NPPF states that planning policies should only protect sites allocated for employment use in the long term where there is a reasonable prospect of their being used for that purpose.
- 3.46** Since May 2013, the conversion of office space to residential use has been "permitted development" and the conversion of storage or distribution centre to residential use is permitted development until 15th April 2018. The Council recognises that this limits Policy EMP4, which will not apply to conversions to residential use in many instances. However, it remains the Council's preferred approach, supported by the conclusions of the Development Requirements Study and the Employment Land Review, and will be applied to other proposals not covered by policies in the plan or the General

Permitted Development Order. This policy would also apply if an article 4 direction was to be applied to any of the employment areas within Canterbury District. If the permitted development rights are discontinued, this Policy will be applied to all applications within the areas identified on the proposals maps.

**3.47** The City Council has therefore identified a number of new business allocations and existing premises that it believes need to be safeguarded from other forms of development for the benefit of the local economy and local business.

**3.48** As well as new business allocations, the existing premises to be protected by this policy are:

- Barton Business Park, Canterbury
- Altira Park, Herne Bay
- Eddington Lane, Herne Bay
- Hillborough Business Park, Herne Bay
- Wraik Hill/Chaucer Business Park, Whitstable
- Joseph Wilson Business Park, Whitstable
- John Wilson Business Park, Whitstable
- Augustine Business Park/Tyler Way, Whitstable
- Lakesview Business Park/Canterbury Industrial Park, Hersden
- Canterbury Business Park, Highland Court
- Barham Business Park, Barham

## Policy EMP4 Protection of Employment Sites

To support the wider economic strategy for the District, the Council:

(a) will only permit the loss of existing or allocated employment sites, as identified on the Proposals Map where:

- It would be in compliance with the non-Class B provisions of Policy EMP1;
- Part redevelopment for other uses would trigger the development of one of the district's other key employment sites identified in the Plan;
- It would secure the reinvestment of an existing significant employer within the district; or
- It would meet identified community needs where no alternative provision is made in this plan.

(b) will support the in-situ expansion and extension of existing businesses onto adjoining land, unless there is a significant environmental, amenity, landscape, transport or other planning reason why the expansion should not be supported.

(c) will permit the change of use of office accommodation in the district to other uses, in the following circumstances:

- The building is to be used for other business purposes in accordance with the Council's wider economic strategy, such as for higher education purposes needing office space. Where planning consent is granted for higher education purposes, planning conditions will be applied to control future uses; or
- The property is a listed building or is of significant architectural or historic merit and the proposal will ensure the long term retention of the building; or
- The change of use would enable an existing business to invest and expand by relocating to a more appropriate site elsewhere in the District; and
- The accommodation needs of the existing occupiers have been met directly through the provision of appropriate floorspace in new development elsewhere in the District.

## Home-based Businesses

- 3.49** The NPPF advises that Local Plans should recognise that changes such as the increasing availability of high-speed broadband are likely to increase the incidence of home-based business. Research indicates that there is a particular propensity amongst cultural, creative and knowledge-based business to home-work. It also suggests that home-based business is economically more significant than is sometimes recognized, and that South East England is one of the most active areas in terms of home-based business<sup>(4)</sup>. There may also be considerable benefits to the new Canterbury “Start-up Programme” if businesses can function from domestic offices. There are also potentially quite significant benefits to be gained in relation to reducing traffic congestion, hence improving air quality. In terms of the City Council’s vision for the District, therefore, home-working is supported.
- 3.50** Planning permission is not required if the use of part of a home for business purposes does not change the overall character of the property as a single dwelling. For example, the use of a room as an office for one of the residents of the house, or for childminding purposes, would be unlikely to mean that the character of the dwelling-house had changed and would not normally require planning permission.
- 3.51** If the business involves any of the following, then planning permission is likely to be required:
- more people visiting the property during the day/evening than would normally be the case for residential use;
  - uses that require employees to be present at the dwelling;
  - uses that require business vehicles to be kept at the site;
  - deliveries taking place that are more frequent and involve larger quantities of goods than is usual for a household;
  - the use of a large part of the property for business activities, such as offices, storage, and other commercial purposes (including the use of sheds and garages); or
  - activities that are noisier than domestic use or produce fumes that would not be expected from residential properties.
- 3.52** The City Council wishes to support home-working in all areas of the District as a way of encouraging new business to develop, providing business opportunities for disabled people and to assist in reducing congestion resulting from people travelling to different workplaces.

4 “Invisible Businesses: the characteristics of home-based businesses in the United Kingdom” Mason, Carter & Tagg

### Policy EMP5 Home-based Business

The creation of a workplace within a dwelling, or through the adaptation of suitable outbuildings within a residential curtilage, will be permitted where the character and amenity of the building, neighbouring dwellings and the area, is maintained by:

- a) Limiting the type and level of activity, including the hours of work, and visits and deliveries, to that consistent with the residential amenity of the area;
- b) Preventing any harmful future intensification; and
- c) Limiting any advertisement to a small discreet sign or notice.

### Supporting the Delivery of New Digital Infrastructure

- 3.53** The City Council recognises the importance of the provision of digital infrastructure to support its wider economic aspirations and planning policy. Beyond those developments covered by “permitted development” rights, the Council will require the provision of new digital infrastructure within new developments, and will also support the retro-fitting of existing settlements, where feasible and appropriate.
- 3.54** The Council recognises that there are areas of the district which are not as accessible to new digital services (“not-spots”), and the Council will support provision in those areas, where planning permission is required.

### Policy EMP6 New Digital Infrastructure

Proposals for the installation of digital infrastructure will be required, on allocated sites in this plan, and will also be supported in retro-fitting existing urban areas and villages, subject to no detrimental impacts on listed buildings, the character and appearance of conservation areas and sensitive landscape areas.

Particular support will be given to the provision of such infrastructure in “not-spot” areas of the District.



## Education

- 3.55** Education as a sector is very important to the area. As well as the District being an important centre of culture and learning, its education sector is a significant economic contributor in its own right. It is a major employer in the public and private sectors and continued to perform well through the recession. Despite ongoing economic uncertainty between 2008 and 2010 the sector had created 1,500 more jobs (+13% growth) so that by 2010 it provided a total of 13,100 local jobs (Source: ONS, 2011). One in five of all local jobs are now in education.
- 3.56** Elsewhere the sector has important multiplier effects on other sectors of the local economy such as the construction, business services, retail and hospitality industries. A recent study estimated the total annual economic impact of the two principal universities at almost £909 million in 2014/2015 (Source:Viewforth Consulting Ltd, 2016).
- 3.57** The education sector attracts talented and creative economic migrants from across the UK and beyond and provides a lucrative business development opportunity for potential suppliers and other procurement based partners and stakeholders. Elements of the sector also help to directly and indirectly generate new visitor trips through conferencing and student related tourism. In this sense the global nature and market of education helps to showcase Canterbury's profile across the world.
- 3.58** In the context of this development plan the education sector maintains a significant physical presence in the area particularly with regards to the Universities and Colleges. This is essential in three key respects.
- 3.59** Firstly, they are considerable users and occupiers of office and other accommodation notably in Canterbury and this development plan seeks to support their strategic and operational requirements. Secondly, these institutions can act as drivers of physical regeneration and renewal both through their own investment but also in their ability to act as magnets for other commercial investment which otherwise may not have been attracted to the area. Their role in this regard needs to be highlighted and encouraged wherever possible.
- 3.60** Thirdly, education and the area's Universities and Colleges specifically remain a central element of the Council's vision and strategy to diversify the local economy and support the development of knowledge-based business in the area.
- 3.61** The City Council recognises that the fiscal environment for further and tertiary education is also changing rapidly, and that long-term planning may be complicated. It therefore seeks to continue to support the Universities and Colleges in the improvement, diversification and development of their educational offer, and in addition the development of business ideas stemming from innovative research and other University core business. The Universities differ in location and built form, which requires different policy approaches. The University of Kent is located on the edge of the City in a largely self-contained campus; Canterbury Christ Church University is located in a "ribbon" form around the edge of the City Centre, utilising a number of sites.

- 3.62** The City Council supports the preparation of long-term strategies for the University sites, and will work with the Universities to facilitate their preparation. The boundary of the campus of the University of Kent is shown on the Proposals Map. However, it is recognised that should the current masterplan process identify a need to include proposals beyond the campus boundary, this could be dealt with through the planning process and the extent of the campus boundary may also be reconsidered when the Local Plan is reviewed. The City Council will also support and work to promote links between the Universities and local businesses, and the development of new business ideas emerging from the Universities. Policy HD7 requires all future increases in academic or administrative floorspace resulting in an increase in student numbers to be matched by a corresponding increase in purpose-built student accommodation.

### Policy EMP7 University of Kent

**Within the campus of the University of Kent, identified on the proposals map, the City Council will support development of educational buildings for teaching and office space; student accommodation; business accommodation (compatible with the University’s role in research and development and business innovation); sports facilities and other facilities directly related to the University’s core business.**

**The City Council will expect a masterplan to be prepared for the whole identified campus site, prior to any significant development within the site. Such a masterplan should maintain the campus character of the university; respect the setting of the site in the wider countryside; identify the key uses and their disposition within the site and any relocation of uses within the wider campus area. It should also set out a landscape and biodiversity strategy for the whole site.**

**Significant development proposals at the University will be subject to updating of the University’s Transport Impact Assessment and a review of the University Travel Plan.**

**The City Council will grant planning permission for educational and ancillary uses within the campus boundary; subject to design, siting, transport and access considerations.**

### Policy EMP8 Canterbury Christ Church University

Land is identified at North Holmes Road to permit the intensification or redevelopment of the main site for higher education purposes. The Council will also support the development of new facilities for Canterbury Christ Church University in suitable locations within the urban area of the city, for managed student accommodation and for teaching and general office accommodation. Any new proposals for the main site, or other larger sites in the City should be accompanied by a development strategy to support the proposals and a Transport Plan to demonstrate how any additional activity can be catered for in transport terms.

### Schools and Colleges

- 3.63** The City Council has worked with Kent County Council in respect of the impact of proposed new development in the Plan on the need for new or improved school provision in the District, and some of that provision is made as part of the strategic allocations in the Plan.
- 3.64** However, the City Council will also seek to support new school facilities, where development comes forward in addition to that identified in the Plan.
- 3.65** The City Council also believes that there is a strong case to be made for grammar school provision at the coast. This not only would broaden educational provision, but could also reduce the volume of students travelling to other parts of the District, or outside the District for schooling. The Council will work with KCC on possible options for such provision.
- 3.66** The Council also wishes to see the Hadlow College site in Canterbury retained for college purposes in the future, to meet teaching or student accommodation needs.

### Policy EMP9 Education Needs

The City Council will work with the Education Authority and other school and education providers to ensure that provision is made for educational needs, including those arising from new development. Provision may be secured through legal agreements.

### Policy EMP10 Hadlow College

Land is identified at Hadlow College, Canterbury for retention for education purposes.

### Whitstable Harbour

- 3.67** Whitstable Harbour is a small, but busy harbour, serving a range of business uses including minerals importation, fishing and some restaurants and retail uses. It also

has considerable significance in terms of its value to the local community and visitors. It is the City Council’s long-term objective to support the continued business use of the Harbour and the expansion of business uses within the Harbour. Whitstable Harbour is located within the Town Centre boundary as set out in the Town Centres chapter. Therefore, the City Council will not normally support uses that would compromise the continued business use, in particular, residential uses.

- 3.68 The Tourism and Visitor Economy Chapter contains a policy (TV5) relating to the possible development of a marina along the North Kent coast.

#### Policy EMP11 Whitstable Harbour

**Developments within the Whitstable Harbour area as shown on the proposals map should have regard to the Whitstable Harbour Strategic Plan, to sustain a working harbour with an appropriate balance of operational and non-operational uses that are compatible with the maintenance of the operational capability of the harbour, subject to appropriate design and access considerations. Proposals that support this broad strategy will normally be permitted. Proposals will also need to be considered against Policy TCL10.**

#### Supporting Rural Business

- 3.69 The NPPF (paragraph 28) encourages local planning authorities to support economic development in rural areas and this is supported by the City Council’s Corporate Plan.
- 3.70 Agriculture still forms a significant economic sector in Canterbury, in terms of land use, and a significant proportion of farmland in the District is classified as “best and most versatile”. Conversely, a lot of the farmland that does not fall into this category is sensitive for other reasons i.e. in areas of flood risk, sensitive landscapes and in and adjoining areas of nature conservation importance. The City Council will continue to support new agricultural development which supports agricultural operations and innovative farming methods. The NPPF seeks to safeguard the long term potential of best and most versatile agricultural land (ie: grades 1, 2 and 3a), and this policy is reflected in this Plan.

#### Policy EMP12 Agricultural Land

**The City Council will seek to protect the best and most versatile farmland for the longer term. Where significant development of unallocated agricultural land is demonstrated to be necessary to meet a housing, business or community need, planning permission may be granted on best and most versatile land if a suitable site within the urban area or on poorer quality land cannot be identified.**

- 3.71 Large buildings, such as barns, workshops, silos and industrial units located in rural conservation areas, the Kent Downs Area of Outstanding Natural Beauty (AONB) or other sensitive landscapes, can have a major impact. They should be carefully designed to a high standard, particularly where they are located next to open countryside or are

visible from nearby roads. Standard industrial sheds in bland materials and garish colours will not be acceptable in such locations. High quality contemporary architecture of an extremely high standard that harmonises with the landscape will be encouraged.

**3.72** Modern farm buildings are generally constructed from steel or concrete portal frames and clad with profiled sheets. This form of construction is economic but may not be aesthetically pleasing. The pressure to increase efficiency has led to traditional barns and livestock buildings being abandoned. Historic farm buildings should be kept in agricultural use if at all possible.

**3.73** Where new agricultural buildings are necessary, their visual impact can be reduced by the following means:

- Dividing broad roof spans into a number of bays, each bay having a pitched roof, or adopting a double-pitched roof;
- Using timber cladding and/or dark coloured profiled sheeting to reduce the scale of large buildings. Dark brown, blue or grey are recommended for roofs, with lighter tones for walls. Green is to be avoided (unless a very dark shade is chosen) as it clashes with natural greens. Timber cladding is especially effective if used in conjunction with a brick plinth; cement sheeting should be avoided;
- New agricultural buildings should be set into the landscape. Existing vegetation can help screen buildings and use should be made of the natural landform, for example by avoiding prominent ridges. Ideally new buildings should not be sited close to historic farm buildings because of the inevitable clash of scale, but siting new development to the rear of existing buildings can help in lessening impact; and
- Screening with low maintenance native plants, as quick growing conifers look suburban and should not normally be used in a rural setting.

**3.74** For sites within and affecting the setting of the Kent Downs AONB, regard should also be had to the AONB Landscape Design Handbook.

### Policy EMP13 New Agricultural Buildings

The City Council will permit proposals for new agricultural buildings, structures or development subject to the following criteria:

- a) It has been demonstrated to the satisfaction of the Council, by means of a supporting statement, that there is an economic need for the development;
- b) The proposal avoids harm to its physical setting by its siting, scale, design, materials and external colours;
- c) Where existing buildings are of architectural or historic importance any extensions should respect their existing design and use of materials; and
- d) There is no detrimental impact on landscape interests, protected species, sites or features of nature conservation interest, Area of Outstanding Natural Beauty or on sites of archaeological or historical importance.

Where appropriate, new landscaping should be provided to further reduce the visual impact of the new building and this should reflect the character of the surrounding area.

### Other Rural Businesses

- 3.75 The Council will also support other types of rural business development that provides opportunities for rural businesses to develop; that brings additional employment opportunities to the rural areas, or that meets specific needs for rural communities. This Local Plan does not, in the main, identify sites in the rural areas for business, but will apply the following policy in considering proposals for such development.
- 3.76 There are permitted development rights which allow for the change of use of some rural buildings to business and other uses for a short period of time. Beyond the scope of these permitted development rights, the Council will apply the following policy.

### Policy EMP14 Other Rural Businesses

The City Council will grant planning permission for the conversion of existing rural buildings, and well-designed new buildings and premises, that support the development and expansion of rural business in suitable locations in the rural areas, as follows:

- a) Preferably, in or on the edges of existing settlements;
- b) Conversions of existing buildings for business or tourism uses, including accommodation;
- c) Particular care should be exercised in the design of buildings and premises, where permitted within the Kent Downs Area of Outstanding Natural Beauty, or where it involves the conversion of an historic building;
- d) Access and parking provisions are acceptable and the use does not significantly increase traffic to the detriment of the area or highway safety;
- e) There is no detrimental impact on landscape interests, protected species, sites or features of nature conservation interest or on sites of architectural or historic importance, or their settings where appropriate; and
- f) There is no detrimental impact on residential amenity.

The City Council will support proposals that would not result in the loss of existing business premises that provide essential services to the rural areas.

### Horse-related Development

- 3.77 Horse-riding continues to be a popular activity and can bring significant employment and economic benefits to the rural areas, in addition to providing recreation and enjoyment. However, the associated development and its intensity of use can have a significant impact on the countryside.
- 3.78 This issue has been identified in the landscape appraisals undertaken for the District. Any horse-related development proposal will need to satisfy the criteria in the design policies in the Plan and any ancillary development or works should seek to employ a high standard of design, which should reflect the rural surroundings. In appropriate circumstances there may be a requirement to undertake removal of associated equipment such as jumps, when not in frequent use, to avoid visual clutter.

- 3.79** The proposed means of enclosure should be sympathetic to the character of the adjoining countryside; for example, the boundaries should be stock proof. However, the Council would not necessarily wish to see the introduction of harsh fencing and would expect suitable hedge boundary treatment. This could be in addition to fencing to minimise the impact on the landscape. Where possible, the proposal should be well related to the existing rights of way network.
- 3.80** The Kent Downs AONB unit has also produced guidance on “Managing Land for Horses”, and this contains some guidance in relation to planning and design matters. Applicants seeking permission for such developments in the Kent Downs Area of Outstanding Natural Beauty should also have regard to that advice in preparing proposals.

### **Policy EMP15 Horse-related Development**

**Development proposals relating to the keeping and riding of horses will be granted planning permission where:**

- a) Development is of an appropriate scale, design and intensity with its surroundings;**
- b) There is no detrimental impact on landscape interests, protected species, sites or features of nature conservation interest or on sites of archaeological or historical importance;**
- c) Access and parking provisions are acceptable and the use does not significantly increase traffic to the detriment of the rural area or highway safety;**
- d) Buildings are of good quality design and are sited to avoid an adverse impact on the wider landscape;**
- e) There is no adverse impact upon residential amenity;**
- f) Lighting should be kept to the minimum necessary to serve the unit, and should be designed so as not to impact on neighbouring properties or the wider countryside; and**
- g) The proposed means of enclosure are sympathetic to the character of the adjoining countryside.**

**In the Kent Downs Area of Outstanding Natural Beauty, proposals should take into account the guidance provided by the Kent Downs AONB unit.**



## Chapter 4: Town Centres and Leisure

### Town Centres

- 4.1** Our town centres are vitally important to the District's economy. In 2014 the wholesale and retail sector alone directly employed some 11,600 workers, which amounts to almost one in every five workers in the Canterbury District (Source: Business Register Employment Survey, 2013). As well as retail, numerous other uses operate from town centres, including offices, leisure, entertainment facilities, (including cinemas, restaurants, drive-through restaurants, bars and pubs, night-clubs, health and fitness centres); and arts, culture and tourism development (including theatres, museums, galleries and concert halls, hotels and conference facilities). They are also home to many of the District's residents.
- 4.2** A considerable evidence base has helped to inform the content of this chapter comprising local and national studies together with ongoing health monitoring conducted by the Council and its partners such as the Canterbury City Partnership which will take on a greater role in enhancing the economic role of Canterbury over this plan period.
- 4.3** All three of the District's towns weathered the recent economic downturn remarkably well. The economic downturn has nevertheless affected investment conditions, development prospects, consumer demand, and in turn future planning across the District. A growing body of evidence (e.g. CBRE, 2011, Portas Review, 2011) points to a fundamental shift in the needs and behaviour of consumers who increasingly seek to purchase products and services in ways other than visiting their local town centres.
- 4.4** Where these national trends are likely to develop further over time the Council recognises the need to exercise flexibility in its planning approach to the town centres, and ensure that they are appropriate to the present and future. In general it is essential that the towns adapt to this changing context, maintain economic competitiveness, strengthen retail product and continue to flexibly diversify their overall offer in a way that meets the future demands of the visitor market as well as enhancing the social and cultural assets critical to a successful town centre.
- 4.5** As a result this local plan seeks to ensure the District's town centres are well positioned to take advantage of a renewed upturn in commercial interest when an economic recovery takes hold. It also aims to provide a solid basis beyond the recovery to maintain and build upon the success achieved to date and to help our City and town centres adapt to a rapidly changing consumer environment.

## Retail Hierarchy and Network

- 4.6** Canterbury City Centre: Retail development should be focused in the city centre to support its role as a shopping, leisure, cultural and tourism destination. The Council believes that changes in national trends are likely to result in a continued increase in the demand for the City. Canterbury needs to make the most of this opportunity, encourage investment in the centre, attract more of the big retail names, support the independent sector and expand the centre to meet an identified retail need. It is essential that the Council seeks to safeguard its strong retail offer in the Primary Shopping Area and retain its position as an important sub-regional centre for retail and consumer services, providing for the needs of residents, students, workers, tourists and the visitor economy generally.
- 4.7** The historic nature of Canterbury City Centre means that it is unable to expand like other centres as there are limited opportunities for growth. Canterbury is therefore supported by a network of other retail locations.
- 4.8** In order to meet the identified retail need and maintain Canterbury's position as a sub-regional centre, a comprehensive retail-led scheme will be supported on land at the Wincheap Industrial Estate and Riverside Retail Park, as shown on the Proposals map (Policy TCL7). It will include a substantial element of new comparison retail floorspace that is complementary to and well connected with the City Centre. Leisure, residential and business uses will also be permitted within the site, complimentary to its primary retail offer.
- 4.9** Whitstable and Herne Bay District Centres: Secondary retail centres that fulfil a complementary role to Canterbury City Centre in the established retail hierarchy. They serve the local population and ensure a sustainable focus and pattern for development and their position within retail hierarchy will continue to ensure they have opportunities to enhance and strengthen this function. The distinctive characteristics of each centre will be promoted in Policy TCL8, and there is scope within both centres for making improvements to the public realm and shopping environment.
- 4.10** Local Centres contain a range of small shops of a local nature, such as a small supermarket, newsagent, sub-post office and pharmacy and potentially other services such a hot-food takeaway and launderette.
- 4.11** The larger villages perform the role of village centres, and may typically include a small convenience shop, newsagents and sub-post office.

### Policy TCL (A) Retail Hierarchy and Network

To ensure the long term vitality and viability of the Canterbury centres, the Council will apply a 'town centre first' approach to proposals for retail, leisure and other main town centre uses. Development should be appropriate to the size and function of the centre within which it is to be located. The District's retail hierarchy includes the defined city, district and local centres. The wider retail network also includes other retailing locations across the district. The overall hierarchy and network is defined as follow:

City / Sub-Regional Centre	<ul style="list-style-type: none"> <li>• Canterbury City Centre</li> </ul>	Other Canterbury Retail Locations	<ul style="list-style-type: none"> <li>• Wincheap Industrial Estate*</li> <li>• Riverside Retail Park*</li> <li>• Marshwood Industrial Estate</li> <li>• Stour and Maybrook Retail Parks</li> </ul>
District Centres	<ul style="list-style-type: none"> <li>• Whitstable</li> <li>• Herne Bay</li> </ul>		
Local Centres	<ul style="list-style-type: none"> <li>• Wincheap (A28), Canterbury</li> <li>• St. Dunstan's, Canterbury</li> <li>• Tankerton Road, Tankerton</li> <li>• Herne Bay Road/ St Johns Road, Swalecliffe</li> <li>• Sea Street, Herne Bay</li> <li>• Canterbury Road, Herne Bay</li> <li>• Reculver Road, Beltinge</li> <li>• Faversham Road, Seasalter</li> </ul>		
Larger Local Village Centres	<ul style="list-style-type: none"> <li>• Barham</li> <li>• Blean</li> <li>• Bridge</li> <li>• Chartham</li> <li>• Hersden</li> <li>• Sturry</li> <li>• Littlebourne</li> </ul>		

\*The Wincheap Industrial Estate and Riverside Retail Park are subject to Policy TCL7

## Promoting a Competitive Town Centre

- 4.12** It is essential that the City Council continues to promote competitive and well managed town centres. Town centres are essential to sustainable and thriving communities and supporting their viability and vitality is crucial.

### Town Centre Designations

- 4.13** Canterbury, Whitstable and Herne Bay have designated town centres, which are shown on the Proposals Map. A strong town centre policy enables and encourages a full range of town centre uses to be implemented within them, but also allows the Council to reject proposals that do not add to the vitality and viability of the town centre or which conflict with other policies and objectives. Such town centre uses include, retail, leisure, entertainment facilities, intensive sport and recreation uses, offices, arts, culture and tourism development. Indeed the Council will support the provision of a diverse range of uses which appeal to a wide range of age and social groups. It is social and cultural experiences which provide critical reasons to go into town. Uses such as restaurants, cafés and pubs can complement the retail offer of a town.
- 4.14** A diversity of uses adds to a town centre, making it more attractive, but a proliferation of uses in the same locality, which do not 'add value', will be unacceptable. For changes of use to restaurants, pubs or takeaways within town centres, in particular, the Council will consider the proximity of other similar uses and whether a proliferation of the same use within the same immediate area affects the vitality and viability of the town centre, or is in conflict with other policy objectives, including traffic and environmental objectives (including issues such as noise or litter).
- 4.15** From April 2014 a new class IA allows change of use from a small shop or provider of professional/financial services (A1 and A2 uses) to residential use (C3). This involves a 'prior approval' process and the local planning authority can consider impacts of the proposed change. Up to 150 square metres of retail space will be able to change to residential use. This new right, however does not apply in much of the District, including Conservation Area's and the Area of Outstanding Natural Beauty as the town centres and many of our village centres are within these designated areas.

### Policy TCL1 Town Centres

**Within the designated town centres, planning permission will be granted for development of a range of town centres uses where they respond to changing need and/or contribute to the vitality and viability of the town centre.**

**The Council will seek to enhance the established character and diversity of town centre uses, and avoid over-concentration of particular uses that would be detrimental to the character and function of an area or to the vitality or viability of a shopping frontage or locality.**

**Development proposals within town centres should be of an appropriate scale in accordance with its function position in the retail hierarchy.**

## Primary Shopping Frontages

- 4.16** The City Council has designated a Primary Shopping Area in Canterbury and Primary Shopping Frontages in Canterbury City, Whitstable and Herne Bay. These areas are intended primarily for A1 (shops) use, to ensure a competitive retail offer and accessible shopping core, which will underpin healthy and thriving town centres. Alternative retail and non-retail uses can in most instances be located in the Secondary Shopping Frontages or wider town centre and still contribute to vitality and viability. The Council will continue to monitor town centre vacancies. This will be a relevant consideration in the application of Policy TCL2.
- 4.17** In Canterbury, examination of uses illustrates that in 2011 76% of units in the Primary Shopping Area were in A1(shops) retail use, and with only 3% of units vacant. It is notable, however, that a number of A3 units (restaurants and cafes) have emerged in the Primary Shopping Frontages and while such uses are successful and important to town centre vitality, excessive numbers may damage shopping circulation routes and reduce the availability of large retail units. St Georges Street and Sun Street in particular have seen numerous changes of use to A3 use. Further reductions in A1 retail may reduce the draw of pedestrians through these areas to the detriment of nearby shopping streets. It is important that the sub-regional attractiveness of Canterbury as a retail destination is preserved, to ensure that retail trade is not diverted to other nearby centres, such as Maidstone, Ashford or Westwood Cross. It is therefore vital to protect the Primary Shopping Frontage and refuse developments which harm or undermine its retail function. This is supported by the large capacity for A1 floorspace at Canterbury.
- 4.18** Where the growth of non-retail uses reduces the availability of choice for customers and creates 'dead frontages', there is a loss of vitality of the centre and attractiveness to customers. This is particularly marked in Herne Bay town centre, where strict application of the Primary Shopping Frontage policy will assist with consolidating the main shopping streets, and ensure there is an accessible central core of shopping for comparison and choice and which supports the planned regeneration activities. The Herne Bay Area Action Plan includes specific development proposals for the town centre, including significant retail provision.
- 4.19** In Whitstable, the Primary Shopping Frontage will seek to ensure that a central core of shopping services is maintained to serve the local community, while still providing flexibility for its diverse range of cafes and independent businesses important to the visitor economy and the character of the town. The Primary Shopping Frontage was drawn to include the larger units in particular which are essential to ensure that Whitstable can accommodate modern retail formats and meet the day to day shopping needs of Whitstable residents.

- 4.20** Policy TCL2 refers to active marketing at a reasonable rate. To demonstrate this, the marketing agent should keep a record of the marketing campaign and keep a log of enquiries and offers made. A marketing report should demonstrate that the property /site was marketed at a price and associated terms that are commensurate with market values, based on evidence from at least three recent transactions for comparative properties. Written evidence from an independent qualified and experienced valuer on the market values in the local area could also be taken into account, alongside the marketing report. Where premises are marketed for lease, the length of lease offered should not be unduly restrictive and should include the potential for a short-term lease in appropriate cases. Details of the lease terms offered should be included in a marketing report.
- 4.21** There might of course be circumstances where the Council may wish to permit the conversion of a shop in a Primary Shopping Frontage to another use. Accordingly a reference is made in the policy to making an exception to the marketing requirements where the new use can demonstrably benefit the vitality and viability of the retail function of the Primary Shopping Frontage. Such uses could demonstrate that benefit by:
- Creating beneficial diversity or providing a unique offer that would benefit the Primary Shopping Frontage;
  - Providing visual interest; and
  - Significantly increasing daytime pedestrian footfall.
- 4.22** Personal permissions may be appropriate in such cases.

### Policy TCL2 Primary Shopping Frontages

**Primary Shopping Frontages are designated at Canterbury, Herne Bay and Whitstable as shown on the Proposals Map. The Council will strongly encourage proposals that promote A1 uses which strengthen the retail function as well as the appearance and character of the Primary Shopping Frontages. The change of use of ground floor premises from Class A1 shops to other uses will be permitted where:**

- a. **It can be shown that the premises is no longer needed for A1 use and the retention of A1 use at the premises have been fully explored, without success, by way of active marketing at a reasonable rate for a period of at least 12 months in Canterbury or at least 6 months in Herne Bay and Whitstable; and**
- b. **The proposed change of use does not have an unacceptable impact on the retail function of the frontage, the attractiveness, or on the vitality and viability of the primary shopping frontage, including pedestrian circulation.**

**An exception may be made where the proposal would clearly be beneficial to the vitality and viability of the primary retail function of the frontage.**

## Secondary Shopping Frontages

- 4.23** Within the Secondary Shopping Frontages a mix of uses will be acceptable (including retail, professional and financial services, restaurants, cafes and bars), where this does not harm the vitality, attractiveness and viability of the shopping function of the area. Therefore within these Secondary Shopping Frontages, the Council will encourage an active mix of uses, and resist the loss of retail (A1-A5) uses to residential or other non retail uses. It is important that active frontages / shopfronts are maintained so that the Secondary Shopping Frontage remains active and no areas of dead frontage are created, thereby isolating units further away. Care will be taken to avoid excessive concentrations of single uses that could cause amenity issues and affect the main shopping focus.
- 4.24** In Canterbury, a section of Castle Street and St Margaret's Street has developed a successful estate agent niche. This mixed shopping frontage, however, despite having a character consistent with a town centre, has little A1 (shops) retail. The Council will encourage retail uses on these shopping streets in particular, improving the shopping connection along Castle Street to Wincheap and the proposed satellite retail area.
- 4.25** Planning proposals for a change of use from A1 (shops) to A2 (financial and professional services) excluding banks and building societies, A3 (restaurants and cafes), A4 (drinking establishments), or A5 (hot food takeaways) will need to be carefully considered against Policy TCL3. Particular attention should be given to avoiding the clustering of non-A1 uses where this is detrimental to the attractiveness of the centre in accordance with Policy TCL1. Within the Secondary Shopping Frontages in Canterbury, Whitstable and Herne Bay, the City Council will support measures to protect and promote the charm and convenience of the independent retail sector. The Council will continue to monitor town centre vacancies. This will be a relevant consideration in the application of Policy TCL3. In the case of St Peters Street, additional flexibility is provided through Policy TCL4.
- 4.26** Within Herne Bay, the Area Action Plan Policy HB14, relating to seafront businesses, seeks to ensure that the loss of existing retail, restaurant and tourism ground floor uses will not be permitted.

### Policy TCL3 Secondary Shopping Frontages

**Secondary Shopping Frontages** are designated at Canterbury, Herne Bay and Whitstable as shown on the Proposals Map. The Council will strongly encourage proposals that promote a mix of A1 to A5 uses and that maintain a Secondary Shopping Frontage. Changes of use of ground floor premises in these areas between the A use class will be permitted where the proposed use:

- a. **Retains an active shop front and maintains or enhances the vitality, attractiveness and viability of the shopping area;**
- b. **Is complementary to the shopping function of the area and provides a direct service to the public; and**
- c. **Does not result in an over concentration of like uses in the area and contributes to an appropriate mix and diverse retail offer.**

**Change of use to residential or other non-retail uses will not normally be permitted.**



## Cultural Enhancement Area

- 4.27** The City Council recognises that the ‘experience’ aspects of a successful town centre are essential and in Canterbury has introduced additional flexibility in a defined area to the north west of the City, including St Peters Street, Orange Street, the Marlowe Theatre and Westgate Hall. In this area the Council will permit a range of ‘cultural / leisure / tourism’ town centre uses, in addition to retail uses, provided an active frontage and shopfront is retained at ground floor level and the new use is compatible with adjacent land uses. Such uses might include museums, art galleries and event spaces to take advantage of the substantial cultural investment in this part of the City at the Marlowe Theatre, Beaney Institute, the Westgate Hall and the Westgate Towers. Such uses contribute to meeting the demands of a visitor market, provide the social and cultural assets critical to a successful town centre and allow the centre to react positively to difficult economic times.

### Policy TCL4 Cultural Enhancement Area

**Within the Cultural Enhancement Area, as shown on the proposals map, planning permission for ‘active’ town centre uses including retail, recreation, art, creative, cultural and tourism development will be granted, provided an active frontage/shopfront is maintained, where applicable, and it is compatible with adjacent land uses and the character of the area.**

- 4.28** Any pedestrian enhancements and alterations to traffic flow in the Westgate Towers area should contribute to improving the pedestrian experience and increasing pedestrian footfall at St Peters Street and St Dunstons Street. Any future scheme should be fully evaluated prior to implementation.

## Local Centres

- 4.29** Local Centres are important in meeting the retail needs of the local residents who wish to shop locally or who are dependent on the facilities they offer. The retail services offered and any existing community facilities play an important role in meeting local day-to-day needs particularly for the elderly and other vulnerable groups. They also boost local economic activity and employment and provide a focal point for community initiatives. These local centres are marked on the proposals map and include:
- Wincheap;
  - Tankerton Road, Tankerton;
  - Herne Bay Road/ St Johns Road, Swalecliffe;
  - Sea Street, Herne Bay;
  - Canterbury Road, Herne Bay;
  - Reculver Road, Beltinge;
  - Faversham Road, Seasalter.
- 4.30** They represent a highly sustainable service provision which offers an alternative type of service to larger supermarkets, and contributes to reducing congestion and pollution. The Council will protect their retail viability and vitality and ensure that it is not undermined by potentially damaging development elsewhere. It will be important to regularly assess the health of the existing local centres, and to ensure development respects their scale, function and identity. Every effort should be made to ensure that retail and community uses are not lost and the Council will expect evidence that the property has been managed and operated effectively and actively marketed, should an alternative use be proposed. Any change of use in new local centres created as part of new developments allocated by this plan will also need to satisfy Policy TCL5.
- 4.31** The Local Centres Policy also applies to the Canterbury City areas of Wincheap, and St Dunstons. Indeed these areas would have fulfilled a similar function since medieval times as suburbs of the City and still serve their local residential population with a range of retail and other services. St Dunstan's and Wincheap have a 'village' character and their residents identify with a distinct sense of place and community. Protection of the A1 retail and service provision in the Local Centres is essential to maintain the sustainability of the associated neighbourhoods, retention of their character and their continued vitality and success.
- 4.32** Policy QL3 seeks to resist the loss of village and community facilities in the parishes, such as public houses, shops and post offices to other uses.

## Policy TCL5 Local Centres

**The Council will protect and improve the provision of retail uses and other uses that meet local needs in the designated local centres and the Canterbury City areas of Wincheap, and St Dunstons. Planning permission will be granted for a change of use from a retail shop or other community use if:**

- a. **The proposed use does not threaten the vitality and viability of the local centre;**
- b. **The proposed use is not detrimental to residential amenity;**
- c. **The proposed use does not jeopardise the variety of services available in the local centre to meet the needs of the local community;**
- d. **There is evidence to demonstrate that there is no demand for the continued use of the premises for retail or community uses; and**
- e. **The use is no longer viable and the property has been actively marketed at a reasonable rate for a period of at least 12 months.**

**Proposals for new shopping or community provision within or adjacent to local centres will be permitted where the proposals meet a local need, widen the choice, quality or range of shopping or community facilities, and are of a scale appropriate to the function of that particular centre.**

## Retail Development

- 4.33** Retail capacity studies carried out by DTZ in 2011 have reviewed future retail trends, the vitality and viability of the Canterbury City Centre and the quantitative retail needs of the City, Herne Bay and Whitstable. The Council must provide an adequate framework to enable the retail industry to establish and maintain appropriate town centre sites to meet identified retail need, and ensure the regional status of Canterbury's shopping provision is not eroded.

### Non-Food Retail Need (Comparison)

- 4.34** Comparison retailing relates to items not purchased on a frequent basis, including clothes, footwear, household and recreational goods. Despite comparison retailing being affected by the recent economic downturn, innovations in online retailing and changes in consumer behaviour the Experian Retail Planner Briefing Note (October 2014) raises expectations regarding its longer term forecasts for annual comparison expenditure growth from 2.9% to 3.3%. Retail capacity forecasts undertaken in 2015 by GL Hearn have identified that sufficient capacity for new comparison floorspace should emerge over the forecasting period to support a significant new development(s) in or around Canterbury City Centre. Capacity figures for the District might rise to as much as 33,800 sqm by 2031. Due to limitations in long-term forecasting, these figures need to be treated with caution, but nevertheless a significant retail allocation should be made to ensure this need is met.
- 4.35** Herne Bay and Whitstable have localised catchments for comparison shopping and a much more limited shopping offer, befitting their respective roles in the Retail Hierarchy. Whilst Whitstable does have a wider appeal and trades strongly its comparison capacity is remains relatively modest.
- 4.36** In contrast, Herne Bay has an under-performing town centre, due to the limited range of comparison goods retailing and the strength of Canterbury. Once completed, significant comparison retail in the Central Development Area, as well as other allocations in the Herne Bay Area Action Plan, will use and indeed exceed, any available capacity for additional floorspace for the foreseeable future.

### Food Retail Need (Convenience)

- 4.37** Convenience retailing relates to items purchased on an everyday basis such as food, drink and non-durable household goods. Retail capacity forecasts by both DTZ (2011) and GL Hearn (2015) show that Canterbury is well provided for in terms of convenience goods. This and the fact that Experian (2014) expect annual convenience expenditure growth to dip from 0.8% to 0.6% means there is no overriding need for new floorspace in the immediate future and therefore any new proposals for additional food retail would need to present a strong qualitative or regeneration argument.
- 4.38** For Herne Bay, the retail study identified very modest levels of capacity. Implementation of the foodstore envisaged in the adopted Masterplan (2010) for the Central Development Area would use this remaining capacity, as well as those increases in capacity that result from increasing Herne Bay Town Centre's market share for convenience good expenditure. Similarly, the study indicates that in Whitstable there is no theoretical capacity for convenience floorspace. Any out-of-town capacity would be removed by the provision of food retail floorspace in the Central Development Area, since Herne Bay would become more self-sufficient in convenience goods terms. Regeneration activities identified in the Area Action Plan are key to ensure additional retail capacity is generated. The Council will resist any out of town development that would threaten implementation of the Area Action Plan and regeneration of the Herne Bay Town Centre. New convenience retail development at the town, including at strategic development sites, should be limited to that which meets local needs.
- 4.39** A review of the retail capacity will be undertaken at five-yearly intervals and updated as necessary. However, several key drivers for change, may significantly affect future retail provision across the District. These include the effect of online shopping, the increase in non-food provision in supermarkets, shopping as more of a 'social experience', and the impact of the improvements to the District's many retail competitors, including Ashford, Maidstone and Westwood Cross. These factors, together with the continued tightening of credit and the hesitant economic recovery, will restrict the growth in spending on comparison goods and developer confidence in the near future. Maintaining and improving the vitality and viability of the City and the town centres of Herne Bay and Whitstable must remain a priority.

### **New Retail and other Main Town Centres Uses Development**

- 4.40** The City Council will positively focus new development in the City and District centres. Any development will be expected to be of an appropriate scale and design for the particular centre. Proposals outside these areas will be assessed according to the sequential test, the requirement for good accessibility by walking, cycling and public transport, and their impact on committed and planned public and private investment.
- 4.41** The City Council will apply the sequential test to main town centre uses set out in Policy TCL6 in the following order:
- Town Centre locations;
  - Edge of centre locations (within 300m of the Primary Shopping Area in Canterbury and town centre boundary in Herne Bay and Whitstable);
  - Out of Centre locations.
- 4.42** Proposals at out of centre locations will only be permitted if suitable sites are not sequentially available in town centre, or edge of centre locations. Preference will be given to accessible sites that are well connected to the town centre.
- 4.43** Proposals for other main town centre uses should also meet the sequential test, seeking available sites in the town centre, followed by edge of centre locations. Only if suitable sites are not available should out-of-centre sites be considered.
- 4.44** Testing the impact of development will focus on the impact of the development on in-centre investment and vitality and viability (including trading impact). For major schemes this impact assessment should be an assessment up to 10 years from the time the application is made. For such schemes, the cumulative impact of committed development must be considered as part of this assessment.
- 4.45** In the case of existing retail warehouses that are effectively limited to bulky goods, the Council will resist pressures to broaden out the range of goods permitted to be sold. This is to protect the vitality and viability of the City centre but it would also help retain the availability of units for bulky goods sales. If proposals come before the Council for relaxing the restrictions on the range of goods to be sold, then they should meet the requirements of policy TCL6.

## Policy TCL6 Main Town Centre Uses

Planning permission for main town centre uses outside the identified centre boundaries, will be granted where the applicant has successfully demonstrated:

- a. That there are no other more suitably located and available sites nearer to the identified centres or Primary Shopping Area (as relevant for Canterbury City Centre) for the town centre use(s) proposed, using a sequential approach to site identification;
- b. Flexibility in terms of format and scale;
- c. The site is accessible and well connected to the town centre through a range of transport modes other than the car, including good local public transport services, walking and cycling; and
- d. The proposed development does not have a significant detrimental effect on the highway network in terms of congestion, road safety and pollution.

When assessing applications for main town centre uses outside the identified centres boundaries, which are not in accordance with the adopted Local Plan and with a floorspace that meets or exceeds 2,500sqm, the City Council will also require an impact assessment. Should a planning application be made for an amount of retail floorspace that exceeds the total identified in Policy SP2 and taking account of any future retail capacity studies, it should be accompanied by an impact assessment relating to the additional floorspace. An Impact assessment will include an assessment of:

- e. The impact of the development on existing, committed and planned public and private investment (including regeneration schemes) in a centre or centres in the catchment area of the proposal;
- f. The impact of the proposal on town centre vitality and viability, including local consumer choice and trade in the town centre and wider area; up to five years (ten for major schemes) from the time the application is made.

Development that fails the sequential approach to development or gives rise to significant adverse impacts will be refused.

### The Wincheap Retail Area and Meeting the Retail Need.

- 4.46** The NPPF states that Local Planning Authorities should: *“allocate a range of suitable sites to meet the scale and type of retail, leisure, commercial, community services and residential development needed in town centres. It is important that retail and leisure needs are met in full and are not compromised by limited site availability. Local planning authorities should therefore undertake an assessment of the need to expand town centres to ensure a sufficient supply of suitable sites”*.
- 4.47** The Canterbury Retail and Leisure Study (2015) prepared by GL Hearn included a quantitative retail capacity assessment which identified capacity across the Canterbury District for 33,800 sqm of net comparison floorspace by 2031. This is a reduction from the 50,000sqm advised by DTZ in 2011. The 2015 study also indicates that Canterbury's catchment has been contracting since 2011, indicating a slight diminution in its regional performance. Therefore, the Council has opted to pursue a commercial and defensive approach to its retail strategy that seeks to protect and consolidate Canterbury's position in the retail hierarchy as a sub-regional centre by meeting the identified need in full.
- 4.48** The NPPF advocates priority for retail in town centres in the first instance. However, whilst the character and heritage aspects of the City are of major benefit to Canterbury's economic success as a retail destination, they also act as a constraint on the future development potential of the Primary Shopping Area. GL Hearn's Sequential Assessment and Wincheap Capacity Study (2016) estimate that in the order of 8,500 sqm net of the capacity identified could potentially be accommodated through commitments and sequential sites across the District. In accord with the NPPF this leaves approximately 25,000sqm net of floorspace still be accommodated. Advice from DTZ in the Retail and Leisure Strategy (2011) and supported by the updated guidance by GL Hearn (2015) recommends that the City Council should focus on identifying opportunities for satellite retail in an edge or out of centre location that offers a complementary function to Canterbury City Centre. Whilst it is anticipated that this can be best achieved by catering more for bulky goods and large format retailers and leisure operators, the gap analysis by GL Hearn identified a number of town centre retailers that are present in comparable Cathedral cities but not Canterbury. Therefore, in order to maintain its position within the retail hierarchy some additional town centre floorspace/uses may also need to form part of any future proposals provided the requirements of Policy TCL6 can be satisfied. To maintain Canterbury's current role and competitive position in the retail hierarchy it follows that the City Council should seek to meet this need through Policy TCL7 "The Wincheap Retail Area". Whilst the Sequential Assessment identified some capacity elsewhere in the District there is no guarantee that these sites would be available, deliverable or that retail would be the sole use. Therefore, Policy TCL7 allows accommodation of up to 33,800 sqm net floorspace to inject a degree of flexibility and certainty in terms of meeting the retail needs of the District as identified in the GL Hearn Retail Study.



- 4.49** Redevelopment at Wincheap as envisaged in Policy TCL7 would make the best of the advantages of the current industrial estate as a brownfield location, including its position on one of the main entrances into the City, the presence of Canterbury East train station, Park & Ride facilities and major bus routes, its proximity to the new Canterbury–Chartham riverside footpath / cycle path and its close relationship to the historic City; an important sub-regional retail centre. It is anticipated that the planned redevelopment of the Wincheap Industrial Estate as a retail area will be managed in a phased approach. This would aim to match the delivery of floorspace to the capacity forecasts for each of the five- yearly periods as set out in Policy SP2. The City Council will review the retail capacity of the District approximately every 5 years and any future studies will become a material consideration, ensuring that the scale of development is calibrated to any future update of the capacity assessment. Any retail or leisure application that seeks to provide floorspace over and above the level of provision identified in Policy SP2 for any of the phased period(s) should be accompanied by an Impact Assessment for the additional floorspace. This approach will ensure that no significant adverse impact on Canterbury or other centres should arise. An overarching masterplan for the Wincheap Retail Area will be prepared by Canterbury City Council and/or its appointed agent in order to guide development proposals. In turn it is envisaged that separate Development Principles documents will be prepared preceding each phase. These will consider the relevant policies, material considerations, future floorspace capacity projections and design codes. The Development Principles document will also seek to identify potential alternative premises for existing occupiers not considered complementary to the new development proposals or those who may not wish to remain within a new scheme prior to the commencement of each phase. Until the development proposals are known in detail, it is not possible to do this as it would be highly speculative and subject to change given the Local Plan period and fluidity of the property market.
- 4.50** Any redevelopment proposals for the Wincheap Retail Area should incorporate a high quality design and enhanced environment, a traffic management scheme as detailed in Policy T11 that would ensure essential improvements to traffic flow on Wincheap and a mix of complementary retail, leisure, business and possibly some residential uses.
- 4.51** Any development should be sympathetic to the adjacent residential properties whilst proposals adjacent to the open space on the Great Stour should pay regard to its wildlife and landscape quality. The development proposals should also respond to flooding risks in the locality.
- 4.52** The Council as majority landowner will look to promote the improvement of Wincheap itself through the re-development of the existing estate, and highway improvements in particular. Part of the S.106 agreement for planning permission CA/15/01479/OUT includes, amongst other items, the provision of an east bound slip road off the A2. The east bound A2 slip being the major highways infrastructure requirement necessary to support the comprehensive redevelopment of the Wincheap Retail Area. The line of proposed new road infrastructure to relieve Wincheap of the in-bound traffic is safeguarded on the Proposals Map.

### Policy TCL7 Wincheap Retail Area

The Wincheap Retail Area, as shown on the proposals map, will be regenerated and developed predominantly as a retail area, complementary to the existing Canterbury City Centre offer, to include larger format retail and leisure provision. The City Council and/or its appointed agent will prepare a Masterplan in accordance with the total requirements of this policy and other relevant Local Plan Policies. The Council will facilitate the implementation of a comprehensive retail-led mixed-use redevelopment. Any scheme proposals will be required to:

- a. Accommodate up to 33,800sqm (net) of large format comparison retail and leisure floorspace as identified by the Canterbury Retail and Leisure Study 2015 and phased in accordance with Policy SP2; and
- b. Form an effective, and functional retail location that is complementary to the Canterbury City Centre offer and that complies with the requirements of Policy TCL6; and
- c. Provide improved, attractive and convenient pedestrian links with Canterbury City Centre: and
- d. Contribute towards a package of transport improvements as set out in Policy T11.

Redevelopment of any discrete part of the Wincheap Retail Area must not impede the successful implementation of the overarching retail and leisure-led redevelopment aspirations and must also contribute financially to the overall delivery of the Wincheap Traffic Management Scheme.

The location and design of any new business and/or residential development identified as a necessary requirement to ensure the sustainable regeneration of the area, or as essential to the viability of the overall scheme must be compatible with the primary retail and leisure function of the site.

## Enhancing and protecting Herne Bay and Whitstable Town Centres

- 4.53** The NPPF encourages policies to support the vitality and viability of town centres and plan positively for town centres that are in decline. The City Council continues to strongly support the improvement of retail provision and enhancement of the town centres generally.
- 4.54** Herne Bay will undergo significant changes over the life of the Local Plan. Regeneration schemes as set out in the Area Action Plan (2010) are attracting significant new investment through the implementation of Development Principles Supplementary Planning Documents for:
- Central Development Area (2010) (Policy HB1);
  - Beach Street (2010) (Policy HB2);
  - Bus Depot (2010) (Policy HB3).
- 4.55** As well as enhancing the retail and cultural offer, status and trading performance of Herne Bay, these will help to retain a higher proportion of residents' expenditure within the town, much of which has been lost to nearby centres of Westwood Cross and Canterbury. There is no significant capacity beyond the floorspace on these identified sites and it is imperative that regeneration of the town is not threatened by development of out-of-town floorspace. The consistent application of the 'town centre first' policy in planning terms is vitally important to ensuring redevelopment of key town centre sites and that the associated regeneration of the town has the best opportunity for success.
- 4.56** Whitstable has a successful retail offer of independent shops. Similar to Herne Bay, Whitstable has limited retail capacity. As such, significant additional out-of-town floorspace should not be permitted.
- 4.57** As there is no capacity for any significant additional retail convenience and comparison floorspace on top of that which is already identified in mixed use sites in Whitstable and allocated sites in Herne Bay, any retail development during the Local Plan period will be mainly focused on the implementation of current allocations and other qualitative improvements and schemes. The significant new investment committed and planned for the District's main centres should not be jeopardised or harmed by additional out of centre retailing.

### Policy TCL8 Enhancing and Protecting Herne Bay and Whitstable Town Centres

**Within Herne Bay and Whitstable town centres development will have to be of an appropriate scale and character to reflect and respond to the role and function of the centre, and should promote the individuality of the centre, responding to any distinct features. The City Council will continue to encourage environmental enhancements, improving attractiveness and accessibility of the main shopping areas.**

## Environmental Improvement Areas

- 4.58** The City Council will explore options for pedestrian and environmental improvements

at a range of locations across the District. In particular the City Council will investigate key entry points to the City and those parts of the City and coastal towns where environmental enhancements would benefit pedestrian movement and access.

- 4.59** An attractive and accessible public realm benefits visitor perceptions, assists the safe movement of pedestrians and improves town centre vitality. A strategy will be developed for appropriate schemes that build on the Council's document titled: "Streets as Destinations: Canterbury City of Imagination Public Realm Strategy" (2008). Options that may be explored include:
- Wincheap Roundabout and Castle Street to improve the connection between retail at Wincheap and the City Centre;
  - St Georges Roundabout to Canterbury East to ensure high quality development and pedestrian experience at this prominent ring-road location;
  - St Georges Roundabout and the quality of the pedestrian linkages between the three constituent parts of the World Heritage Site;
  - St Georges Street;
  - Riverside links from Northgate to the coach park;
  - St Dunstons Street and the West Gate;
  - Memorial Park, Herne Bay;
  - Central Development Area, Herne Bay (through the Area Action Plan 2010)
  - Whitstable Harbour.
- 4.60** Environmental improvements might include pedestrian bridges, subway improvements, seating, speed limits, signage and lighting improvements, improvement to the consistency of materials and layout and the use of high quality street furniture, surfaces and planting. Policy DBE7 gives further advice on public realm improvements.

### Policy TCL9 Environmental Improvement Areas

**The City Council will identify Environmental Improvement Areas within the Canterbury District. Within these areas the Council will seek environmental improvements that benefit physical and visual connections and enhance the environment through the use of, landscape and surface treatments, street furniture and signage. Opportunities for the integration of high quality public art should be pursued, and treatment of the public realm should be informed by the heritage values of the place, where appropriate.**

## Mixed Use Developments

- 4.61** The City Council places a high priority on the redevelopment of appropriate under-used town centre sites. New town centre developments should incorporate a mix of uses, and contribute towards meeting the government's sustainable development and social inclusion objectives. The mix of use that is appropriate will depend on the location of the sites, and relevant constraints, but the inclusion of affordable and market housing for rent or sale at upper levels, as well as office, retail, education or leisure will ensure prominent town centre sites contribute to employment and vitality of the town centres. Such a mix will have the benefit of providing housing in a sustainable location with access to a range of facilities including jobs, homes, entertainment and shops in close proximity to each other. The NPPF clearly indicates a priority that town centres uses, including retail, are located in town centres in the first instance.
- 4.62** With the exception of the Roger Britton Carpets site (190 Wincheap), the Mixed Use development sites in Policy TCL10, have approved development briefs or principles. The Kingsmead Development Brief, which was published in 2004, extends well beyond the mixed use allocation, but gives advice on the role this site will play in the regeneration of the wider area, including provision for the riverside walk and urban enhancements. There is also a development brief for the area around Canterbury West Station, adopted in 2011.
- 4.63** The mixed use development sites in Herne Bay are included in the Herne Bay Area Action Plan, adopted in April 2010. There are development principles available for each the sites.
- Central Development Area: community, health, residential, retail, office and leisure;
  - Beach street: galleries, restaurants and cafes with residential on upper floors;
  - Bus depot: retail and residential.

### Policy TCL10 Mixed Use Development

Within (and around) the town centre, new large developments and development within commercial frontages should incorporate a mix of uses (including residential and / or office uses on upper floors where practicable), which will make a more efficient use of land and add to the vitality of the area. Within the Primary Shopping Frontages, a mixed use retail development shall not result in the overall loss of A1 retail floorspace at ground floor level.

In addition to new sites coming forward in town centres, the following sites are allocated for mixed use development with an indication of the types of uses that would be appropriate as part of the development. Where retail and / or leisure uses are proposed, these should satisfy the requirements of Policy TCL6.

#### Canterbury

- (a) White Horse Lane: retail, residential, community uses;
- (b) Roger Britton Carpets, 190 Wincheap: retail and residential;
- (c) Kingsmead: retail, leisure and business and residential;
- (d) Peugeot Garage: student housing, office/commercial, leisure and education.

#### Whitstable

- (e) The Warehouse, Sea Street: residential or offices or hotel, with public open space;
- (f) Whitstable Harbour: fishing, industrial, office / business, leisure and parking.

Development of those sites listed above shall have regard to any relevant masterplans, development briefs or guidance.

## Commercial Leisure and Cultural Facilities

**4.64** The role of the City and towns as a 'social experience' will be key to their future success and visitors enjoy an exceptional social and cultural experience in the District historic centres, buildings and museums. Chapter 6 sets out the City Council's policy for tourism and the visitor economy in the District generally. Commercial leisure and cultural provision, however, are important to the experience that residents, visitors and tourists seek from town centres in particular and includes (but is not limited to):

- Cinemas
- Restaurants/cafes
- Private health and fitness facilities
- Hotels
- Pubs/bars
- Nightclubs
- Bowling / Skating
- Theatres/music venues

**4.65** Provision of commercial leisure was considered in the Canterbury Retail and Leisure Study (2011). Canterbury's commercial leisure market is not as comprehensive as would be expected for a City with Canterbury's population structure, affluence and heritage. Although it is well catered for in some areas of leisure, in others there are obvious gaps. Indeed, provision has reduced further with the loss of a small ice rink, bowling venue and laser arena and now there is a notable lack of leisure activities for young people. The following gaps in provision can be identified:

- The family orientated leisure sector - increased cinema provision and/or addition of large format entertainment such as an ice rink or bowling alley would strengthen this sector and enhance the early evening economy (5pm - 9pm);
- Increasing the presence of higher end bars which would again help to strengthen the early evening economy, to serve the professional and family market and complement the Marlowe Theatre;
- Mainstream health and fitness provision; and
- The budget and high end hotel market could be strengthened.

**4.66** Such activities would also be supported at appropriate sites at the coastal towns as well as at the City. In addition, the City Council will seek to safeguard existing leisure and cultural activities to meet the needs of visitors and the local population. The City Council will also give general support for new proposals including the joint use of facilities, provided they comply with other relevant policies. Potential for leisure and cultural activities are identified as suitable uses at both the Kingsmead Depot mixed use site and will be a particular theme of development at Wincheap Retail Area, particularly on upper floors. A Cultural Enhancement Area at St Peters Street introduces additional flexibility for cultural uses right in the centre of the historic City.

**4.67** Land is also allocated in the AAP for leisure / cultural / tourism purposes at the Kings Hall, the Pier and the seafront at Central Parade in Herne Bay.

### Policy TCL11 Commercial Leisure and Cultural Activities

Planning permission will normally be granted for proposals for new leisure and cultural activities and replacement and enhancement of existing facilities on allocated sites, in areas where there is an identified shortfall, or where facilities are provided as part of joint-use community proposals.

Major commercial leisure and cultural facilities serving the City or the coastal towns should be located within or close to the town centre, or if this is not achievable, at other locations within the urban area that are highly accessible by all modes of transport, particularly public transport.

Planning permission for change of use involving the loss of existing indoor sport, leisure and cultural facilities will only be granted where the applicant clearly demonstrates that there is no longer a need for that facility and that there are sufficient similar facilities in the local area. The property should be actively marketed at a reasonable market rate for a period of at least 2 years.

- 4.68** Some town centres uses, such as pubs and bars can, particularly when concentrated, lead to late evening noise and anti-social behaviour. In principle, however, it is reasonable for such uses to be included within town centres, provided they are sensitive to the proximity of homes and measures are put in place to minimise disturbance.

### Policy TCL12 Evening and Night-time Economy

Within the City or town centres, the City Council will grant planning permission for development that could lead to significant evening and night-time activity provided that:

- a. The development should not lead to a significant increase in anti-social behaviour in the area in which it is located or on main transit routes to / from the area; and
- b. The proposal incorporates suitable measures to tackle crime and anti-social behaviour; and
- c. There will be no unacceptable impact on residential amenity either as a result of the proposal itself or as a result of the cumulative impact with other similar uses nearby.



## Chapter 5: Transport Infrastructure

- 5.1** The City of Canterbury is the main shopping, cultural, academic and employment centre for East Kent. The numbers of workers, shoppers, students and tourists who visit the area throughout the year put pressure on the transport network and car parks within the District, particularly in Canterbury. The Council's aspiration for economic and population growth and a better quality of life requiring improved mobility and transportation choices will bring increasing demands on the transport network.

### East Kent

- 5.2** East Kent acts as the gateway to Europe, with good road and rail connections to London, the M25 and the continent. Despite this, it suffers from being peripheral to the south-east heartland. The key issue for the area is economic regeneration, particularly in the coastal towns where the loss of seaside holiday makers and closure of main employers has led to high levels of unemployment. The area has the potential to attract investment and new residents. The high speed rail services offering much quicker journey times to London, attractive countryside and varied coastline, artistic coastal towns, picturesque villages and historic landmarks make this an attractive area to live.
- 5.3** Major housing and employment schemes are planned, particularly around Ashford, Whitfield, Westwood Cross, Sittingbourne/Isle of Sheppey and a new garden town at Otterpool, Folkestone. Many other areas are the focus of regeneration, including central Margate, Dover seafront, the Discovery Park Enterprise Zone and Folkestone seafront. At the port of Dover, Government forecasts suggest a 100% increase in roll-on roll-off channel traffic by 2030 and in response, Dover Port proposes that this increased demand be met through a second terminal at the Western Docks which will be built when market conditions are favourable and will undoubtedly result in increased freight traffic using the A2 through the District.
- 5.4** As a sub-regional centre, the City of Canterbury attracts people from across East Kent. It is recognised that sub-regional centres should be a focus for investment in multi-modal transport infrastructure both within and between centres. The investment is supported by initiatives to re-balance travel patterns through behavioural change, as well as providing support for economic activity, health and education provision, retail development and housing. Canterbury City Council will work with neighbouring authorities and transport providers to develop strategies for the provision of viable infrastructure necessary to support sustainable development within the District.

## Canterbury

- 5.5** Canterbury is recognised as a regional “hub” for education and shopping and is a major visitor centre attracting millions of visitors a year. The City currently depends on a large net inflow of commuters to support the level of jobs in the area as well as an influx of secondary school children and students in higher education.
- 5.6** Around 160,000 vehicles per day travel to and from Canterbury along the nine “A” and “B” roads that converge on the City. The layout of the City with its medieval streets, heritage buildings and railway crossings presents a challenge that makes traffic management solutions very difficult. Some pedestrian, cycle and bus infrastructure already exists and although the City is bypassed to the south-west by the A2, the highway network is under acute pressure. As a result, Canterbury suffers from significant peak hour congestion especially on the inner ring road and inner radial routes. This contributes to the poor air quality, particularly in areas within the Air Quality Management Area. This is despite 1 million passengers using the park and ride every year since 2003. There are two railway stations which serve the City and High Speed One services now stop at Canterbury West station cutting the journey time to London from approximately 90 to 56 minutes.

## Whitstable

- 5.7** Whitstable is a successful and thriving quaint artistic coastal town with beach and watercraft activities and many restaurants and pubs which attracts many visitors. The High Street is the main shopping area for the town and is the main vehicle access to the harbour. The town’s popularity has increased the long standing conflict between through traffic, on-street parking, deliveries and pedestrian movement. There is also a very high seasonal demand for car parking, especially during the weekend of the Oyster Festival when 70,000 people visit the town.

## Herne Bay

- 5.8** In contrast to Whitstable, Herne Bay does not suffer from high levels of congestion. Here the challenge is to revitalise the town centre and reduce the need for residents to leave the town for services, leisure or retail opportunities by making the centre a pleasant and attractive environment for shoppers and visitors. The ease and attractiveness of travelling through the town on foot needs to be improved with pedestrian priority crossing points and routes through the town, linking its shopping streets with the seafront. The Herne Bay Area Action Plan aims to achieve this through Policies HB19 and HB21.

## Rural Areas

- 5.9** The Canterbury District has many rural areas which consist of picturesque villages and hamlets, surrounded by beautiful countryside. The main transport issues for these rural areas are the inadequate availability of public transport, traffic using rural or residential areas to avoid congestion on main distributor routes and inconsiderate driver behaviour. Kent Downs Area of Outstanding Natural Beauty Rural Streets and Lanes Handbook (2009) adopted by Kent County Council should be adhered to when considering road improvements, new roads and development in rural areas.

## Links with other strategies

### Corporate Plan 2016-2020

- 5.10** The Corporate Plan was adopted in 2016 and it aims to enable infrastructure improvements to regenerate our urban spaces and deliver economic growth. Across the district, the Corporate Plan aims to support the roll-out of the most advanced digital technology, make our car parks as accessible and attractive as possible and aims to tackle congestion. The Corporate Plan also aims to enable the building of a new Bridge A2 junction, a new A2 off slip road at Wincheap, Canterbury, a Herne Relief Road, a Sturry Relief Road and increase park & ride capacity in Canterbury.

### Local Transport White Paper (2011)

- 5.11** In January 2011, the Government published a White Paper - Creating Growth Cutting Carbon - Making Sustainable Local Transport Happen which sets out how local transport initiatives can contribute to its vision for a "transport system that is an engine for economic growth, but one that is also greener and safer and improves quality of life in our communities".
- 5.12** The Government believes that targeting investment in projects that promote green growth will build the balanced, dynamic low carbon economy that is essential to our future prosperity. It also believes that local action is best placed to deliver the early reduction in carbon emissions through the promotion of sustainable transport modes like walking, cycling and public transport which also facilitate access to local jobs that will boost economic growth.

### The National Planning Policy Framework 2012 (NPPF)

- 5.13** The Government's vision has been carried forward into the National Planning Policy Framework which has replaced the previous suite of Planning Guidance. The NPPF emphasises the importance of rebalancing the transport system in favour of sustainable transport modes, whilst encouraging local authorities to plan proactively for the transport infrastructure necessary to support the growth of ports, airports and other major generators of travel demand.
- 5.14** The NPPF, paragraph 32, recommends that Transport Assessments and Travel Plans should accompany applications for developments that generate significant amounts of movement, although it recognises that the opportunities to maximise sustainable transport solutions will vary from urban to rural areas. It sets out three tests that development plans and decisions should take account of :
- The opportunities for sustainable transport modes have been taken up depending on the nature and location of the site, to reduce the need for major transport infrastructure ;
  - Safe and suitable access to the site can be achieved for all people; and
  - Improvements can be undertaken within the transport network that cost effectively limit the impacts of development. Development should only be prevented or refused on transport grounds where the residual cumulative impacts of development are severe.

## Local Transport Plan 4: Delivering Growth without Gridlock 2016 – 2031

- 5.15** The preparation and submission of a Local Transport Plan (LTP) is a statutory requirement of all local transport authorities in England. An LTP sets out the authority's strategic and countywide priorities and provides a framework for highlighting cross-district and local priorities of particular significance.
- 5.16** KCC's ambition for Kent's fourth Local Transport Plan (LTP4), covering the period 2016 to 2031, is to deliver safe and effective transport, whilst ensuring that all Kent's communities and businesses benefit, the environment is enhanced and economic growth is supported. This ambition is to be realised through the following five overarching policies:
1. Economic growth and minimised congestion
  2. Affordable and accessible door-to-door journeys
  3. Safer travel
  4. Enhanced environment
  5. Better health and wellbeing
- 5.17** The priorities for Canterbury include:
- Sturry Link Road
  - Herne Relief Road
  - Wincheap: A2 off-slip, relief road and new traffic management scheme
  - South Canterbury – fast bus link and improved walking and cycling links
  - New A2 interchange at Bridge
  - Completion of A28 Sturry Road bus link
  - A28 Sturry Road integrated transport package
  - Vauxhall Road/Broad Oak Road junction capacity improvements
  - Expansion of park and ride sites
  - Extension to Crab and Winkle Way
  - Tourtel Road roundabout improvements
  - Improved access to Canterbury West station
  - Expansion of Urban Traffic Control
  - Herne Bay to Canterbury cycle route
  - Whitstable traffic management

### The Strategy Approach

- 5.18** The approach taken for the previous Canterbury District Transport Action Plan was to adopt five key aims:
- improve travel choice
  - reduce traffic congestion
  - improve road safety
  - reduce travel demand
  - improve travel awareness.
- 5.19** It was felt that congestion was the biggest problem to be tackled but that further road building would be of limited benefit due to the lack of available land to build on, the threat to the historic fabric of the city and the impacts of increased traffic elsewhere

on the network. It was decided that the priority would be to encourage a shift to other modes of transport and therefore aimed to bring about an improvement in public transport, park and ride, walking and cycling.

- 5.20** Planning policies have encouraged a balance of land uses so that people have been encouraged to minimise journey lengths for employment, shopping, leisure, education and other activities. Development has only been prevented or refused on transport grounds where the residual cumulative impacts of development are severe. When considering providing public car parking and controlling the level of parking the City Council will have regard to the Parking Strategy as set out in the Canterbury District Transport Strategy. Over the plan period the City Council propose to dispose of some of the smaller city centre car parks and replace them at other locations including the Park and Ride sites, having regard to the overall supply.
- 5.21** This approach has been broadly successful. Canterbury continues to be a vibrant and attractive place and traffic levels have stabilised. Both the City Council and County Council will therefore work together through the planning process to facilitate and encourage the use of sustainable transport by:
- looking to locate development near existing transport hubs
  - requiring facilities for walking, cycling and public transport and
  - ensuring mixed-use developments where housing and employment are located in close proximity to encourage shorter commuting journeys.

For larger scale residential developments, planning policies will promote a mix of uses with key facilities such as primary schools, health facilities, local shops and employment and encourage the use of more sustainable transport modes such as walking and cycling.

### Policy T1 Transport Strategy

In considering the location of new development, or the relocation of existing activities, the Council will always take account of the following principles of the Transport Strategy:

- a. Controlling the level and environmental impact of vehicular traffic including air quality;
- b. Providing alternative modes of transport to the car by extending provision for pedestrians, cyclists and the use of public transport;
- c. Reducing cross-town traffic movements in the historic centre of Canterbury;
- d. Providing public car parking and controlling parking having regard to the Parking Strategy;
- e. Assessing development proposals in the light of transport demands and the scope for choice between transport modes; and
- f. Seeking the construction of new roads and/or junction improvements which will improve environmental conditions and/or contribute towards the economic well-being of the District.

**5.22** In support of Policy T1, this plan proposes a hierarchy of transport modes. They will be considered in the following order:

- walking
- cycling
- public transport
- park and ride
- private car

- 5.23** To this end, the Canterbury District Transport Strategy is broken down into four strands as shown in Table TR1 below. Each strand and is made up of a number of transport modes although it is recognised that each mode supports a number of the seven aims, and each strand has its own chapter in the Transport Strategy.

**Table TR1: The Four Strands of the Strategy**

Headline Aim	Strand	Aim	Transport Modes/Issues
“to improve *access to services, goods and opportunities and tackle the negative impacts of traffic by promoting sustainable modes of transport, achieving reliable vehicle journey times and supporting sustainable development”	<b>Encouraging Sustainable Travel</b>	Encourage the use of alternative modes of transport as an alternative to the private car	Walking Cycling Bus Rail
	<b>Car Parking Strategy</b>	Manage the availability of car parking to balance the impact of car use with the need to provide access to services and opportunities	On and off-street parking Parking tariffs Park and Ride Future parking demand and provision Residential parking standards Enforcement and management issues
*access to be measured by:  1. average journey times to key destinations by sustainable forms of transport  2. journey time reliability for the private car/van	<b>Managing the Network</b>	Achieve reliable journey times across the transport network	Intelligent transport systems Additional capacity Minimising disruption
	<b>Reducing the Demand to Travel</b>	Reduce the overall number and length of journeys undertaken	Sustainable development Travel plans Broadband coverage and online public services Workplace charging and road user charging

- 5.24** Table TR2 shows some supporting objectives that are not essential to the Strategy’s delivery but are important considerations.



Table TR2: Supporting Objectives

Headline Aim	Objective	Aim	Transport Modes/Issues
<p>“to improve * access to services, goods and opportunities and tackle the negative impacts of traffic by promoting sustainable modes of transport, achieving reliable vehicle journey times and supporting sustainable development”</p> <p>*access to be measured by:</p> <p>1. average journey times to key destinations by sustainable forms of transport</p> <p>2. journey time reliability for the private car/van</p>	<b>Access for All</b>	Support independence and reduce social exclusion	<p>Subsidised bus services</p> <p>Community transport and taxis</p> <p>Concessionary travel schemes</p>
	<b>Air Quality &amp; Freight</b>	<p>Stabilise and, where possible, reverse the adverse effect of transport</p> <p>Enable the sustainable movement of goods whilst ensuring the negative impacts are minimised</p>	<p>Local air quality management</p> <p>Air quality action plan</p> <p>Freight action plan</p> <p>Planning and development control</p>
	<b>Road Safety</b>	Reduce the number of people killed and injured on Canterbury’s roads.	<p>Crash remedial measures</p> <p>20mph zones</p> <p>Speed management</p> <p>Road safety campaigns</p> <p>Safer routes to school</p>

**5.25** Therefore, in line with the principles of sustainable development and this Plan’s overall hierarchy of transport modes, measures for walking, cycling, public transport and park and ride will be the priority to ensure new development supports sustainable travel.

## Walking and Cycling

- 5.26** Walking forms part of nearly every journey undertaken and there are few places that cannot be reached on foot. Therefore, pedestrian activity extends to every home, shop, school, workplace, leisure centre and visitor attraction utilising the existing streets, pedestrian areas, alleyways, paths, bridleways and public rights of way. Walking is available to nearly everyone and is the cheapest and healthiest way to get around. Canterbury's urban areas are particularly suited to walking being mainly flat and compact and as such the potential to shift journeys currently made by car to walking is extremely high which would help in reducing peak hour congestion. One example of this is the Riverside pedestrian and cycle routes through the City.
- 5.27** The needs of pedestrians vary greatly depending upon age, physical ability, confidence, awareness, judgement for example, so new developments will need to take into account the requirements of all pedestrians in terms of design, layout and permeability to support those who are less physically able and are hearing, visibly or mobility impaired. Traffic free networks for pedestrians need to ensure that they are safe, direct and attractive. Pedestrian priority measures in residential streets will be sought and vehicle speeds must be kept low. These principles, as outlined in the Kent Design Guide, will be used to secure high quality design for new development. Walking links will also be investigated, where a short length of path or a new bridge or tunnel can substantially reduce the walking distance between key destinations.
- 5.28** Cycling has much to offer as a means of transport, particularly for local journeys as it has little environmental impact, keeps you fit, is affordable and also takes up less road space than the private car. Canterbury already has a good cycle network and more routes are identified in the Canterbury District Transport Strategy, these are necessary to make cycling a sustainable alternative to the car. All new development will look to provide traffic free segregated cycle routes with residential streets that are safe for cycling through low vehicle speeds. Cycle parking will be provided in all new developments having regard to the local standards set out in Appendix 4 of the Canterbury District Local Plan. New cycling routes are also identified as part of the strategic site allocations and where provided, Kent Downs Area of Outstanding Natural Beauty Rural Streets and Lanes : a Design Handbook (2009) adopted by Kent County Council, should be referred to.
- 5.29** Priority will be given to the main urban areas and links to surrounding settlements which generate significant amounts of commuting. Examples are the cross-city cycle route, the Canterbury to Sturry cycle route, the Crab & Winkle route from Canterbury to Whitstable and the Canterbury to Chartham route. Key cycle routes will link residential areas with town centres, railway stations, schools, shops, places of work, bus stations, leisure facilities and other public services. Secure cycle parking at destinations will also be provided in a convenient location in good view or monitored by CCTV. A sufficient number of secure and covered cycle parking spaces must be provided as part of new residential developments in order to reduce the car dependency.

## Policy T2 Pedestrian and Cycle Routes

**Land will be safeguarded for the proposed pedestrian and cycle routes, as shown on the Proposals Map (All Inset maps)**

### Bus

- 5.30** Bus travel has been Canterbury's transport success story. While bus use across the UK has continued to decline, Canterbury has seen rapid growth since 2004. The local bus network is especially important because it is a lifeline to many people, especially those who are too young or old to drive, have a disability or cannot afford to run a car.
- 5.31** The vision of the Canterbury Quality Bus Partnership for the local bus network is to build around "key bus routes" which offer fast, direct, reliable and frequent bus services to the main areas of demand. The Triangle service, connecting Herne Bay, Whitstable and Canterbury, has shown that the improved frequency of the service to every ten minutes still makes these routes commercially viable at this frequency.
- 5.32** Stagecoach believes it should be possible to achieve similar frequencies on other key routes in the medium-term through upfront 'Kick-start'-style public investment. These routes could be further improved by additional bus priority measures.
- 5.33** The main improvements currently needed are bus priority measures along the main routes into the City, especially for those routes that support the park and ride service.
- A28 Sturry Road - complete in-bound bus lane between the Vauxhall roundabout and Tourtel Road
  - A28 – new bus link from new development at Sturry and Broad Oak to park and ride site
- 5.34** These key routes will also be fed by local bus routes and community transport schemes at local transport hubs. The first local transport hubs will be the existing park and ride sites. This would feed rural services into the key bus routes and also provide links with commuting coach services to London and the rest of the south east and employment sites in Canterbury, for example, the Kent and Canterbury hospital and local colleges and universities.

## Policy T3 Bus Improvement Measures

**Planning permission will not be granted for proposals that prejudice the effective implementation of bus improvement measures and fast bus links**

## Rail

- 5.35** The improved high speed rail service to/from Canterbury is an important driver for change and prosperity and a modern, efficient, safe, punctual and reliable rail service is central to the transport objectives of the City Council. Most of the future planned improvements will be progressed by Network Rail and the rail operator under the new Integrated Kent Franchise but this Local Plan will support further improvements at the District's stations such as the implementation of Travel Plans and physical and environmental enhancements.

### Policy T4 Rail Improvement Measures

**Planning permission will not be granted for proposals that prejudice the effective implementation of rail improvements**

## Parking Strategy

- 5.36** The availability, cost and location of parking all influence whether someone uses the car. There is little point promoting alternative forms of transport unless the demand for car parking is carefully managed and controlled. This Local Plan looks to balance the need for parking with the need to manage the use of the private car. This will be achieved through increasing car parking spaces at the park and ride sites and setting parking charges to influence travel choice.

## Park and Ride

- 5.37** The role of park and ride is to provide a less environmentally damaging alternative to the private car. It is better to have part of the journey into the City made by bus than none at all and therefore, the Canterbury Parking Strategy states that all future parking demand for the City will be met by expanding park and ride provision. There is a requirement for approximately 800 additional park and ride spaces over the Local Plan period and it is proposed that this is achieved in the following way:
- Sturry Road +100 spaces (total 700 capacity)
  - Wincheap +300 spaces (total 900 capacity)
  - New Dover Road/south Canterbury +400 spaces (total 1,000 capacity)
- 5.38** The precise number of spaces and the split between the three sites will be determined at the appropriate time when development and infrastructure is delivered through the Local Plan period.
- 5.39** The Council will keep under regular review future need for park and ride provision, as the sites identified in this Local Plan are brought forward, and will consider alternative sites, if required.

### Wincheap Park and Ride

- 5.40** The regeneration of Wincheap Industrial Estate will require the delivery of a new eastbound A2 off-slip at Wincheap, making the Wincheap park and ride site more attractive for motorists approaching the city from the A2 north-western direction. Therefore, this Plan proposes to expand the existing park and ride site at Wincheap.

#### Policy T5 Wincheap Park and Ride

**Land identified on the Proposals Map adjacent to the existing Park and Ride site at Wincheap is safeguarded for the expansion of that facility.**

### Sturry Road Park and Ride

- 5.41** This Local Plan identifies significant development at Herne Bay, Hersden and Broad Oak/Sturry. Although there is currently spare capacity at the Sturry Road park and ride site, there may be a need to expand the site within the plan period to cater for the additional demand from the new developments.

#### Policy T6 Sturry Road Park and Ride

**Land identified on the Proposals Map adjacent to the existing Park and Ride site at Sturry Road is safeguarded for the expansion of that facility.**

### New Dover Road Park and Ride

- 5.42** There is an existing planning consent to expand capacity at the New Dover Road site from 600 to 800 of which an additional 110 spaces were provided at this site in 2014. In addition, this plan identifies a large strategic allocation at South Canterbury including a new grade separated interchange on the A2 near Bridge. It is proposed, as part of this development, that the existing New Dover Road park and ride is expanded and re-sited close to a new A2 interchange. This will provide an overall capacity of 1000 spaces.

#### Policy T7 New Dover Road Park and Ride

**Provision will be made adjacent to a new A2 interchange near Bridge for the relocation and expansion of the New Dover Road Park and Ride.**

### Park and Ride for Whitstable

- 5.43** The other main routes into Canterbury currently not served by park and ride sites are the A290 from Whitstable and A257 from Sandwich. Both these routes are served by regular bus services (the Triangle and Diamond routes) and have recently undergone substantial investment. Their patronage may be adversely affected by the provision of park and ride along these routes. Therefore, a site situated on these routes is not considered appropriate at this time.
- 5.44** The Council considers that there is a demand particularly in the summer for a park and ride site to service Whitstable, therefore the Council will investigate sites within the vicinity of the Borstal Hill roundabout, one of the main access routes to Whitstable.

#### Policy T8 Whitstable Park and Ride

**The Council will require any future proposals for a park and ride at Whitstable to meet the criteria as set out below :**

- a. **Minimise the visual impact in respect of the location, layout and design of the development;**
- b. **Ensure that the development will not have a significant adverse effect on the amenity of local residents;**
- c. **Development which would materially harm scientific or nature conservation interests, either directly, indirectly or cumulatively is mitigated and any impacts can be adequately avoided, mitigated or compensated;**
- d. **Any proposals will be expected to meet the aims of design policies DBE3 and DBE9**

## Parking Standards

- 5.45** Government policy no longer requires local authorities to set maximum parking standards. Instead, local authorities are encouraged to develop locally appropriate standards taking into account factors such as the availability of public transport and local car ownership levels. The local parking standards are set out in Appendix 4 of this Local Plan.

### Policy T9 Parking Standards

**The City Council will have regard to the local parking standards as set out in Appendix 4 of this Local Plan. Where provided, cycle parking should be convenient, secure, covered and where possible complemented by showering and changing facilities, as set out in Appendix 4.**

### Policy T10 On-site Parking Standards

**Within the historic core of the City Centre of Canterbury, Canterbury West Station Conservation Area and in the town centres of Herne Bay and Whitstable, as identified on the Proposals Map, the Council will require that on-site parking for retail, office or commercial development will be restricted to operational parking only except when such an approach would prejudice other Local Plan objectives. The same will apply in other areas where on-street parking controls exist, subject to there being the scope for reasonable multi-modal access to the proposed development.**

- 5.46** An area-wide workplace parking levy could be investigated in the future, building on the work of organisations in Canterbury who are already charging their staff and/or visitors to park in conjunction with promotion of alternatives as part of their travel plans. The City Council will look to set an example and improve its Travel Plan in order to reduce the number of single occupancy car journeys made by staff. Options to be considered will include increasing the incentives to travel more sustainably, as well as considering the removal of free car parking at the Military Road offices.

## Managing the Network

### Wincheap Traffic Management Scheme

- 5.47** The Local Plan identifies Wincheap industrial estate as being the most suitable location for meeting retail capacity for the City over the plan period. The A28 Wincheap corridor is a primary route into the City and provides access to the Wincheap industrial estate. As such, the route suffers from congestion and pollution. This high quality development for retail, business, leisure, housing and open space would be expected to contribute towards improving traffic management in Wincheap and environmental enhancements to the public realm. Policy TCL7 refers to the redevelopment of the Wincheap retail area.
- 5.48** Key transport infrastructure that is required in the Wincheap area during the plan period includes:
- New eastbound A2 off-slip road,
  - re-provision and expansion of the park and ride to capture A2 and A28 traffic
  - a relief road/mini gyratory system through industrial estate with bus lanes. A safeguarded route is shown on the proposals map but the Council may investigate other potential routes
  - pedestrian/cycle links to Castle Street, Canterbury East train station and the City centre
  - possible signalised junction at Wincheap Green

#### Policy T11 Wincheap Traffic Management Scheme

**The Council will seek to implement the A2 off-slip road at Wincheap, an A28 relief road through the industrial estate and improvements at Wincheap Green. Any development proposals that might prejudice these improvements will be resisted. Contributions towards these infrastructure improvements will be sought from appropriate developments.**



## A2 Bridge Interchange

- 5.49** The Local Plan has identified a strategic development site at South Canterbury. This is for a mixed use development including housing, a community hub, play areas, green spaces, two primary schools, a doctor's surgery commercial, extended park & ride and the potential relocation of the hospital.
- 5.50** Access to this site from the A2 near Bridge is currently very difficult and with the current arrangement, traffic from the proposed development would impact on the A2 therefore a new grade separated interchange would be a prerequisite of any significant development in this location.
- 5.51** As such, the following transport measures are considered essential :
- a new grade separated interchange on the A2
  - a fast-track bus service into the City centre
  - bus fare incentives for residents
  - parking controls
  - the provision of greenways to encourage walking and cycling journeys into the City centre
  - expansion and relocation of the New Dover Road park and ride closer to the new A2 interchange

### Policy T12 A2 Bridge Interchange

**The Council will require the provision of a new A2 interchange near Bridge as identified on the Proposals Map as an integral part of new development proposals. Any development proposals that might prejudice this junction will be resisted. Contributions to this road and junction will be sought from appropriate developments in the area as set out in Policy SP3.**

## Herne Relief Road

- 5.52** The current traffic using the A291 through the centre of Herne causes congestion and high levels of pollution. As identified in Policy SP3, improvements to the A291 corridor will be expected, including highway infrastructure works having regard to the requirements of the Highway Authority and may include improvements to Bullockstone Road which forms part of the Herne Relief Road as referred to in Policy T13 and identified on the Proposals Map.
- 5.53** Any new development sites allocated in Herne Bay which would create additional traffic would be required to fund a relief road through the Strode Farm area and improvements to Bullockstone Road. The City Council will enter into legal agreements with the relevant site owners/agents to ensure that the Herne Relief Road is delivered at an appropriate point with fair and proportionate contributions from all relevant developments.

### Policy T13 Herne Relief Road

**The Council will require the provision of an A291 Herne Relief Road as identified on the Proposals Map as an integral part of new development as set out in Policy SP3. Any development proposals that might prejudice this route will be resisted. Contributions to this relief road may be sought from appropriate developments.**

## Sturry Relief Road

- 5.54** New mixed use development sites have been allocated at Sturry/Broad Oak and Hersden which lie within the A28 corridor. The A28 through Sturry suffers from congestion due the high levels of traffic and the operation of the level crossing at Sturry. Whilst sustainable modes like walking, cycling and public transport will be provided for by these new sites, it is accepted that the new development will still create additional traffic. Any further significant development in this area will be required to improve and mitigate the effects of this additional traffic by provision of/or proportionate contribution to a Sturry Relief Road that avoids the level crossing with a new road bridge, including a bus lane over the railway line or other associated improvements to the A28 corridor. The City Council will enter into appropriate legal agreements with the relevant site owners/agents to ensure that the Sturry relief road is delivered at an appropriate point with fair and proportionate contributions from all relevant developments.

### Policy T14 Sturry Relief Road

**The Council will seek to implement a Sturry Relief Road as identified on the Proposals Map. Any development proposals that might prejudice this route will be resisted. Contributions to this relief road will be sought from appropriate developments as set out in Policy SP3.**

### **A28/A257 Barracks Link**

- 5.55** A short link road between Chaucer Road and St Martins Hill through the Chaucer Barracks could remove some A28 traffic, particularly from Tourtel Road and Broad Street and will be investigated further with the landowner. This would be provided through the development of the Howe Barracks Strategic Site identified in Policy SP3.

#### **Policy T15 A28/A257 Barracks Link Road**

**A road linking Chaucer Road and the A257 as identified on the proposals map (Barracks Link, Inset 1), will be provided as part of the development of the Howe Barracks Strategic Site. Any development proposals that might prejudice these improvements will be resisted.**

- 5.56** A route for an Eastern By-Pass will be kept under review, however in order to proceed, it would be necessary to prove that the benefits of the by-pass outweigh any adverse impact on the land and the Site of Special Scientific Interest (SSSI) designation.

## Rural Transport

- 5.57** There is a need to maintain and promote public transport in rural areas as it can provide an important service for the community and contributes to the vibrancy and sustainability of the countryside. It offers greater mobility for those who do not have access to a car or choose not to own one. An effective public transport system will, therefore, reduce the reliance on the private car, which will in turn reduce pollution and energy consumption. The Council recognises the need to protect existing public transport facilities for the rural area and will continue to encourage Kent County Council to investigate additional methods of public transport to serve outlying areas.
- 5.58** The City Council is keen to reduce the dependency on the car in rural areas by encouraging alternative modes of transport, these are outlined in the Transport Strategy. The Council is investigating new cycle routes linking rural settlements to the main urban areas and these are shown on the Proposals Map (see all Insets). These routes will help facilitate sustainable commuting and green tourism opportunities.

## Rural Lanes

- 5.59** The Canterbury District possesses a rich heritage of ancient lanes which are an important feature in the countryside and are of significant landscape, historic and nature conservation importance. Kent Downs Area of Outstanding Natural Beauty Rural Streets and Lanes : a design handbook (2009) adopted by Kent County Council should be referred to when considering road improvements, new roads and development in rural areas. The City Council is concerned at the damage and disruption caused by heavy traffic using unsuitable rural roads and will work with the County Council to discourage inappropriate heavy traffic through appropriate traffic management measures. Measures to safeguard Canterbury District's rural lanes should include restraining traffic, imposing speed restrictions, limiting road upgrading, planting and making tree preservation orders. The City Council is also mindful of the detrimental impact resulting from the rigid application of highway standards and will therefore seek to protect important lanes from any changes that would damage their character.

### Policy T16 Rural Lanes

**Rural lanes which are of landscape amenity, nature conservation, historic or archaeological importance will be protected from changes and management practises which would damage their character, and where possible be enhanced.**

## Reducing the Demand to Travel

### Transport Assessment and Travel Plans

- 5.60** As set out in National Planning Policy Framework, paragraph 32, *“all developments that generate significant amounts of movement should be supported by a Transport Statement or Transport Assessment”*. This assessment ensures that the opportunities for sustainable transport modes have been taken up depending on the nature and location of the site, that safe and suitable access to the site can be achieved for all people, and improvements can be undertaken within the transport network that cost effectively limit the impacts of development.
- 5.61** Most travel plans arise from the findings of the transport assessment. A travel plan sets out a plan of measures and initiatives, for a site or organisation, which encourages more sustainable travel, with an emphasis on reducing the reliance on the private car, particularly single occupancy travel. They contain a range of measures including new infrastructure, changes to working practices such as flexible working hours and revenue funding for a new bus service. Canterbury City Council will work in partnership with Kent County Council to target those organisations in the District which are generating high volumes of traffic, especially, but not only, those impacting on the Air Quality Management Area (AQMA). The City Council will also continue to work towards its own travel plan targets.

#### Policy T17 Transport Assessments and Travel Plans

**Development proposals considered by the Council to have significant transport implications are to be supported by a Transport Assessment and where applicable a Travel Plan. These should show how multi-modal access options will be achieved, and how transport infrastructure arising from the expected demand will be provided. Such measures will be the subject of or included in a legal agreement or undertaking.**

- 5.62** Improvements in communications technology have the potential to reduce the need to travel significantly. Home working has potentially quite significant benefits to be gained in relation to providing business opportunities for disabled people, reducing traffic congestion and hence improve air quality.

## Assessment of Transport Impact

- 5.63** In order to assess the transport implications of future development, Canterbury City Council and KCC have jointly funded a strategic multi-modal VISUM model for the District. The model simulates traffic on the existing network and can test the cumulative effect of major new development on the network and/or model changes to the network. These allow planners to assess the impact of various development options, new infrastructure or policy changes on traffic movements. This model can also include the effects on demand for not only car travel but also commercial traffic, park and ride and bus and rail services.
- 5.64** The VISUM computer model sets out the existing main road network consisting of the road junction (nodes) and the road links which connect them together with details about the length, speed capacity and other characteristics. The study area is divided into zones and the number of car trips per day between these nodes is established. The highway assignment model software finds the shortest path between every pair of zones and estimates and assigns the traffic on each path. These estimates are then calibrated with the amount of traffic in real-life. New links can be created, representing new infrastructure and the traffic diverted from the link due to the new road can be calculated. The multi-modal model allows for travellers to switch between car, bus, rail and park and ride options in response to travel costs and congestion, provides a better representation of actual travel behaviour than a purely highway based model.
- 5.65** The Canterbury District Transport Strategy includes a summary of the VISUM testing carried out on a number of development scenarios and proposed strategic allocation sites.





## Chapter 6: Tourism and Visitor Economy

- 6.1** The Council's Vision as set out in the Canterbury District Strategy for 2030 is "Through focused, well planned and environmentally sustainable growth, by 2030 the Canterbury District will be defined by a dynamic strong economy and distinctive cultural and visitor experience from which our communities will prosper".
- 6.2** **The Corporate Plan 2016-2020** supports the development of a sustainable and diverse cultural offer that supplies a wide range of opportunities for residents and visitors to engage in cultural activities and through this Local Plan the Council aims to achieve this.
- 6.3** **The East Kent Growth Framework (EKGF)** sets out an overarching strategic approach for identifying investment priorities to achieve long term economic growth across East Kent between 2017-2027. The framework incorporates the five East Kent districts of Ashford, Canterbury, Dover, Shepway and Thanet. The vision is to have a distinctive profile as a visitor destination, with a wealth of cultural treasures, sustaining a thriving tourist economy.
- 6.4** East Kent offers a rich mixture of culture, heritage and a wide range of important tourist attractions. Within East Kent, there is growing national and international recognition and publicity of this geographical cultural growth area, which has developed through the volume of cultural and sporting regeneration programmes, capital infrastructure programmes and the emerging reputation and attraction of a food and drink based offer. The Canterbury food and drink festival, the Whitstable Oyster festival and the Faversham Hop festival also attracts numerous visitors to the area. This in turn has brought extra interest to established and growing cultural organisations and programmes, such as the Whitstable Biennale, Herne Bay Festival and Canterbury Festival, whilst building new interest and support for flagship developments, such as the Turner Contemporary Gallery in Margate and the new Marlowe Theatre in Canterbury.
- 6.5** This cultural regeneration and growth programme, coupled with a new appetite for the 'stay-cation' in Britain, has brought new interest in culture activity from regional and national visitor marketing organisations, such as Visit Kent, who are increasingly advocating Kent, and particularly East Kent, as a cultural hot spot. Coupled with the opportunities High Speed 1 has brought to East Kent, Canterbury District finds itself at a point of demographic change in light of its new position on the commuter map, and the strong emerging cultural and sporting infrastructure will be important in showcasing the District as a place to relocate both business and family.
- 6.6** The contribution that Canterbury makes to the cultural and historical fabric of the UK is beyond value as reflected in its status as a prime visitor destination. With Canterbury Cathedral, St Augustine's Abbey, Beaney House of Art and Knowledge, the new Marlowe Theatre, St Gregory's Music Centre which provides high quality performance, rehearsal and music therapy space and the Colyer Ferguson Hall and Gulbenkian Theatre at Kent University.
- 6.7** **Kent County Council's Vision for Kent 2012-2022** states that we must make the most of Kent's natural environment for people to enjoy, contributing to their well being, and also to attract business and tourism.
- 6.8** **Kent County Council - The Kent Environment Strategy** aims to deliver initiatives

in the Kent area that enable people to more readily access green space and the historic environment. Initiatives such as Explore Kent aims to increase tourism, by gaining better access to Kent's green spaces. The aim is to enhance Kent as a destination to work and visit by improving tourism, and the wider rural economy.

- 6.9 The National Planning Policy Framework (NPPF)**, paragraph 23, requires local planning authorities to allocate a range of suitable sites to meet the scale and type of tourism development in town centres. It supports sustainable rural tourism and leisure developments that benefit businesses in rural areas, communities and visitors, and which respect the character of the countryside. This should include the provision and expansion of tourist and visitor facilities in appropriate locations where identified needs are not met by existing facilities in rural service centres.

### Cultural Heritage

- 6.10** Canterbury's cultural heritage acts as a strong attraction for visitors, and tourism is, and has always been, a key activity and economic driver in the District, Tourism also plays a large part in the East Kent economy and makes a contribution towards retailing, employment, physical regeneration, infrastructure and links between community organisations.
- 6.11** The Council will build upon Canterbury's offer and reputation as a cultural and heritage destination to grow the value of the tourism offer both economically and socially across the District.
- 6.12** The Council will use the substantial recent investment in the District's cultural and sporting infrastructure as a platform to promote excellence, broaden engagement and deliver a lasting legacy of cultural, economic and social benefits to residents, visitors and businesses. The Council's Corporate Plan sets out the Council's intentions for delivering this. This includes the arts, events, sports, museums, heritage, theatre and the cultural and creative industries.
- 6.13** The Canterbury District has a distinct visitor economy offer, based around a traditional seaside resort in Herne Bay, an historic port and fishing harbour in Whitstable, classic English countryside and one of Europe's oldest tourist destinations in Canterbury, a stopping off point since Roman times and a destination for religious pilgrimages to Canterbury Cathedral.
- 6.14** As an industry, the District's overall visitor economy – which includes the cultural infrastructure – supports over 9,378 jobs, or 15% of the District's employment profile, bringing more than £453 million to the District in 2015 via an estimated 7.2 million visitors a year. The visitor economy, driven by an outstanding cultural and heritage offer, is therefore a significant contributor to the local economy, as well as supporting the wider economic, employment and tourist value of Kent more generally.
- 6.15** Tourism should also be managed so that it does not increase problems of traffic congestion, but promotes alternative modes of travel to and from visitor destinations. It is also important to ensure that accommodation and tourism facilities make provision for people with disabilities and are accessible to everyone throughout the District.
- 6.16** Attraction and dispersal of visitors across the District is crucial in creating a sector that

provides a positive impact on the District and East Kent, whilst converting day visitors to overnight stays is critical in developing a sustainable visitor economy for the City and wider District.

### **Cultural Infrastructure**

- 6.17** Developing the cultural and heritage offer of the District will play a key role in furthering Canterbury's image as a place to continue to visit and stay. The Council is aware of the increased appeal and recognition of East Kent as a cultural destination and the District's location in East Kent has also acted as a gateway into and from Europe. The Council aims to work with partners and agencies to support an improved and sustainable cultural offer for residents and visitors alike.
- 6.18** The Council will also seek to build upon the Canterbury image, by adding to existing cultural and heritage facilities, attractions and initiatives and will promote cultural well-being across the District. Culture is considered to include such activities as arts, sports, libraries, museums, heritage, archaeology, children's play, countryside recreation, and cultural tourism.

### **Public Art**

- 6.19** 'Public Art' can encompass a wide variety of elements and includes art as part of the design of buildings and developments, the design of landscape and planting, street furniture, signing, entrance features, sculpture, water features, mosaics, murals and lighting in the public realm for general enjoyment.
- 6.20** Public art can greatly benefit a new development. It can create a sense of place and engender civic pride, it creates distinctiveness of places and spaces, and can ensure that a building, development or landscape scheme is unique. A site-specific artist commission can increase involvement of and ownership by local residents and workers to firmly link schemes to local areas. Landmark public art can also act as recognisable orientation points, lasting symbols for particular buildings and as cultural tourism attractions.
- 6.21** The investment in the District's cultural infrastructure puts it in an enviable position from which to deliver the benefits of both the intrinsic and instrumental value of culture to users and residents. Although cultural activity and development is predominantly clustered around our town centres, the Council will work with developers to provide cultural interventions and benefits through the application of the Council's Public Art Policy. Funding may be available through the Community Infrastructure Levy (CIL) and other sources such as arts bodies, charitable trusts or donations.
- 6.22** The Council encourages the considered use of cultural interventions in developments as a means of strengthening community identity and values. The Council's Public Art Policy is a means to identify how large developments can integrate cultural interventions into their proposals at an early stage, and identify the benefits these interventions can have on new and emerging communities.
- 6.23** The proactive use of the Public Art Policy is especially encouraged for development and investment within Canterbury City, where larger investment in infrastructure is acknowledged as more difficult. The Council values the contribution this investment

in culture and the public art realm has on providing constant renewal of the City's cultural offering, and in improving the City's reputation as a modern cultural destination for visitors.

- 6.24** The Council is committed to ensuring that the City's standing as a leading cultural and heritage destination for the 21<sup>st</sup> Century provides a unique and diverse cultural offer for residents and visitors alike, and that all our communities have access to a high quality cultural offering.

### Policy TV1 Cultural and Arts Facilities

**Proposals for cultural or arts facilities will be encouraged, particularly where they are located within or close to town centres or public transport nodes or where new public places are created. The Council will encourage and grant planning permission for development that adds diversity to or improves the cultural development or heritage of the District. Such considerations will be subject to relevant design policies, Policy TCL4 and the environmental and traffic management implications.**

**All large development proposals should seek to include public art as part of the overall design strategy.**

### Visitor Accommodation and Attractions

- 6.25** It is the City and County Councils' view that the District's cultural and visitor economy sectors would benefit from more options and availability for overnight stays within the District. In particular both Councils note the need for more hotels, particularly those at the top end of the market, as well as more guesthouses and self-catering accommodation to support current demand, and drive the overnight stay visitor markets.

#### Hotels

- 6.26** Providing sufficient hotel accommodation catering for a range of tastes and budgets is essential to the District and for Canterbury City in particular. Hotels are employment generators both directly and indirectly and are frequently drivers of urban regeneration.
- 6.27** Notwithstanding the current economic climate, interest from hotel developers has been considerable and stronger in Canterbury than for anywhere else in Kent. This interest comprises a range of brands from 4 star to budget accommodation. The strength of interest in the City is linked to the quality of the destination, its heritage and an element of affluence in the local population, as well as the strong international tourism market. In turn the levels of business that the City's hotels have to turn away can be significant, especially in June, July and August.
- 6.28** The Canterbury District is already a strongly positioned leisure break destination. This is helped by improved accessibility to the City (e.g. HS1) together with a greater variety of attractions (e.g. international festivals and symposia) and schemes of sufficient scale and impact to generate overnight hotel demand (e.g. new Marlowe Theatre and

Kent County Cricket Club). The World Heritage site which includes the Cathedral, St Augustine's Abbey and St Martin's Church alongside the historic built environment also continues to attract many visitors.

- 6.29** Other key drivers to market growth are Canterbury's expanding universities and ongoing regeneration which will boost growth in population and employment.
- 6.30** There is potential for new corporate demand for hotel accommodation in the City to grow over the next 5-10 years given the proposed new homes and opportunities for new office, business, technology and science park developments in the City.
- 6.31** In addition there may be scope for other types of hotel development such as golf hotels, country house hotels, hotels at or near visitor attractions and spa/leisure hotels. These types of hotel development are often opportunistic and therefore tend to be very site specific. Where these can offer a different and niche type product these are also encouraged in order to diversify the portfolio of local hotel accommodation. Furthermore hotel proposals are likely to be received which seek to satisfy university generated demand.
- 6.32** Recent additional provision (e.g. Travelodge and Premier Inn) suggest budget hotels are less of a priority for the City and there remains many independent hotels and guest houses which also provide accommodation for this sub-market. The Council will therefore support proposals which seek to strengthen provision at mid-market and boutique/prestige levels including themed hotels and those targeting a specialist market.
- 6.33** The Council is aware of the need to provide a responsive system for which investment in the cultural and visitor economy infrastructure of the District can be encouraged. The Council, taking into consideration other sections of the Plan, will seek to achieve sustainable tourism by encouraging proposals that support the Council's desire to convert day visitors to staying visitors, and that improve the opportunities for visitors to explore the whole District offer. This should encourage longer stays and greater spend in the Canterbury District.

- 6.34** Hotels are generally difficult to proactively encourage and plan forward for, therefore this Local Plan does not intend to identify specific sites for this type of proposal. The Council will assess future hotel development proposals in the Canterbury District according to the policies TV2 and TV8.

### Policy TV2 New Tourism Development

**Planning permission will be granted in or on the edge of town centres for proposals to provide new tourism development including hotels, guesthouses, bed and breakfast, self catering accommodation and new visitor attractions after consideration of the following criteria:**

- a. **The anticipated traffic generation and whether the location is readily accessible by a range of means of transport including walking and cycling and by public transport;**
  - b. **The environmental and landscape considerations;**
  - c. **The impact on neighbourhood amenities;**
  - d. **The standard of design;**
  - e. **The relationship to existing tourism development and whether the proposal is for the upgrading of those facilities;**
  - f. **Whether the proposal will contribute to the diversification of tourist attractions in the District.**
- 6.35** The Council is concerned that, wherever possible, existing visitor accommodation including guest houses, bed and breakfast and self catering accommodation, is not lost to other uses. The visitor economy is a key provider of employment and income to the District's economy, as well as supporting the sustainability and viability of the District's outstanding cultural infrastructure, which benefits both residents and visitors alike.
- 6.36** In order to safeguard these establishments, the City Council will require applicants to demonstrate that there is no longer a need or demand for a particular facility by considering how it has been managed, marketed and operated to date. For example, the City Council may require evidence of a pricing strategy and market competitiveness. The City Council will require evidence to show that marketing and promotion has been undertaken in recognised tourism publications and channels over the previous year. Evidence of a lack of demand may also be required and will be based on the preceding three years occupancy rates and returns.
- 6.37** Finally, the Council may require evidence that the building cannot be enhanced or investment undertaken to make it more suitable for continued tourism use.

### Policy TV3 Visitor Accommodation

**Planning permission will not be given for development involving the loss of visitor staying accommodation in the District unless:**

- a. **There is clear evidence to demonstrate that the existing accommodation is no longer needed; and**
- b. **The use is no longer viable and the business has been actively marketed for a minimum of one year continuously with no genuine interest;**
- c. **The change of use is the only practical way to conserve a listed building ;**
- d. **The building is no longer fit for purpose as visitor staying accommodation.**

**If a change of use to residential accommodation is proposed, then, in addition to the above, the applicant must also demonstrate that every reasonable effort has been made to first secure other appropriate cultural, tourism, economic or community uses.**

### Touring and Static Caravan Tourist Sites

- 6.38** The Council will seek to protect existing touring and static caravan tourist sites that make a recognised contribution to attracting and retaining visitors to the District. An emphasis will be placed on encouraging sites to upgrade, renew and extend their offer to retain and grow their offer, and create viable and sustainable touring sites that meet the high standards visitors expect, and that market leaders provide.
- 6.39** Development and renewal would be subject to other policies in the Plan including those relating to flooding, landscape, design and nature conservation. Proposals adjacent to Local Wildlife Sites, Sites of Special Scientific Interest and the Area of Outstanding Natural Beauty will only be acceptable if they are of small scale and cause no harm to the LWS, SSSI or AONB and are in line with the design principles as set out in the Kent Downs Landscape Design Handbook (2009).

### Policy TV4 Touring and Static Caravan Tourist Sites

**The Council will grant planning permission for new touring and static caravan tourist sites within the District or the refurbishment and expansion of existing sites provided that the proposals meet the aims of the relevant flooding, design and landscape and biodiversity policies.**

**In respect of proposals for new sites, the Council will require a legal agreement or similar mechanism to ensure the site remains in tourism use.**

**The Council will not permit the loss of existing sites unless it can be demonstrated that the use of the site does not make any positive contribution to the local economy.**

### Coastal Investment

- 6.40** The Council will encourage investment in the local cultural infrastructure of the District's coastal towns that provides opportunities for both residents and visitors to engage in cultural activity.
- 6.41** The Council understands the value of culture in regenerating places and communities, and the value of a strong cultural offer in encouraging local residents to utilise their town centres and public spaces.
- 6.42** The District's coastal offer needs to be seen in the context of the wider coastal regeneration programme that has supported the development of neighbouring districts, and the Council will encourage cultural investment and development that provides complimentary and unique offers against the wider East Kent development programme.

### **Marina Provision along the North Kent Coast**

- 6.43** Evidence at the South East regional level indicates that there is a shortfall of Marina provision along the North Kent coast between Ramsgate harbour and facilities around the Medway estuary. There are long term proposals for provision at Sheerness and these could provide the additional berths required along the North Kent coast during the plan period. If, however, proposals are received for further provision within the Whitstable and Herne Bay areas they would be considered against Policy TV5. Any proposals for marina provision needs to be in conformity with the Marine Policy Statement 2011 and the Marine Management Organisation will need to be consulted on any proposals.

#### **Policy TV5 Marina Provision**

**Any proposals for Marina provision and associated facilities will be permitted if :**

- a. **A transport assessment has been carried out in order to assess the transport impact on the local road network and any mitigation or infrastructure measures arising from the transport assessment are completed before the development begins;**
- b. **The development would not result in any increased risk of flooding elsewhere, and any mitigation measures are completed in advance of the development;**
- c. **A full and detailed Habitats Regulations Assessment has been carried out to establish the impact on the surrounding internationally important sites for wildlife, such as Special Protection Area (SPA), Special Area for Conservation (SAC) and Ramsar;**
- d. **Development which would materially harm the scientific or nature conservation interests, either directly, indirectly or cumulatively of the Sites of Special Scientific Interest (SSSI) and areas of known nature conservation interest is mitigated and any impacts can be adequately compensated;**
- e. **If the proposals relate to Whitstable Harbour, any development does not undermine the Harbour Strategy to maintain a working harbour.**

**The City Council will expect a Masterplan or Development Brief to be prepared in accordance with the relevant Local Plan Policies.**

### **Herne Bay**



- 6.44** Herne Bay is a traditional seaside resort in a desirable position with reasonable transport links, improving beaches and a nostalgia factor that draws people to the town in the summer season. However, during the rest of the year there is insufficient tourist income to maintain a basic level of tourist infrastructure. Planned investment in the sea front, will improve the town's tourism prospects. In addition, a major events programme has provided new reasons to visit in recent years and there are modest signs of a recovery in business.
- 6.45** The objectives of the Herne Bay Area Action Plan, which covers the period up to 2020, are to improve the vibrancy and attractiveness of Herne Bay as a seaside tourist destination including the delivery of a revived and thriving area for the remaining pier and provision of improved recreational, leisure and community facilities in the town centre for residents and visitors. Also the provision of good quality, graded visitor accommodation is an objective. Policies HB14, HB15, HB16, HB18 and HB19 of the Area Action Plan should be considered for proposals relating to tourism and the visitor economy in Herne Bay.

## Reculver

- 6.46** Reculver is recognised as a destination for the District's residents and visitors. The main attractions are the Roman fort and towers, church, the Reculver Country Park, caravan parks, a public house and information centre. The area is well known for bird watching and the Oyster Bay and Viking Trail which is a recognised combined cycle and pedestrian access route which also attracts visitors to the area. Other long distance coastal paths such as Saxon Shore Way and Wantsum Walks can also be accessed from Reculver.
- 6.47** The Reculver area has more to offer by way of further investment and attraction, to promote in particular, leisure pursuits and activities, and the increased and improved use of the land and seafront. The Council will seek to promote investment into the area through the provision of leisure and open air activities sensitive to the character of the area and in the country park including the absorption of the previous caravan club site. The Council will also continue to encourage the improvement of the environment, and to consider whether the remaining caravan parks could accommodate additional development or activities that would bring further investment and visitors into the Reculver area.
- 6.48** The Reculver Master Plan SPD (2009), aims to develop Reculver as a high quality strategic hub for green tourism and education and sets out a strategy of how to achieve this.

### Policy TV6 Reculver Country Park

**Proposals to further enhance the attraction of Reculver and develop Reculver Country Park (as shown on the proposals map, Inset 1) as a quality attraction for visitors, in particular open air recreational proposals, will be permitted by the Council. Any proposals would be subject to design, visual and environmental impacts, including meeting habitat regulations requirements and ensuring suitable access arrangements.**

**Any future development at Reculver will need to have regard to the aims of the Reculver masterplan.**

## Whitstable

- 6.49** Whitstable is a town whose principal function was trade and commerce operating through a mixed use port, local shopping centre coupled with a combination of unique features including a working harbour. The production and sale of Oysters have been at the root of the town's status as a fashionable place to be and the annual oyster festival attracts over 70,000 people. Whitstable's reputation nationally has developed over the past decade into a bijou arts hub on Kent's 'creative' coast, with many former shops and businesses transforming into boutique art galleries, independent jewellery and clothes shops and artist's workshops. The growth and recognition of the international festival, the Whitstable Biennale, has further developed the town as a platform for contemporary arts. These developments have strengthened Whitstable's relationship with links to London, the 'Down from London' visitor and second home owner. The Council will therefore support new visitor attractions and additional provision for tourist accommodation to attract additional visitors to stay longer in the area provided that the character of the town is maintained and enhanced.

## Rural Tourism

- 6.50** Tourism is becoming increasingly important for the vitality of the rural economy and can be another method of farm diversification with the creation of holiday accommodation or other tourist facilities in redundant buildings. Tourism, recreation and leisure activity in rural areas can bring significant economic, social and environmental benefits if carefully managed and, in many instances, will serve to underpin the continued viability of local services, including village shops, country pubs and agricultural enterprises. Other forms of rural diversification, such as woodland initiatives, the marketing of locally branded farm produce or country sports activities can be mutually supportive of tourism activity and opportunities to develop linkages should be actively identified and pursued.

### Policy TV7 Rural Tourism

**Opportunities to promote tourism and recreation based rural diversification will be encouraged where they provide jobs for local residents and are of a scale and type appropriate to their location and there is no overriding conflict with other policies in the Local Plan.**

**Environmentally focused tourism initiatives with a primary focus on experiencing natural areas that foster environmental and cultural understanding, appreciation and conservation will be encouraged.**

- 6.51** Rural tourism must be developed and managed in a sustainable way ensuring that the character of the countryside and the very asset on which its popularity depends is not destroyed. Therefore, the Council will support tourism initiatives which are appropriate in scale to their surroundings and which seek to reuse existing buildings, thereby avoiding the proliferation of buildings in the countryside.

### **Policy TV8 Rural Tourist Accommodation, Attractions and Facilities**

**The Council will permit new development, change of use, conversion or extension of existing buildings in the countryside and villages, to provide tourist accommodation, attractions or facilities provided that :**

- a. The nature and scale of the proposal is in keeping with the rural surroundings;**
- b. Access and parking provisions are acceptable, the use does not significantly increase traffic to the detriment of the rural area or highway safety and the applicant has considered accessibility by a range of transport modes;**
- c. The development can be implemented with no adverse effect on the character of the building or its setting, or the open character of the area;**
- d. There is no adverse impact upon residential amenity;**
- e. There is no detrimental impact on landscape interests, protected species, sites or features of nature conservation interest or on sites of archaeological or historical importance;**
- f. There is no overriding conflict with other policies in the Plan, such as the loss of village facilities.**

**Where tourism attractions and facilities are proposed in new buildings, the Council will ensure that the new development is related to an existing settlement and is not isolated in the open countryside so as to have an adverse impact upon its character and appearance. This should also improve the proposal in sustainability terms and reduce the need for travelling by car.**

**When considering proposals for self catering and bed and breakfast accommodation in rural areas, applicants will normally be expected to enter into a legal agreement or similar mechanism to ensure the accommodation remains in holiday use.**

## Chapter 7: Climate Change, Flooding, Coastal Change and Water Resources

### Climate Change

- 7.1** The issue of climate change is of global importance, and it is essential that activities in the District contribute to national objectives for reducing carbon emissions. Many of the necessary actions will need to be delivered locally and will require both adaptation and mitigation measures. The NPPF recognises that planning plays a key role to "secure radical reductions in greenhouse gas emissions, minimising vulnerability and providing resilience to the impact of climate change, and support the delivery of low carbon energy ...".
- 7.2** Decisions need to be taken with reference to the Climate Change Act (2008), which sets a legally binding greenhouse gas emission reduction target of 80% by 2050, compared to 1990 levels and at least 34% by 2020. The UK has also signed up to the EU Renewable Energy Directive, which includes a UK target of 15% of energy from renewables by 2020.
- 7.3** To support the move to a low carbon future and in determining planning applications, the National Planning Policy Framework requires planning authorities to:
- identify opportunities from which development can draw its energy supply from decentralised renewable or low energy supply systems;
  - plan for new development in locations and ways which reduce greenhouse gas emissions; and
  - actively support energy efficiency improvements to existing buildings.
- 7.4** It is important for mitigation and adaptation measures to be taken forward together. For example, a new renewable or low carbon energy supply is vital to reduce greenhouse gas emissions, but it is also vital to adapt to the impacts of climate change. The NPPF makes the following statement: "Local planning authorities should adopt proactive strategies to mitigate and adapt to climate change, taking full account of flood risk, coastal change and water supply and demand considerations".

## **Council responses to Climate Change**

**Action to reduce the Canterbury District's impact on climate change will include:**

- **giving priority to development in urban or edge of urban locations that are well served by sustainable forms of transport; and**
- **ensuring development encourages and improves access to these sustainable forms of transport; and**
- **encouraging walking, cycling and the use of public transport; and**
- **promoting developments that generate renewable energy; and**
- **encouraging local renewable and low carbon energy schemes at strategic development sites;**
- **designing development to increase energy efficiency and reduce energy consumption and carbon emissions; and**
- **undertaking an assessment of the District to ascertain, and where appropriate, allocate suitable sites for wind energy development and wind turbines in either a Development Plan Document or a review of the Local Plan.**

**Action to adapt to expected climate change will include:**

- **giving preference to development of previously developed land where this is sustainably located;**
- **encouraging environments that promote biodiversity and a green infrastructure network;**
- **locating and designing development to eliminate unacceptable flood risk;**
- **ensuring that there is no inappropriate development at designated coastal Overtopping Zones and Coastal Protection Zones experiencing erosion;**
- **adopting sustainable drainage systems; and**
- **designing development to ensure water efficiency is an integral part of design.**

## Climate Change Mitigation

- 7.5** Numerous policies in this plan will assist in reducing the impact of development on climate change, including policies to ensure an appropriate location and density of development (particularly Chapter 2 relating to housing and Chapter 3 relating to economic development). Approaches to sustainable travel are set out in Chapter 5 and the policies in the Design and Built Environment section of this plan (and policies DBE1 and DBE2 relating to sustainable design and construction in particular) are key to mitigating the impact of new development. Responses include, site selection, orientation and layout, accessibility to travel alternatives and installation of renewable micro-generation equipment. For further information see the Sustainable Design and Construction Measures list at Table D1 in the Design and the Built Environment chapter.
- 7.6** The development of renewable and low-carbon energy is a key means of reducing the District's carbon emissions. Renewable and low carbon energy encompasses a wide range of technologies, including Combined Heat and Power (CHP); Combined Cooling, Heat and Power (CCHP); district heating; energy from waste; biomass; wind; solar thermal; photovoltaics; geothermal sources and heat pumps.
- 7.7** 'Renewable Energy for Kent', a study prepared for Kent County Council in 2012, updates existing renewable energy studies for Kent to identify resource potential for renewable energy. It also sets a target for Kent to commit to a reduction in greenhouse gas emissions of 34% by 2020 and 60% by 2030. In the Canterbury District the study identifies the potential for commercial wind energy (although there are numerous physical and non-physical constraints, including the AONB), a significant biomass resource (the Blean and other managed woodlands), potential opportunities for district heating networks and significant potential for improvements to existing buildings. There is, of course, a significant gap between the physically accessible resource and what is viable and practically deliverable.
- 7.8** The Council anticipates preparing Sustainable Construction and Renewable Energy Document which will provide more information on the available opportunities and constraints relating to large scale renewable energy or low carbon energy installations. Proposals for renewable and low carbon energy will be supported where they respond positively to the opportunities identified, especially small-scale community-led initiatives solar clubs and the use of biomass. Consideration of proposals will include assessments of public health and safety and impact on landscape, air quality, biodiversity, historic environment and residential amenity.

- 7.9** The Council will also assess the suitability of areas within the district for wind energy development including single turbines and wind farms. The work done by Kent County Council in Renewable Energy for Kent (2012) will be used as a basis for the study. Where sites are considered suitable the local community will be consulted and where appropriate sites will be allocated, and relevant policies developed, in either: a review of the Local Plan, or, a specific adopted Development Plan Document. Until that time any application for wind energy development will be assessed in accordance with the Written Ministerial Statement (HCWS42) and the briefing paper Planning for Onshore Wind (House of Commons, June 2015). Sites for wind energy development can also be allocated within neighbourhood plans.
- 7.10** The particular planning considerations that should be considered when determining applications for different renewable energy technologies are set out in the National Planning Practice Guidance. The guidance gives advice on how cumulative impacts of wind and solar farms can be considered. The City Council will expect clear commitments to returning land associated with solar farms or wind farms to their previous use and productive condition once the use ceases. While in use the City Council will encourage land diversification alongside its new use – incorporating biodiversity enhancements, or a continued agricultural use. In 2014 BRE National Solar Centre published 'Biodiversity Guidance for Solar Developments'.

#### **Policy CC1 Renewable and Low Carbon Energy Production Development (apart from wind energy development)**

**Proposals for the utilisation, distribution and development of renewable and low-carbon sources of energy, including freestanding installations, will be encouraged in appropriate locations. In considering such proposals, the Council will give significant weight to their environmental, community and economic benefits, alongside consideration of public health and safety and impacts on biodiversity, air quality, landscape character, the historic environment and residential amenity of the surrounding area and the protection of the best and most versatile agricultural land. Specific considerations are outlined in Policy DBE2.**

**Permission will only be granted for large scale or commercial renewable and low carbon energy installations and associated equipment and buildings if there are commitments to ensure their removal after the use has ceased and land restored to its previous use and, where relevant, productive condition.**

**Until suitable sites are allocated for wind energy development any applications for wind farms or wind turbines will be assessed in accordance with the Written Ministerial Statement (HCWS42) and the briefing paper Planning for Onshore Wind (House of Commons, June 2016).**



- 7.11** The Government had proposed changes to Part L of the Building Regulations that would have expected all new dwellings to be zero carbon after 2016 (the zero carbon target for non-domestic builds applies from 2019, with earlier dates for schools (2016) and public sector buildings (2018)). However, the implementation of this has been put on hold and may well be reviewed. The definition of zero carbon requires new dwellings to take into account: emissions from space heating, ventilation, hot water and fixed lighting; and exports and imports from the development (and directly connected energy installations) to and from centralised energy networks. If this policy was to be implemented the Government would expect new buildings to have net zero carbon emissions from regulated energy use over the course of a year.
- 7.12** Home insulation is key to reducing energy use and indeed inadequate insulation and air leakage are leading causes of energy waste in most homes. All new homes should seek to maximise energy efficiency through roof, wall, floor insulation and high specification window systems. Improved insulation saves money and energy resources, and makes homes more comfortable. For new homes the challenge is to ensure that energy efficiency measures are properly designed and installed in a way that is not compromised by air leakage and thermal bridging.
- 7.13** The final shape of the Government's Zero Carbon Homes Standard was due to be determined by the Government for implementation in 2016. It was anticipated to require all carbon dioxide emissions arising from energy use regulated under Building Regulations to be abated from 2016. Regulated energy may derive from sources such as fixed heating, hot water, ventilation and fixed lighting and other fixed building services (but does not include appliances such as white goods). It was expected that to meet a Zero Carbon Standard, each home would need to meet minimum standards for fabric performance (Fabric Energy Efficiency Standard), on site carbon compliance and then achieve zero carbon emissions from regulated energy use (0kg CO<sub>2</sub> per m<sup>2</sup>) which was expected to be achieved via the use of Allowable Solutions. The Government has now indicated that it does not intend to move forward with the implementation of Allowable Solutions. Irrespective of whether this zero carbon target is brought into force, the Council will expect all development to make carbon savings. When seeking to reduce carbon emissions all development should take account of the following energy hierarchy:
- **Fabric Energy Efficiency:** Achieving improvements in fabric energy efficiency is a key first stage. The fabric energy efficiency of a home is determined by the annual space heating and cooling demand in KWh per m<sup>2</sup>, assessed using the Standard assessment Procedure (SAP).

- **Carbon Compliance:** Once improvements to fabric energy efficiency have been made the next step is , reducing the level of on-site CO<sub>2</sub> emissions . This is termed carbon compliance and again calculated using SAP. The Dwelling CO<sub>2</sub> Emission Rate includes efficiency of energy supply and the type of fuel used as well as energy requirement in the calculation. This second stage should demonstrate the use of on-site low and zero carbon energy technologies for heat and power. This could include electric power generation from photovoltaics and wind generators, and heat from biomass and wind pumps. It could include micro-generation on individual homes up to development-scale district heat or CHP systems.

- 7.14** The City Council will focus on Energy Efficiency and Carbon Compliance, adopting any Government agreed national standards for Energy Efficiency, Carbon Compliance, and if implemented the use of Allowable Solutions.
- 7.15** Viability has increasingly become a critical issue in determining applications for new development and the incorporation of low carbon/renewable requirements. Renewable energy measures, however, have a positive benefits for the community and the economy. The long term costs of climate change, and the long term benefits of adaptation measures are significant and these issues should be taken into account in viability considerations.
- 7.16** An Energy Statement could be submitted as part of the ‘Sustainability Statement’ required to accompany planning applications by policy DBE1 and its supporting text.

### Policy CC2 Reducing Carbon Emissions From New Development

**Development in the Canterbury District should include proportionate measures to reduce carbon and greenhouse gas emissions (as outlined table D1 and Policy DBE1)**

**As well as incorporating measures to reduce carbon emissions development proposals shall show how they have taken account of landform, layout, building orientation, massing and landscaping to minimise energy consumption.**

- 7.17** There are progressively demanding standards for carbon dioxide emissions set through the building regulations. This, together with challenging requirements to seek local opportunities for renewable and low carbon energy will mean that decentralised energy is becoming an important option.

- 7.18** The City Council will expect the allocated Strategic Sites to provide site wide renewable, low carbon or Combined Heat and Power energy or alternatively to connect to an existing local network. Preference will be given to schemes that capitalise on renewable or biomass as an energy source and work is underway to stimulate demand and develop local, sustainable supply chains.

### Policy CC3 Local/District Renewable and Low Carbon Energy and Heat Production Schemes

**Strategic Sites (as shown on the Proposals Map) and other sites over 200 units, health facilities, education institutions and schools or substantial commercial developments should provide site wide local renewable or low carbon energy and/or heat generation schemes such as gas fired Combined Heat and Power (CHP).**

**If a local renewable/low carbon scheme or district heating scheme is not proposed it will need to be demonstrated that the provision would not be viable or feasible, or it can be demonstrated that an alternative carbon reduction strategy would be more appropriate.**

## Climate Change Adaptation

- 7.19** Alongside the transition to a low carbon society, increasing resilience to climate change impacts is a priority and as well as reducing our carbon emissions we need to prepare for the climate change we cannot avoid.
- 7.20** All new development should be planned to avoid significant vulnerability to impacts of climate change. Key responses of the planning system include: reducing risk of flooding, ensuring building stock is resilient to the effect of climate change, the use of sustainable urban drainage, ensuring efficient use of water, planning for future water resources, and ensuring a high quality green infrastructure network to support biodiversity, healthy environments, urban cooling, local flood risk management, carbon sequestration and local access to shaded outdoor space.

## Flooding

### Reducing risk of flooding

- 7.21** The City Council's approach to flood and coastal defence acknowledges and supports the Government's aim and objectives for flood and coastal defence. The City Council's policy aim is to reduce the risk to people and the developed and natural environment from flooding and coastal erosion by encouraging the provision of technically, environmentally and economically sound and sustainable defence measures.

- 7.22** Flood risk means risk from all sources of flooding including from rivers and the sea, directly from rainfall on the ground surface and rising groundwater, overwhelmed sewers and drainage systems and from other artificial sources such as reservoirs, canals and lakes.
- 7.23** One of the three primary objectives of the City Council is to discourage inappropriate development in areas at known risk from flooding and coastal erosion and, as the Local Planning Authority, to take account of flooding and coastal erosion risks in all matters relating to development control, including development plans and individual planning applications, in accordance with the National Planning Policy Framework (2012) and its supporting Technical Guidance (2012).
- 7.24** A Strategic Flood Risk Assessment (SFRA) prepared by Herrington Consulting in 2011, looked at the current risk of flooding in the District as well as looking at flood risk in 100 years' time – to take into account the effects of climate change. It adopts a precautionary approach to the appraisal of risk and this has meant that the impacts of residual risk events have been examined in great detail. This process has resulted in the analysis of seawall breach and overtopping scenarios and the production of comprehensive flood extent and hazard maps for both 2010 and for the year 2110 taking into account future climate change.
- 7.25** In addition, detailed information on flood depth and velocity is now readily available for the densely urbanised towns of Herne Bay and Whitstable. In these areas it is not always possible to locate new development away from the town centre for economic regeneration and other sustainable reasons. The availability of detailed and site specific flood data enables these risks to be better understood and through the use of appropriate design, the potential impacts of flooding can be mitigated.
- 7.26** The City Council's Strategic Flood Risk Assessment (SFRA), as revised, provides guidance for the completion of site specific Flood Risk Assessments as well as setting out policy recommendations to help manage the risk of flooding elsewhere in the District. Copies of the document are available to view at the Council offices.
- 7.27** The City Council will apply a sequential risk-based approach to new development in line with the National Planning Policy Framework, the accompanying Practice Guide and the SFRA. The starting point will be for new development to avoid areas where there is a high risk of flooding and to locate new development in areas where there is no or low risk of flooding. If this is not possible, then the Sequential Test will be applied as outlined in NPPF, followed if necessary by the Exception Test. The flood risk vulnerability of land uses will be applied as set out in table 2 of the Technical Guidance, which seeks to locate more vulnerable land uses in areas of lower flood risk.
- 7.28** Where development has undergone these tests and is unavoidable, the City Council will require any application to be accompanied by a **Flood Risk Assessment** and will require measures to manage any residual risk and/or flood resilience measures to be implemented.

- 7.29** This may include protecting properties by preventing or limiting the amount of water entering the home (flood resistance) or constructing a building in such a way that although floodwater may enter the building, its impact is minimised (flood resilience) (i.e. no permanent damage is caused, structural integrity is maintained and it is easier to dry and clean). Measures may include safe access and escape routes, flood resilient building techniques including the siting of electrical controls and appliances at higher levels, raising ground or floor levels, the use of sustainable drainage systems and flood barriers. However, these measures cannot be used to justify inappropriate development in inappropriate locations. Development should ensure that it does not exacerbate or create flood risk elsewhere. Sustainable Drainage Systems are key and the City Council's requirements are set out at Policy CC11.

### **Flood Scrutiny Panel**

- 7.30** Following the significant flooding of buildings and land across the District and in many parts of Kent between Winter 2000 and Spring 2001, the City Council established a Flood Scrutiny Panel to consider those events and how in the future the City Council could improve the way flood emergencies are dealt with, reduce the extent of flooding, lessen the impact and frequency of flooding and make sure the public is more aware of what is being done and who to contact. The effectiveness of the Flood Scrutiny Panel's work was proved as a result of the severe weather conditions during the winter of 2013 and spring 2014, with similar conditions as in 2000/2001. The effects of flooding were much reduced but some additional improvements are still needed to further reduce flood risk across the District.
- 7.31** As part of the findings of the panel it is now the City Council's objective to remain proactive not only with its own work, but also in pressing other agencies such as Southern Water, the Environment Agency and Kent County Council to action items that are clearly their responsibilities. As such, the City Council's approach to new development is to ensure that in no way does new development make the flooding situation worse, and in some cases the aim would be to improve it. A Drainage Impact Guidance note (currently under review) has been adopted by the City Council, which follows the advice of National Planning Policy Guidance.
- 7.32** Flooding during the winter of 2000 and spring of 2001 occurred across the District from rivers and non-main rivers overtopping their banks, such as the Plenty Brook in Herne Bay. A lot of flooding occurred as a result of surface water sewers and road drains not being able to cope with the amount of water, particularly in the rural areas, high water tables, unmaintained minor watercourses and significant run-off from open fields, and in some instances from foul sewers and old springs. In winter 2013 and spring 2014 the more severe flooding was along the Nailbourne, Little Stour and Petham Bourne plus rural areas of the Great Stour and was principally due to very high groundwater levels and emergent springs. Problems with groundwater infiltration into foul sewers along the Nailbourne resulted in sewer surcharging adding to the effects of flooding.

- 7.33** As a result of this flooding, there are many areas at known risk of flooding in which the City Council will take a cautious approach to new development. The City Council will now require for all planning applications in areas at known risk of flooding to have carried out a Flood Risk Assessment and where relevant, a Drainage Impact Assessment and employ other drainage measures where necessary, as part of the proposed development. Should inadequate or no information be submitted, the planning application will be unacceptable and will be refused.
- 7.34** Known areas at risk of flooding include Blean, Chestfield, the Gorrell Stream, Swalecliffe Brook, Westbrook, Plenty Brook, Great Stour, Little Stour and Nailbourne river and are shown on the proposals map.

#### Policy CC4 Flood Risk

**Development proposals within Flood Zones 2 and 3 and sites larger than 1 ha in Flood Zone 1 shall be subject to a Flood Risk Assessment. The Flood Risk Assessment shall be in accordance with the Council’s Drainage Impact Assessment Guidance Note and Strategic Flood Risk Assessment, including the requirement for a contribution towards any necessary new flood defence or mitigation measures. Where relevant, the assessment should also address the risk of flooding from surface water, groundwater and ordinary watercourses. Where there is evidence that water from these sources ponds or flows over the proposed site the assessment should state how this will be managed and what the impact on neighbouring sites will be.**

**Measures identified to mitigate effects shall be installed and maintained at the developers’ own expense or put into a management company to ensure their long term retention, maintenance and management. Other flood resilient and/or resistant measures may also be required, and their provision will be informed by the findings of a submitted Flood Risk Assessment.**

## Fluvial Flooding

- 7.35** The infrastructure along the coastal lowlands with respect to foul and surface water drainage is nearing saturation despite improvement works. This particularly applies in the vicinity of the four main watercourses at the coast, along and including the Gorrell Stream, Swalecliffe Brook, Westbrook and Plenty Brook. Groundwater infiltration into the Nailbourne foul sewer remains a problem. Sewer surcharging and the need to pump screened sewage into the river and/or tanker away has occurred during four separate years since 2001 and is of great concern and inconvenience to residents. Southern Water is currently carrying out repairs to the sewer but further improvement works may well be necessary. Before any significant further development takes place in these locations, major improvements such as new culverted outfalls, major pumping at outlets or large attenuation lakes may be necessary. Development within a floodplain, is not only in itself at risk of flooding but, by reducing the amount of land available for flood water storage, or by impeding flows, can increase the risk of flooding elsewhere.
- 7.36** As a result of the significant flooding across the District from various fluvial sources during 2000 and 2001 the City Council has reassessed its approach to the risk of inland flooding. Where funds permit or external funding is available or other agencies (both private and public) are prepared to fund the work, appropriate flood alleviation measures will be carried out to reduce the frequency and extent of flooding. As a result of the flooding during winter 2013 and spring 2014 a multi agency group has been set up to examine the possibility of further improvements to reduce flood risk from fluvial and groundwater sources. A number of measures are proposed for the short and medium term subject to the availability of funding. The need for improved maintenance to main rivers, particularly the Stour, has been highlighted in order to reduce flood risk. However, allied to this objective is the need to ensure that new development is not at risk itself from flooding and does not exacerbate flooding elsewhere.

## Coastal Flooding

- 7.37** A significant part of the current developed area on the coast is at risk from sea flooding and erosion. Although the City Council's coastal defences are considered to be adequate at the present time, there is an acknowledged need to maintain and improve the defences with time and this is a current City Council objective. This objective is dependent on central Government continuing to support the City Council by funding the vast majority of the cost.
- 7.38** The Environment Agency identifies areas that are technically at risk of flooding and these are shown as Zones 2 & 3 on the proposals map. Flood zones are defined as:
- Zone 1- little or no risk with an annual probability of flooding from rivers and the sea of less than 0.1 %.
  - Zone 2 - low to medium risk with an annual probability of 0.1-1.0% from rivers and 0.1- 0.5 % from the sea.
  - Zone 3 - high risk with an annual probability of flooding of 1.0 % or greater from rivers, and 0.5 % or greater from the sea.
- 7.39** These areas are indicative and should not be used as the sole basis of decisions. The City Council also holds, or has access to, other detailed information relating to flood risk. Any detailed flood information held by the City Council should also be taken into account in relation to development proposals, where flooding may be an issue. The City Council takes a view that the flood risk areas could also include land seaward of the coastal defences. Furthermore, these areas may change during the Plan period and the City Council recommends that the Environment Agency be contacted directly to ascertain whether a particular parcel of land or a building falls within an area at risk of flooding. The Environment Agency sea floodplain includes large parts of the urban areas of Whitstable, Herne Bay, Swalecliffe and Hampton plus swathes of rural land at Seasalter, Graveney and east of Reculver. The City Council remains firmly committed to minimising the risk of flooding to the urban areas through continual maintenance of sea defences and through seeking financial assistance from central Government. The Environment Agency is making continual improvements to flood plain mapping and consults with the City Council engineers to ensure accuracy.
- 7.40** To assist potential developers the City Council has produced a Corporate Policy Statement on 'Flood and Coastal Defence' and Drainage Impact Assessment Notes guidance notes with respect to 'Drainage of New Developments'.
- 7.41** The City Council holds additional detailed information, such as shoreline management plans and coastal strategy plans which are available to the public. For information on individual properties, the public can contact Council engineers who will advise them of any available detailed information on flood risk.



- 7.42** As part of its commitment to reducing the risk of flooding, the City Council will work with the County Council, Environment Agency and other statutory undertakers to investigate the feasibility of, and carry out, flood alleviation measures in areas at known risk of flooding.
- 7.43** To assist in the achievement of this flooding and coastal defence strategy through the planning process, all future developments will be required to be in accordance with the following policies. NPPF and the Planning Practice Guidance also provide useful guidance.

#### Policy CC5 Flood Zones

**On sites that have not been previously developed within the Environment Agency's Zones 2 and 3, new development will only be permitted if it can be demonstrated that it satisfies the requirements of the Sequential Test and, where required, the Exception Test. Extensions to existing property and change of use must meet the requirements of flood risk assessments.**

#### Policy CC6 Minor Development and Development of Previously Developed Land Within Flood Zones

**Minor infill development and development on previously developed land within Zones 2 & 3 as defined by the Environment Agency as shown on the Proposals Map (see also all insets), will be permitted subject to the provisions of other Local Plan policies. Each case shall be treated on its own merits on the particular circumstances that apply having regard to the risks attached.**

## Overtopping

- 7.44** There is an area at Seasalter that is liable to overtopping from the sea. The area at Faversham Road is classified as hazardous, as buildings and property can be damaged by wave action. Development will not be permitted. Policy CC7 refers to overtopping zones which are shown on the District Proposals Map.

### Policy CC7 Overtopping Hazard Zone

**Within the overtopping hazard zone as shown on the Proposals Map Inset 5, no development will be permitted.**

## Coastal Change

- 7.45** The Isle of Grain to South Foreland Shoreline Management Plan Review (SMP2) was approved in 2010 and this sets out a broad and effective sustainable management approach to the coastline. The full SMP2 can be viewed at [www.se-coastalgroup.org.uk](http://www.se-coastalgroup.org.uk).

### Coastal Change at Seasalter

- 7.46** At Faversham Road some of the properties are also in front of the main sea defence bund and are at risk from direct flooding by the sea. The Shoreline Management Plan recognises that continuing to maintain the sea defences in this area, in their current position, is unlikely to be sustainable in the long term. It recommends that the current policy should be to maintain the defences in their current position for at least 50 years and discontinued with a new line of defence constructed in the following 50 – 100 years. Although the position of this line of defence has not been fixed it is likely that eventually permanent loss of some or all of the properties to erosion and flooding will occur. In view of this, at Faversham Road, the Council will not permit replacement dwellings, nor extensions to existing dwellings, without an exceptional justification. Better flood protection will not suffice. Permitted development rights remain unchanged.

### Policy CC8 Coastal Change Seasalter

**Replacement dwellings outside the urban boundary at Faversham Road, Seasalter, will not be permitted. Extension to existing dwellings will only be permitted where there is an exceptional justification.**

### Coastal Change at Reculver

- 7.47** The Shoreline Management Plan highlights that for years 1 – 20 the existing sea defences between the Reculver Towers and Minnis Bay (beyond the boundary of the Canterbury District) will be maintained, but that after that time a managed realignment of the coastline would be appropriate. Investigations and monitoring continue, but such changes would have a significant impact on the West Wantsum area, creating important brackish and saline habitats.
- 7.48** A further section of coastline to the west of the Reculver Towers, will continue under the existing management of ‘no active intervention’ – allowing continued erosion of the cliffs, maintaining geological exposures and the landscape quality of this coastline.
- 7.49** The Council has adopted the Reculver Masterplan (see Policy TV6) as a Supplementary Planning Document. The Masterplan aims to provide a co-ordinated vision for the enhancement of Reculver, setting out principles for development, aspirations of existing stakeholders and existing and future funding streams. It also provides a framework for future changes to the physical environment. Such changes include the use of managed coastal retreat to widen existing rivers and ditches mainly to the east of Reculver to create coastal marshes and attract wetland birds.
- 7.50** The Council will work with the Environment Agency, Natural England, and Thanet District Council to investigate and define (if necessary) a Coastal Change Management Area to respond to proposals for a managed retreat at Reculver. This coastline already benefits from development restraint through its designation as an Undeveloped Coast (Policy LB3) but further agreement and definition of the extent, location and implementation of any managed realignment will be necessary.

### Policy CC9 Coastal Change Reculver

**The Council will work with partners, including Thanet District Council, the Environment Agency, Natural England, Historic England and landowners to investigate and define (if necessary) a Coastal Change Management Area at Reculver, to include the likely extent of coastal retreat.**

**Any development or management proposals in this area must be mindful of possible coastal change, flood risk, impact on future wetland habitat enhancements, and public safety.**

## Coastal Protection Zone

- 7.51** In certain areas the cliffs and coastal slopes are not entirely stable due to erosion. New building in certain areas would exacerbate the present situation and prejudice future remedial works. For public safety reasons, development will not generally be permitted in coastal protection zones.

### Policy CC10 Coastal Protection Zones

**A Coastal Protection Zone is defined on the Proposals Map (Insets 3 and 5), and in this area planning permission for new development will normally be refused.**

## Sustainable Drainage

- 7.52** The impermeable surfaces in urban areas, including roads, footpaths, paved gardens, driveways and roof slopes mean that rainfall quickly runs into drains and water courses. This urban runoff poses a serious flood risk, can have serious polluting effects and cause damage to urban watercourses from the frequent operation of storm sewer overflows.
- 7.53** As the natural river catchment is ultimately the sink for urban runoff it is vital that stormwater discharges are managed effectively both in terms of quantity and quality. A highly effective way of doing this is through the use of Sustainable Drainage Systems (SuDS). The utilisation of SuDS has the potential to reduce the risk of pollution. The “first flush” of runoff contains the initial flush of pollutants that has built-up on surfaces during the preceding dry period. Interception of small rainfall events, i.e. rainfall events less than or equal to 5mm, would mimic greenfield runoff characteristics and reduce the pollutant loading to downstream systems by retaining this volume within the site. SuDS are designed to reduce the potential of flooding on new and existing urban developments, often working by ensuring that water can soak away into the underlying soil or holding water temporarily. By doing this the amount of water entering drains or the river can be reduced or delayed, thereby reducing the likelihood of flooding.
- 7.54** As more development takes place and the amount of impermeable surfaces increase, the use of SuDS, including soakaways, swales, rain gardens and porous/permeable surfaces, has an important role to play in allowing stormwater to enter the ground directly and not to place unrealistic loads on the downstream water network. The drainage system must account for likely impacts of climate change and changes in impermeable area over the design life of the development. Utilisation of SuDS provides greater flexibility to accommodate changes. As well as providing other benefits such as mitigation of heat island effect and enhancing biodiversity. Green roofs also have the advantage of slowing down runoff from roofs and provide a useful refuge for wildlife.

- 7.55** When carefully designed, SuDS can have numerous other benefits, such as opportunities for rainwater harvesting, protecting and enhancing ground water quality, providing wildlife habitats and providing interesting landscape structures and water features. These features such as ponds, ditches and swales can be integrated into on-site green infrastructure and biodiversity networks.
- 7.56** The Flood and Water Management Act 2010 requires new developments and redevelopments to have drainage plans for surface runoff approved by the Lead Local Flood Authority which is Kent County Council. The National Planning Practice Guidance recommends that sustainable drainage systems should be provided in major developments unless demonstrated to be inappropriate. The Non-statutory technical standards for sustainable drainage systems were produced in 2015 to provide guidance on the design, construction, operation and maintenance of sustainable drainage systems. The documents set out a hierarchy of destinations for surface water runoff.
- 7.57** Kent County Council is the Lead Local Flood Authority within Kent and, as such, is the statutory consultee with respect to surface water on major developments. Development proposals must be accompanied by sufficient information to support the developers drainage strategy. This information may include ground investigation, surveys and design calculations.
- 7.58** Kent County Council have produced a "Local flood risk management strategy" in June 2013 in addition to this they have produced a Drainage and Planning Policy Statement in June 2017. These documents set out a countywide framework for managing the risk of local flooding and provide guidance on the requirements, design considerations and consulting on drainage and local flood risk. These should be referred to by developers prior to development proposals being drawn up. Pre-application advice prior to commencing design is encouraged. On major and strategic development sites consideration should be given to surface water strategically, as part of the scheme development and masterplanning process, which should detail how this infrastructure will be delivered over the life time of the development and different building phases to ensure that schemes are delivered as proposed and to manage ongoing and future flood risk. On-going maintenance of SuDs will need to be undertaken by either an adopting authority or by an appropriate management agent, this information should be included with any planning application.

- 7.59** Some areas of the District are located with a Groundwater Protection Zone to protect drinking water supply. In these areas SuDS proposals must be discussed with the Environment Agency. Developers should refer to "The Environment Agency's approach to groundwater protection (March 2017)" and any site proposed for development should be screened using this document for acceptability. Where infiltration SuDs are to be used for surface water runoff from roads, car parking and public or amenity areas, they should have a suitable series of treatment steps to prevent pollution of groundwater. The design of infiltration SuDs schemes and their treatment stages needs to be appropriate to the sensitivity of the location and subject to relevant risk assessment. In particular, infiltration SuDs in Source Protection Zone (SPZ) 1 are unlikely to be acceptable unless the supporting information shows that the scheme will not pose an unacceptable risk to groundwater.

## Policy CC11 Sustainable Drainage Systems

All development applications should include drainage provision. This will ensure that surface water is appropriately controlled within the development site, manage flood risk on-site and off-site, and not exacerbate any existing flood risk in the locality. Within major<sup>1</sup> development sustainable drainage systems that deliver other benefits, such as biodiversity, water quality improvements and amenity, are expected to be included, except where they are demonstrated to be inappropriate. All developments should achieve as close to possible to the City Council's stipulated greenfield runoff rates, mimic natural flows and drainage pathways and ensure that surface water run-off is managed as close to its source as possible using the following hierarchy:

1. Discharge into the ground
2. Discharge to a surface water body
3. Discharge to a surface water sewer, highway drain or other drainage system.
4. Discharge to a combined sewer where there are absolutely no other options, and only where agreed in advance with the relevant sewage undertaker.

Any drainage scheme must manage all sources of surface water, including exceedance flows and surface flows from offsite, provide for emergency ingress and egress and ensure adequate drainage connectivity. It will not be acceptable for surface water runoff to enter the foul water system.

SuDS or other appropriate measures should:

- a. Maintain public safety;
- b. Provide sufficient attenuation to surface water flows as appropriate;
- c. Ensure that there is adequate treatment of surface water flows, such that there is no diminution in quality of any receiving watercourse;
- d. Ensure protection of groundwater; and
- e. Provide or enhance wetland habitat and biodiversity where possible.

On major and strategic developments it should be shown how this infrastructure will be delivered over the different building phases to ensure that schemes are delivered as envisaged and that ongoing and future flood risk is managed.

Approval of the design and long term management and maintenance of SuDS will be required prior to the development commencing.

**Footnote:** <sup>1</sup> As defined in Article 2 of the Town and Country Planning (Development Management Procedure) (England) Order 2015 (no.595) or any later amendment

## Water Quality, Water Efficiency and Water Supply

- 7.60** The Water Framework Directive aims to ensure that inland and coastal waters meet good chemical and ecological status by 2015 subject to certain limited exceptions. It

includes the promotion of the sustainable use of water and requires that a management plan (which includes a programme of measures to improve water bodies) be prepared for each river basin.

- 7.61** The River Basin Management Plan for the South East River Basin District includes East Kent. It is essential that this Local Plan supports the implementation of the River Basin Management Plan. Relevant Key Actions for the Stour Catchment area include:
- Southern Water will improve sewage works at nine locations, including Canterbury;
  - The Environment Agency will work with partners to improve fish passage and flow;
  - There will be partnership work through the 'better rivers' programme to enhance the River Great Stour;
  - The Environment Agency will work with local authorities and site owners to ensure adequate investigation and remediation of land affected by contamination;
  - The Highways Agency, local authorities and the Environment Agency will develop targeted pollution prevention initiatives to prevent and limit the introduction of pollutants to groundwater.

#### Policy CC12 Water Quality

**The City Council will require that new development incorporates well designed mitigation measures to ensure that the water environment does not deteriorate, both during construction and during the lifetime of the development. Furthermore, the City Council will seek to ensure that every opportunity is taken to enhance existing aquatic environments and ecosystems. This will include the restoration of natural river features (including riverbanks) and removal of barriers to fish passage when appropriate opportunities arise.**

**Any new development should not compromise Water Framework Directive objectives.**

- 7.62** As well as playing a part in encouraging a healthier water environment, the supply of water resources is also a significant issue for the City Council and the Canterbury District. The Council must ensure that it does not create adverse pressures on the water environment that could compromise ability to meet Water Framework Directive objectives. It is essential that any growth is managed in such a way that provision of water resources and waste water treatment does not cause the water environment to deteriorate. Overall there is a need to improve water quality and ecological status.
- 7.63** Kent, including the Canterbury District, is currently water stressed in terms of overall water resources and the public water supply, much of which is sourced from groundwater. Both South East Water and Southern Water (responsible for supplying water to the Canterbury District) are required to produce Water Resources Management Plans. These documents seek to ensure there is a robust and resilient water supply, and where the security of supply can be maintained under the most severe conditions. Indeed there are many challenges that these water supply organisations need to address, including demand from housing growth, the effects of climate change and the need to reduce energy use, and maintaining high levels of environmental protection.
- 7.64** A mixture of demand management and supply measures are likely to be used to secure future sustainability of water supply, including:



- demand management measures such as increased meter installation;
- reduced leakage and water efficiency initiatives;
- new resource developments and infrastructure improvements, as required.

**7.65** New development in the Canterbury District must recognise the issue of water stress. There is a need for ongoing liaison between planners, water companies and the Environment Agency to ensure that the scale and distribution of housing and future demand is understood, planned for, and associated infrastructure is funded for the long-term. The City Council will seek to ensure that new development incorporates design measures that will contribute to demand management.

**7.66** South East Water has submitted its South East Water Resources Management Plan 2014 to Government for approval. It has been produced in collaboration with other water companies (including Southern Water) and the Environment Agency. It includes proposals for securing water supply in the District. The Council must ensure that building rates do not run ahead of new infrastructure completion if temporary constraints are likely.

**7.67** Such water services infrastructure might include:

- wastewater network and treatment;
- local drainage and storage infrastructure;
- local water supply distribution infrastructure;
- major transfer pumping stations and pipelines to local areas of demand;
- new storage provision (e.g reservoirs)

**7.68** To ensure co-ordination of water resource planning across the South East Region, the Environment Agency and the water companies have established a mechanism for integrated planning known as Water Resources in the South East (WRSE). This is designed to ensure that the individual WRMPs produced by the water companies are coordinated in terms of planning water supply, and understanding environmental impacts. In preparing this Local Plan the Council has had regard to Water Resource Management Plans and outcomes of the WRSE process.

### Policy CC13 Water Resources

**The City Council will ensure that development is phased using appropriate time scales for the construction of any necessary water and/or wastewater infrastructure associated with development proposals. The City Council will consult in detail with water companies and the Environment Agency to ensure the need for new water services infrastructure is understood and planned for.**

**All new housing or commercial development will need to incorporate suitable arrangements for the disposal of foul water into a sewerage system, at the nearest point of adequate capacity, in consultation with the service provider.**

**Development should minimise water use as far as practicable by incorporating appropriate water efficiency and water recycling measures. In new homes, the City Council will seek a required level of 110 litres maximum daily allowable usage per person in accordance Regulation 36(2)(b) of the Building Regulations 2010 (as amended).**

- 7.69** The South East Water Resources Management Plan (2014) is a key document which seeks to ensure that enough water is available in the right place at the right time to support sustainable growth and development in the South East, including the Canterbury District. The Council supports the overall strategy set out in the document to reduce the demand for water and make the best use of existing water resources. The management plan predicts that significant new water supply infrastructure will be required and one such major water supply option is a new reservoir at Broad Oak. This proposal may have significant implications for the environment and potentially for nearby communities, of both a positive and negative nature. It is expected that in advance of submitting a planning application for the reservoir, the scope and timescale of environmental assessment and/or assessment of impact on communities should be agreed with the City Council and other relevant bodies. Other information that will be required includes justification of need, location and choice of water supply options. This process will inform the content of any informal environmental impact assessment and ensure that the City Council has the information it requires to assess the proposal at the planning application stage. South East Water will have to satisfy the City Council that impacts of a reservoir (including environmental, economic and social/community impacts) are justified, acceptable and adequately mitigated. It is anticipated that an application will be made during the period of this Local Plan.

## Chapter 8: Design and The Built Environment

- 8.1** Good design ensures attractive usable, durable and adaptable places and is a key element in achieving sustainable development. Seeking to secure high quality design and a good standard of amenity for all existing and future occupants of land and buildings is one of the 12 core principles of the Government's National Planning Policy Framework (NPPF 2012). "Good design is a key aspect of sustainable development, is indivisible from good planning, and should contribute positively to making places better for people" (NPPF paragraph 56). Canterbury City Council aims to be an area whose special qualities and distinctiveness are recognised and cherished. The District's unique legacy of its historic and natural environment should be preserved and enhanced. Within this context new development should positively contribute to the creation of places and community. This vision demands a high quality of design that cannot afford to allow poor quality development. High quality design requires a clear understanding of the local physical, social, economic and environmental context. The City Council will promote the use of skilled designers to help deliver the vision. Where appropriate supplementary planning guidance, design codes, development briefs, master plans and detailed design guidance will be prepared and adopted to help guide new development.
- 8.2** Good design contributes positively to making places better for people. Poor design which is inappropriate in its context, or which fails to take the opportunities available for improving the character and quality of an area and the way it functions, will not be accepted. The City Council will ensure that developments:
- Function well and add to the quality of the wider area, both in the short and longer term;
  - Establish a strong sense of place creating an attractive and comfortable place to live, work and visit;
  - Optimise the potential of a site for development, creating an appropriate mix of uses and green infrastructure;
  - Respond to local character and history and reflect local identity and distinctiveness, while not preventing or discouraging innovation;
  - Create safe, inclusive and accessible environments;
  - Are visually attractive as a result of good architecture and landscape design.
- 8.3** Good design is not easy to define because it involves a degree of subjectivity. What is clear is that the creation of high quality places involves more than just the design of individual buildings. Although the design and appearance of individual buildings are important securing high quality design goes beyond aesthetics. The connections between people and places and the creation of identity, together with the integration of new development into the natural and historic environment, are as important as the design of individual buildings.

- 8.4** The Canterbury District has a rich built and natural heritage. Places within it have a distinctive character created by a mixture of elements including architectural style, layout, history, landscape and the mix of uses. Throughout the District, in both urban and rural locations, the City Council will ensure that all new development is of the highest design quality. Good design involves understanding and responding to the distinctive local character of a place in order to create locally distinctive sustainable development that works functionally, ecologically, socially and aesthetically to positively enrich the environment.
- 8.5** In planning for high quality and inclusive design, developers should have regard to national best practice. In addition developers should refer to The Kent Design Guide (December 2005) which is a companion document to the design principles discussed in this Local Plan. Canterbury City Council has adopted 'Kent Design' as a Supplementary Planning Document (SPD). In addition guidance on Archaeology, Conservation and Heritage, Shopfronts and Shopfront Security, and Outdoor Lighting have also been produced and adopted. A number of detailed guidance documents are already available from the City Council, including development briefs, conservation area appraisals, landscape appraisals and area based design guidance. Masterplans, development briefs and/or design codes will be produced to help explain the local context and what is required from a development. This guidance may be prepared by the City Council or by developers to help inform well designed developments. The use of skilled designers and design review will be promoted to help deliver the City Council's vision for the District. Pre-application discussions on proposed developments will be encouraged to help inform the design process. This guidance and advice will help ensure that good quality development is achieved.

### **Sustainable Development**

- 8.6** Sustainable development can be defined as "development that meets the needs of the present without compromising the ability of those in the future to meet their own needs" (the Brundtland definition from 'Our Common Future, the United Nations World Commission on Environment and Development, 1987). The guiding principle is enshrined in the National Planning Policy Frameworks presumption in favour of sustainable development. The Government's five guiding principles of sustainable development are: "living within the planet's environmental limits; ensuring a strong, healthy and just society; achieving a sustainable economy; promoting good governance; and using sound science responsibly".
- 8.7** Land is a finite resource, and it is an objective of the City Council to make more efficient use of previously developed, derelict or underused land. Developments should conserve natural resources, be energy efficient and minimise pollution. In 2010 energy use in domestic buildings (heating, air conditioning, ventilation, lighting etc) accounted for 43% of the UK's total energy consumption. The City Council will encourage developments that incorporate best practice initiatives to reduce energy consumption.

- 8.8** The construction and occupation of buildings are major consumers of resources and can produce large quantities of waste and carbon emissions. In terms of embodied energy there is nothing more sustainable than an existing building and the possibilities of sensitively altering or retro-fitting buildings to bring them up to modern standards should always be considered before demolition and re-building is proposed. The City Council will generally encourage and support proposals to improve the energy efficiency of existing buildings.

### **Policy DBE1 Sustainable Design and Construction**

**All development should respond to the objectives of sustainable development and reflect the need to safeguard and improve the quality of life for residents, conserve resources such as energy, reduce/minimise waste and protect and enhance the environment.**

**The City Council will require development schemes to incorporate sustainable design and construction measures, to show how they respond to the objectives of sustainable development.**

**Sustainability statements will be required for all applications for major developments and for the strategic housing sites identified in Policy SP3. They should demonstrate how the proposal has responded to the objectives of sustainable development and had regard to the measures outlined in table D1. Energy statements should be submitted for all strategic development sites. Non-residential developments should meet a 'very good' BREEAM rating and provide evidence as to why an 'excellent' rating cannot be achieved.**

**Development proposals should also show how measures outlined in any sustainable design guidance or SPD adopted by the City Council have been considered.**

**New developments will also need to be resilient to climate change. Appropriate climate change adaptation measures, include flood resilient measures, solar shading and drought resistant planting, limiting water runoff, reducing water consumption and reducing air pollution.**

***As defined in Article 2 of the Town and Country Planning(Development Management Procedure) (England) Order 2015(no.595) or any later amendment.***

8.9 When justifying a proposed sustainable design, the following points in Table D1 concerning sustainability should be considered.

**Table D1: Sustainable Design and Construction Measures Checklist**

Issue	Measure
<b>Site selection and layout design</b>	<ul style="list-style-type: none"> <li>• Efficient use of land</li> <li>• Orientation to minimise energy consumption and maximize passive solar gain where applicable.</li> <li>• Limiting excessive solar gain and provision of shading both on and around the building</li> <li>• Optimising natural ventilation</li> <li>• The presence of buildings of mixed use, tenure and type.</li> <li>• Design standard and accessibility</li> </ul>
<b>Materials</b>	<ul style="list-style-type: none"> <li>• Life cycle environmental cost analysis of construction materials</li> <li>• Choice of materials including using those that are locally sourced, are from renewable resources or are recycled (e.g. secondary aggregates), where appropriate.</li> <li>• Seek to minimize waste during construction</li> <li>• Life cycle environmental cost analysis of construction materials</li> <li>• Level of insulation</li> <li>• Efficient water use and re-use of water</li> <li>• The source of energy used and metering</li> <li>• Efficient heating, cooling and lighting</li> <li>• Effective building management systems</li> <li>• Adequate storage space for recyclable materials and composting</li> <li>• Bicycle storage</li> <li>• Improving resource efficiency</li> <li>• Reducing level and water waste</li> </ul>
<b>Energy</b>	<ul style="list-style-type: none"> <li>• Renewable energy</li> <li>• Home user guide and energy monitoring</li> <li>• Reduce energy demand, eg ; through high levels of insulation</li> <li>• Energy use and pollution – cooling, heat generation, pollution air noise and light</li> <li>• The source of energy used and metering</li> <li>• Preferential use of low carbon energy sources and evidence that onsite renewable energy generation has been explored.</li> <li>• Avoiding or minimising any emissions or discharges</li> <li>• Including energy reduction measures from the early design conception stage</li> <li>• Production of energy statements for strategic development sites, which should include:</li> </ul>

	<ol style="list-style-type: none"> <li>1. A description of the overall energy strategy for the site</li> <li>2. A calculation of baseline energy demand and emissions</li> <li>3. An assessment of the feasibility of the available renewable and low carbon technologies</li> <li>4. A calculation of the potential contribution of each technology to site energy savings and emissions reductions</li> <li>5. Approximate costs of each feasible technology, to inform discussion about viability</li> <li>6. Other potential impacts of renewable and low carbon energy technologies selected</li> <li>7. Long term management of energy supply on the site</li> </ol>
<b>Water</b>	<ul style="list-style-type: none"> <li>• Sustainable urban drainage</li> <li>• Efficient water use and re-use of water e.g. Grey water recycling systems</li> <li>• Surface water</li> <li>• Permeable surfaces</li> <li>• Flooding and Drainage – avoidance / reduction / mitigation</li> </ul>
<b>Ecology and Landscape</b>	<ul style="list-style-type: none"> <li>• Biodiversity – protection creation and enhancement</li> <li>• Integrated landscape structure and open space system including shelter belts linked where possible to the surrounding landscape</li> <li>• Conservation and retention of high quality natural features (trees, hedgerows, watercourses, water bodies etc.) and the contribution made to increasing and enhancing biodiversity.</li> <li>• Biodiversity – impact loss of habitat, trees, features</li> <li>• Use of land form and landscaping to minimise energy consumption</li> </ul>
<b>Transport</b>	<ul style="list-style-type: none"> <li>• Accessibility of the site to a choice of travel alternatives.</li> <li>• Transport: Major developments- Traffic Assessment; Small developments – transport statement</li> <li>• A safe circulation system for vehicles, pedestrians and cyclists with priority clearly given to pedestrian and cycling safety and links to public transport nodes.</li> <li>• Bicycle storage</li> </ul>
<b>Pollution</b>	<ul style="list-style-type: none"> <li>• Avoiding or minimising any emissions or discharges.</li> <li>• Avoid potentially polluting developments</li> <li>• Avoid/minimize noise, olfactory, air and light pollution.</li> </ul>
<b>Health and Wellbeing</b>	<ul style="list-style-type: none"> <li>• Inclusive design and accessibility</li> <li>• Adaptable buildings</li> <li>• Provision of public and private outdoor space</li> <li>• Appropriate landscaping</li> <li>• Passive surveillance</li> </ul>

- 8.10** Including information about the sustainability principles incorporated in the development can be a useful method of clarifying the ways in which the objectives of sustainable development have been incorporated. A sustainability statement should provide information on the subjects contained within Table D1. This statement could be included in the design and access statement. The sustainability statement is an important means by which applicants should demonstrate design quality. For major developments, as defined in the General Development Procedure Order 2015 or subsequent amendments, and on strategic sites, a sustainability statement should form a separate document that focuses in detail on measures taken to reduce environmental impact and enhance social and economic benefits. An energy statement may also be required as part of this process.
- 8.11** New homes should be constructed using sustainable methods and built to meet the needs of present and future occupants. Homes should provide good internal and external spaces and be constructed to use the minimum of energy consumption for heating.
- 8.12** Since the 19th century our society has become increasingly dependent on fossil fuels such as oil, coal and natural gas. Burning fossil fuels releases large amounts of CO<sup>2</sup>, a greenhouse gas, which is causing climate change. Renewable energy is derived from natural forces that are continuously at work in the earth's environment and are not depleted by use. Renewable energy sources produce few or no greenhouse gases. An Energy Statement should be submitted as part of the Sustainability Statement submitted to the City Council with planning applications, as required by policy DBE1. The most common forms of renewable energy are:
- Solar thermal (solar water heating)
  - Photovoltaic or PV (solar electric)
  - Wind turbines
  - Biomass heating
  - Ground and air source heat pumps
- 8.13** For the installation of renewable energy (micro-generation) equipment applicants may need to apply for both planning permission (and listed building consent if relevant) and Building Regulations approval. Permitted development rights allow householders to install specified types of micro-generation equipment without applying for planning permission in certain circumstances. If a proposal is not 'permitted development' then a planning or listed building consent application will need to be submitted to the City Council before work can begin. If the proposal relates to a listed building, or is within a conservation area or in the Kent Downs Area of Outstanding Natural Beauty (AONB), the controls over permitted development are slightly more restrictive.
- 8.14** Renewable technologies are easiest to fit in a new build as part of an integrated design. However, they can be retrofitted to existing buildings depending on their location and orientation. It is nearly always cheaper to save a kWh of electricity than to produce one. Therefore, the most important starting point is to reduce energy demand in the building.
- 8.15** For some renewable or micro-generation applications it may be necessary to include detailed proposals for the restoration of the site once the apparatus has reached the end of its functional life and is no longer required or the use ceases. Conditions may be used to ensure restoration of the site in these cases.



## Policy DBE2 Renewable Energy

In determining applications for the development of renewable or micro-generation equipment (apart from wind energy development), the City Council will expect applicants to:

- a. Avoid any significant adverse impacts (visual, noise and amenity impacts);
- b. Have given weight to the environmental, social and economic benefits;
- c. Have minimised the visual impacts by providing the optimum layout and design of the development including screening;
- d. Ensure that the development will not have a significant adverse effect on the amenity of local residents;
- e. Ensure that the installation would not have an adverse cumulative impact on the environment;
- f. Show there is no adverse impact on heritage assets (Policy HE1);
- g. Demonstrate that there is no significant impact on the landscape setting, habitats, biodiversity, wildlife or designations such as the AONB, AHLV, Ramsar, SACs or SPAs as outlined in Chapter 10;
- h. Ensure protection of the best and most versatile agricultural land unless it is demonstrated that it is necessary and no alternative poor quality land is available.

It should be noted that wind energy development will be assessed in accordance with the Written Ministerial Statement (HCWS42) and the briefing paper Planning for Onshore Wind (House of Commons, June 2015) until sites can be allocated and relevant policies developed in either a review of the Local Plan or a specific Development Plan Document.

## The Design Process

### Local character and distinctiveness

- 8.16** Good design enables land to be used efficiently, but above all it produces development which fits the site and possesses a locally distinctive character with a ‘sense of place’. Development without this quality is ‘anywhere’ development and usually looks ‘out of place’ in its context. The following set of general design principles and accompanying policies aim at creating ‘places’ with a strong locally distinctive character or identity. The aim is to enhance the unique characteristics of a place while identifying possible improvements for places of poor or mediocre quality. The imposition of pre-determined ‘pattern book’ building designs rarely results in the creation of a locally distinctive identity. A collaborative approach to development is needed across the professional spectrum to produce site-specific design solutions arising from the local context.
- 8.17** The aim of the City Council is to ensure that all new development in the Canterbury District achieves the highest standards of design. The Strategic Site Allocations, in particular shall reflect “garden city” principles, as set out in Appendix 1. Quality design has a key role to play in shaping and enhancing the District, as well as repairing the damage done by inappropriate development in the past. Developments should aim to create distinctive, linked, sustainable places that support community cohesion. The appearance of a proposed development and its relationship to its surroundings are material considerations in determining planning applications and appeals. Such considerations relate both to the design of buildings and to urban design. Successful streets, spaces, villages, towns and cities tend to have common characteristics which serve to remind us what should be sought to create a successful place. Those characteristics can be related to the following themes:
- Townscape and character: a place with its own identity.
  - Space and enclosure: a place where public and private space is clearly distinguished.
  - Quality of the public realm: a place with attractive and successful outdoor areas.
  - Ease of movement: a place that is safe and easy to get to and move about in.
  - Legibility: a place that has a clear image and is easy to understand.
  - Adaptability and resilience: a place that can change easily.
  - Diversity: a place with variety and choice.
  - Heritage: history and the historic uses of a place.
- 8.18** The appearance and treatment of the spaces between and around buildings is as important as the design of the buildings themselves. Thus landscape design should be considered as an integral part of creating quality places. New buildings should respond to the landscape of the site and its surroundings. Landform, slopes, trees and habitats should be sensitively integrated into the development.

- 8.19** The starting point for all good design is the context of the specific site in question (the character and setting of an area within which a scheme will be situated). Understanding context involves understanding and responding to the pattern of the built and natural environment, heritage and historic uses, and the social and physical characteristics of the locality in order to be able to produce locally distinctive design. The character of settlements and small groups of buildings arises from the layout pattern of buildings, streets and spaces, density, grain, scale (height and massing), details, materials and historic uses. The relationship between built form (scale and materials), heritage and landscape setting is a key feature of distinctive local character.
- 8.20** Where part, or most of the context of a development site is of a rich quality (i.e. distinct architectural, historical and/or landscape merit), new development should respect, complement and enhance it. This does not rule out high quality contemporary architectural design. The assessment of architectural quality will be carried out in relation to the following objective measures: how the scheme relates to its context, how the proposed use is expressed through its design philosophy, structure, materials, proportions, visual order, functioning and detailing.
- 8.21** The Canterbury District is an attractive area rich in architecture of every period and style. The design quality achieved in the past has been generally very high, particularly in respect of the sense of place, 'rightness' and delight. The quality of design in new developments is one of the most obvious measures of success of the planning system and the expectations for quality in design are rising.
- 8.22** There will be circumstances where the traditional design styles need to be followed very closely, for example in formal terraces, estate villages, or where the character of the place depends on the similarity of style, form and detailing. The introduction of modern versions of traditional styles will, in many instances, be acceptable or desirable. In these cases the choice of materials, colours, detailing, and workmanship will be key factors. In other areas where the traditional architecture does not create the character or appearance of the 'place', adventurous, high quality, contemporary designs will be encouraged.
- 8.23** Buildings should be visually interesting at street level with active frontages created with entrances, windows and doors. Active frontages allow overlooking and interaction with public spaces and streets. They help to create a sense of vitality and contribute to making places safer. Architectural detailing should be carefully considered and incorporated into new buildings. Detailing should convey the quality of design and create an attractive, visually interesting building. Developments should incorporate materials of an appropriate high quality. The durability of materials together with their colour and attractiveness will be considered along with their compatibility with neighbouring buildings.

## Policy DBE3 Principles of Design

The distinctive character, diversity and quality of the Canterbury District will be promoted, protected and enhanced through high quality, sustainable inclusive design, which reinforces and positively contributes to its local context creating attractive, inspiring and safe places.

Proposals for the development, which are of a high quality design, will be granted planning permission having regard to other plan policies and the following considerations:

- a. The character, setting and context of the site and the way the development is integrated into the landscape;
- b. The conservation, integration, extension, connection and management of existing natural and historic features including trees, hedgerows, pathways and boundaries to strengthen local distinctiveness, character, habitats and biodiversity;
- c. The visual impact including the impact on local townscape character and landscape and the skyline;
- d. High quality design solutions appropriate to the site;
- e. The form and density of the development including: the efficient use of land, layout, landscape, density and mix, building heights, scale, massing, materials, finishing and architectural details including proposed lighting schemes;
- f. The provision of visually interesting frontages at street level;
- g. The privacy and amenity of neighbouring buildings and future occupiers (including overshadowing, outlook and light);
- h. The provision of appropriate hard and soft landscaping;
- i. The impact of polluting elements, such as noise, dust, odour, light, vibration and air pollution from the development or neighbouring uses;
- j. The provision of appropriate amenity and open space;
- k. The safe movement of pedestrians, cyclists and cars within and around the proposed development;
- l. The Accessibility of buildings and places should meet the highest standards of access and inclusion;
- m. Parking arrangements having regard to the latest adopted vehicle parking standards;
- n. That the proposed development does not have a detrimental effect on the highway network in terms of congestion, road safety and air quality; and
- o. The compatibility of the proposed development with other adjacent uses.

## Modern Design

- 8.24** In certain circumstances the City Council will consider creative and modern design solutions in appropriate locations. Although modern in their design, proposals will need to reflect local context and distinctiveness, be fit for purpose and stand the test of time.

## Residential Intensification

- 8.25** There are a number of pressures that affect the character and distinctiveness of the residential areas in the Canterbury District. Recent Government policy has encouraged the development of housing on previously developed land (brownfield land). There are fewer homes being built than new households that are being formed each year and consequently there is a housing shortage. Part of this demand is being met by infilling and intensification of existing housing developments. Selling off part of a large garden for development, for example, is a way in which building land can be made available.

- 8.26** However, local character and distinctiveness are crucial elements in the choice of location of home ownership. Piecemeal and incremental changes can adversely affect this character. Change is of course inevitable and it is necessary to allow people to adapt to their changing circumstances. Decisions on what is appropriate should be informed by an analysis of the character of the locality and the value placed on that area by the local community. The City Council has produced guidance on Residential Intensification (April 2008) and development proposals should have regard to this guidance where relevant.

- 8.27** The issues that these areas are facing include:

- Intensification of use – demolition and redevelopment of original house;
- Scale and appearance of new infill development not in keeping with context;
- Loss of building line, street pattern and roofscape;
- Side extensions that tend to create a terraced effect in the street;
- Acquisition of rear gardens for backland development;
- Tandem development proposals;
- Cumulative changes damaging character;
- Loss of planting and specimen trees;
- Oversized and overbearing redevelopment proposals for apartments/flats with parking areas dominant;
- Demand for on street parking;
- Front gardens surfaced to provide off street parking

## Design and Access Statements, Masterplans, Development Briefs and Design Codes

- 8.28** Applicants for planning permission should provide a concise written statement, proportionate to the complexity of the application, setting out the design principles that have been adopted in relation to the site and its wider context. The statement should also demonstrate that the development can be accessed by prospective users. This helps in the assessment of the application against Local Plan policies, and it requires applicants to think about design in an analytical and positive way. It enables the applicants to demonstrate how they have responded to the environment in which it is located, and how they have taken account of the views of the community.

- 8.29** Design and access statements will be required for developments on strategic sites,

major developments<sup>(5)</sup> and for developments in designated areas such as World Heritage Sites or Conservation Areas, where the proposed development consists of one or more dwellings or a building or buildings with a floorspace of 100sqm or more. Applicants shall demonstrate how their applications conform to the good design principles discussed above. The Kent Design Guide is a good resource for advice on the design process. In addition, the City Council has published a number of conservation area appraisals which provide a useful source of information on the local context for proposals within conservation areas.

- 8.30** Where design statements, masterplans, development briefs or design codes/guides have been prepared or adopted these will form the background design guidance for assessing development proposals and will be a material consideration when determining planning applications.
- 8.31** Where design statements, masterplans, development briefs or design codes/guides are not prepared by the City Council, the landowner or developer is advised to seek guidance on its content because different types of site are likely to require different approaches. In general, they should set out the key constraints and contextual characteristics of the site, and establish design parameters for the proposed development. These might include infrastructure needs, opportunities for external spaces and other environmental enhancements.
- 8.32** The National Planning Policy Framework stresses the importance of pre-application discussions in improving the efficiency and effectiveness of the planning application system for all parties. This ensures a mutual understanding of development objectives and constraints. Good quality pre-application discussions help to ensure that all applications are complete, address all the relevant issues and enable improved outcomes for the community. Time delays often result from failure to discuss development ideas with the City Council and applicants are encouraged to discuss their design and sustainability statements with planning officers prior to submission of planning applications.

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5 as defined by Article 2 of the Town and Country Planning (Development Management Procedure (England) Order 2015

- 8.33** Any proposal for large scale development should seek to provide a high quality clear and coherent design framework layout that incorporates the design objectives of Policy DBE3 and any approved masterplan, design code or development brief or other guidance adopted by the City Council.
- 8.34** Applications for subsequent stages and/or revisions to stages that have already received planning permission will only be considered favourably if they are consistent with the overall principles of the development and any approved masterplan, design code, development brief or other guidance.

### **Urban Form and Scale**

- 8.35** The scale and massing of development determines its visual impact and its effect on townscape. In assessing a proposed building's 'envelope' (height, width, massing and depth) consideration will be given to its relationship with heritage assets, local topography and the effect on skylines. Consideration will also be given to the effect that a proposed building's mass can have on amenity (including; overshadowing; loss of sunlight and daylight; and, creating an adverse micro-climate). The general policy is that new buildings should be based on the heights of existing buildings, particularly in historic areas. This relates to both the height of the building and also to the street enclosure ratio. Accommodating growth will require a relatively high density of development. Tall buildings (over five storeys) are not considered necessary to achieve this and most parts of the District are not considered suitable for tall buildings. High density development does not have to involve building high or disrupting the urban grain. With skill and care it is possible to incorporate large modern uses within the grain of historic places. Tall buildings (over five storeys) need to be designed with an appreciation of the context in which they are to be built. If proposals have a detrimental impact in terms of overshadowing, loss of sunlight, or would be overbearing on their surroundings they will be refused permission.
- 8.36** Planning applications for tall buildings (over five storeys) should be accompanied by accurate and realistic representations of the proposed building. These representations should show the proposed development in all significant views affected including the public realm, streets adjacent to the site and long distance views. The appearance of the building should be accurately rendered in a range of weather and light conditions including a night-time view.

- 8.37 Canterbury** is perhaps the most critical place in terms of its character and the impact of new development on views and vistas. Building heights should be determined by the immediate context of a development. However, it is not expected that new buildings will exceed four residential storeys over an active ground floor (i.e. five storeys maximum height). The existing five storey developments at Whitefriars and the Tannery are considered to be the maximum heights acceptable. The seven storey accommodation block at Christ Church University has a detrimental effect on the skyline of the City, and if these buildings are redeveloped their visual impact should be reduced. Part of the character of the City is the variation in building heights and variation in height within the overall limit is encouraged. Five storey development will not be acceptable everywhere across the City and the case for building higher than adjacent buildings (i.e. the local context) will have to be argued on a case for case basis. In Canterbury the effect of tall buildings on the historic context, and the World Heritage Site, is particularly important. Any proposal for a tall building will need to ensure that it preserves or enhances the site and skyline. In addition the effect on the setting of the World Heritage Site and views to and from historic buildings should be carefully considered (See policies HE2 and HE3). In addition to the above, the City Council has adopted specific design guidance for the New Dover Road area. Development proposals in this area should take into account any relevant adopted design advice.
- 8.38 Herne Bay** is a Victorian seaside town of mainly two to three storey houses with a slightly higher central area (two to three storeys over an active frontage). Building heights should be determined by the immediate context of a development. There is an existing cluster of taller buildings at Kings Road and the St Anne's Court block of flats at Pier Avenue. There should be no further tall buildings in these locations and if the buildings are re-developed their visual impact should be reduced.
- 8.39 Whitstable** is a town of two storey houses with a central area of two or three storeys. The predominant building height is an active ground floor with a residential floor over. Building heights should be determined by the immediate context of a development. There are two tall buildings in Whitstable that do not fit with their context (21-23 High Street and Windsor House on Belmont Road). If these buildings are re-developed they should be replaced with two to three storey buildings appropriate to the location. The City Council has adopted specific design guidance in respect of two areas within Whitstable, notably Joy Lane and Marine Parade. Development proposals in this area should take into account any relevant adopted design advice.



- 8.40** **The rural area** contains mainly one and two storey buildings, however, there are some large agricultural buildings that are single storey but over 7.0 metres high. Many rural properties are set further back from the roadway than their urban counterparts and walls, railings, fences and hedges are very important to the character of the area. Where new development is permitted, traditional types of boundary treatment should be used (such as picket fences or simple iron 'Park' style railings). Large buildings, such as barns, workshops, silos and industrial units located in rural conservation areas or the Area of Outstanding Natural Beauty (AONB), can have a major impact. They should be carefully designed to a high standard, particularly where they are located next to open countryside or are visible from nearby roads. Standard industrial sheds in bland materials and garish colours will not be acceptable in such locations. High quality contemporary architecture of an extremely high standard that harmonises with the landscape will be encouraged.
- 8.41** The massing, overall shape and size of a building, should generally be kept as simple as possible. The technical difficulty of weatherproofing hips and valleys was largely responsible for adopting simple forms. Flat roofs do not form part of the local vernacular building tradition, and have an inherent maintenance problem. They can look 'out of place' in conservation areas because the silhouette of a flat roof is abrupt and the building can look unfinished unless carefully designed.
- 8.42** Present day expectations of housing (room sizes, ceiling heights) can easily produce a design out of scale with its local context. Care must be taken to ensure that the scale of new buildings is in keeping with their surroundings. Eaves heights are critical and should be similar to neighbouring buildings. Chimneys are an important feature and should be integral with the structure of a house, not built onto it.

### Residential Design

- 8.43** Site layout and the orientation of the development should follow the character of the area, particularly infilling or adding onto well-established residential areas where houses fronting the road with an established building line are the norm. If a new cul-de-sac is to be created the houses at the entrance should front the main road in order to retain the appearance of the street frontage. New housing development should work to develop coherent building lines, plot boundaries and layouts. Possible development plots should be of a similar size to those prevailing in the adjoining area – i.e. wide enough to locate the building(s) with adequate separation between them. The depth of frontage (i.e. front garden) should be maintained especially where front gardens contribute to the character of the area. Where depths of frontages vary greatly the minimum depth of frontage should be an average size and not be reduced to the shallowest plot. Examples of suitable plot layouts and other guidance can be found in the Kent Design Guide.

- 8.44** New dwellings should be sited to prevent any direct overlooking of habitable rooms of the existing neighbouring houses. New dwellings should be positioned away from common boundaries to ensure that windows do not overlook principal elevations and that daylight and sunlight are not adversely affected. Proposals should retain important trees, hedgerows and landscape features and should not disturb wildlife corridors. Large gardens that make a significant contribution to the character of the area and its biodiversity should be retained and created where possible.
- 8.45** New development proposals within an established residential area will be considered acceptable in principle if they fit in with existing built form in terms of density, appearance, proportion, scale, and massing. New housing development on greenfield or large brownfield sites should tie in with the adjoining areas and develop a coherent built form and character in its own right. Proposals to develop at a scale and massing that are considered to be out of character with the adjoining area, and would harm the surrounding context will be resisted. Backland development will only be allowed where it does not affect the amenities of surrounding properties. The new development should avoid the overlooking of existing private amenity space.
- 8.46** The height form and footprint of the proposed building, particularly in respect of infill developments, and the width of building plots and any proposed infill dwelling should be similar to that prevailing along the road frontage. The width of building plots and the width of the proposed infill dwelling should be similar to that prevailing in the street frontage. There should be adequate side boundary separation of buildings in the street frontage; appropriate separation will be required between houses depending on the location's streetscape. Sufficient parking shall be provided on site. A limited amount of parking can be provided to the front of the house in the garden if the space is well landscaped and designed in such a way that the hard surfacing does not dominate and cover the whole of the front garden. The drainage of such hard surfaced areas should be via a sustainable drainage system where appropriate. Vehicular access points should be designed in accordance with the standards set out in Kent Design.
- 8.47** The loss of healthy mature areas of established planting, including trees and hedgerows which have a general amenity value, will be resisted where it is considered that these form an intrinsic part of the area's character and appeal.
- 8.48** All dwellings designed as family houses should provide private garden space suitable for family needs. Shared open spaces for flats and elderly people's accommodation may be acceptable. The over-development of individual plots will be resisted.
- 8.49** Apartment designs and developments of flats will be resisted in locations where they are considered to be out of scale and context with the surrounding area. They will also be resisted where the site's location is considered to be unsustainable in terms of convenient, easy and safe pedestrian links to local facilities and public transport links. Intensive housing or apartment developments should be avoided unless they are of an appropriate scale. Where buildings are being converted into apartments the footprint of the new building should be similar to that of the existing dwelling.

- 8.50** There have been a number of planning applications made over the last five years for new dwellings and conversions where the room sizes and room shapes have been sub-standard. New homes are perceived as being smaller, (with small bedrooms, less storage space and smaller gardens) when compared to older properties. Research by CABE and English Partnerships carried out in 2008 found that residents in private homes did not have enough space for furniture or enough storage space for their possessions. Even households with a spare bedroom reported that space was not adequate. Small flats and houses have limited scope for adaptation and cannot support the needs of growing families. Children are not provided with a space to study or play. Smaller properties offer less value for money per square metre than equivalent dwelling types built over 15 years ago and consequently they do not attract the widest range of potential purchasers. The value of such properties can also decline resulting in a lack of care of maintenance and neglect. Surrounding properties and the wider area can also be adversely affected.
- 8.51** Policy DBE4 is not applicable to non self contained student accommodation such as halls of residence and cluster flats because of the level of shared facilities. However, the City Council will expect this type of accommodation to be of high quality, good design and fit for purpose.
- 8.52** In order to address the concerns over inadequate dwelling size in new housing, developers should have regard to DCLG's minimum space standards.

#### Policy DBE4 Residential Space Standards

**All new housing proposals should have an acceptable standard of accommodation in terms of internal layout, room sizes and amenity space. Residential accommodation should have regard to the minimum space standards set out in the Department for Communities and Local Government's Technical housing standards – nationally described space standard. In addition developments should provide:**

- a. **Storage space and space for refuse and recycling**
- b. **Facilities for covered cycle parking**
- c. **Outdoor space for private and/or communal use**

- 8.53** To achieve a good standard of homes that are flexible and adaptable they should have regard to the Department for Communities and Local Government's nationally described space standards. The usability of a home is not solely dependent on its size but also on whether it can be organised to meet the needs of the residents. People appreciate larger living space. Providing a large internal floor area will, however, not compensate for a poorly designed internal layout, badly proportioned spaces and awkward door swings. Rooms should be of sufficient size to allow them to function in relation to their proposed use.

- 8.54** Good housing design should maximise utility, independence and quality of life without compromising on the aesthetics or cost effectiveness of design. It should seek to provide flexible accommodation that meets the changing needs of households over time. Inclusive design is that which has the ability to meet the requirements of a wide range of households such as families with pushchairs, wheelchair users, the elderly and people with disabilities.
- 8.55** The City Council instructed Adams Integra as part of their Economic Viability Assessment, to appraise space standards as part of their overall assessment. They concluded that it would not have a significant negative impact on scheme viability and therefore the City Council will expect 20% of all residential developments to be built to the Requirement M4(2) of the Building Regulations 2010 (as amended) accessible and adaptable dwellings, as set out in policy DBE5.

### **Inclusive Design**

- 8.56** The City Council will expect all buildings and places to meet the highest standards practicable for access and inclusion. An inclusive environment will be easily used by as many people as possible without separation, special treatment or undue effort and will be adaptable over time to meet changing needs. It is important to ensure that full access is integrated into all design features rather than being seen as an add-on or just for disabled people. The Commission for Architecture and the Built Environment (CABE) described inclusive design as ‘making places everyone can use’. In their guidance document, entitled Principles of Inclusive Design (2006), they noted that by ‘designing and managing the built environment inclusively, the frustration and hardship experienced by many.....can be overcome (2006: iii).’ Five principles set by CABE remain vital towards achieving this objective, and are broken down as follows:

#### **Principles of Inclusive Design**

- i. Placing people at the heart of the design process – through extensive stakeholder consultation right at the start of the thinking process.
- ii. Acknowledging diversity and difference – good design can only be achieved if the environment created meets as many people’s needs as possible.
- iii. Offering choice – where a single design solution cannot accommodate all users, applying the same high design standards should enable the access requirements of all users to be met.
- iv. Providing flexibility in use – places need to be designed so they can adapt to changing uses and demands.
- v. Providing buildings and environments that are convenient and enjoyable to use for everyone – involves considering roads, walkways, building entrances, signage, lighting, visual contrast and materials.

Inclusive flexible design should future proof developments to ensure that it is accessible to the widest sections of the population. The principles above provide an important starting point for addressing inclusive design in the built environment. They should be used in assessing planning applications and in drawing up masterplans, development briefs and design codes area planning frameworks, as well as in the scoping of highways and traffic management schemes. Creating an inclusive environment requires that developments:

- Can be used safely, independently, easily and with dignity by all regardless of disability, age, gender, ethnicity or other circumstances;

- Are convenient and welcoming with no barriers, so everyone can use them independently without undue effort or separation;
- Are flexible and responsive to taking account of what different people say they need and want, so people can use them in different ways;
- Are planned in a way that encourages active community participation, particularly from disability/access groups;
- Are realistic, offering more than one solution to help balance everyone's needs, recognising that one solution may not work for all.

Whilst inclusive design is a primary objective of any development or streetscape scheme, it is appreciated that there are other policies and drivers associated with the conservation of specific buildings and their setting, and the preservation and enhancement of wider locations through Conservation Area designations. The provision of an 'access for all' approach does not need to preclude high quality design solutions. However, careful consideration should be given to the design rationale early in the scoping and planning process, so that 'competing demands' can be managed and stakeholder discussions facilitated. Developers should have regard to the best practice set out in BS8300 – 2009 "Design of buildings and their approaches to meet the needs of disabled people". Attention to materials palette, long term maintenance and problems associated with a disconnected streetscape environment need to be tackled early in discussions.

### Policy DBE5 Inclusive Design

**The City Council will require developments to meet the highest standards of accessibility and inclusion. Developers should ensure that developments:**

- Can be used and accessed safely and easily by all;**
- Are convenient, welcoming and enjoyable to use independently without special treatment;**
- Are flexible and responsive so that people can use them in different ways;**
- Are realistic and recognise that one solution may not work for all.**
- Can be adapted to the changing needs of users and environmental conditions.**

**The City Council will expect 20% of homes on major developments and strategic sites to meet the accessibility and adaptable dwellings Regulation M4(2) of the Building Regulations (as amended).**

### Alterations and Extensions

- 8.57** The Government has recently amended permitted development rights, from 30 May 2013, to allow for single storey extensions to be built, without the need for planning permission in unprotected areas, up to 30 May 2019. The temporary new rights allow that in unprotected areas, single-storey rear extensions with a depth beyond the rear wall of eight metres should be allowed under permitted development rights, for a detached house, and six metres for any other type of house. The extension must not be more than four metres in height. Although planning permission may not be required,

householders must still notify the City Council of the proposal, to allow adjoining neighbours to be notified and have an opportunity to comment. Further advice can be found in the DCLG Permitted Development for Householders Technical Guidance. Upon expiry of these rights, and in the absence of any other central Government changes, the City Council will apply the following approach to alterations and extensions.

- 8.58** Extensions need to be individually designed for the specific building. Often the best approach is to pick up the style of the existing building, especially in conservation areas and for listed buildings. In other locations extensions of a contemporary design may be appropriate. Where alterations or extensions are proposed for listed buildings, building in conservation areas and the AONB, consideration will be given to the impact of the proposal on the special interest and fabric of the existing building.
- 8.59** Alterations and extensions to existing buildings should be designed to: complement the scale and massing of the existing building; preserve any features of interest; provide a satisfactory relationship between the old and new fabric; not lead to overlooking, overpowering or overshadowing of neighbouring properties; and ensure adequate natural light within the building, garden and amenity space.
- 8.60** The fundamental principle in designing a new residential extension is that it should not dominate the main house. It is important that smaller houses, particularly cottages, retain their original form. Two storey extensions can often cause problems due to loss of light and overlooking. This is particularly the case with rear extensions to two-storey terraces, where ideally new additions should be kept to single storey.
- 8.61** The position and form of an extension should take into account the size, proportion and form of the main building. Materials should generally match the existing, as should the general detailing, though there are occasions when a lighter construction may be more appropriate with a cladding such as weatherboarding. Occasionally a lightweight link with glazing can provide a useful solution to the problem of adding an extension without losing the character of the original building.
- 8.62** Extensions can be designed so as to appear part of the original concept or, alternatively, as a contemporary addition. Both of these approaches require skill, in the former case an extension may not be noticeable; in the latter the extension would be different, but compatible, and attractive in its own right. It is usually preferable to leave the existing 'original' house/building intact and extend under a separate roof. In most circumstances, the ridge height of the extension should be lower than the original. If the extension is smaller, lower and follows the design of the original it should be acceptable. Bulky, box like, flat roof extensions should be avoided. In order to provide a break between the old and the new a setback may be used. This will help the extension read as being subsidiary to the original building. Setting an extension 'in' from the existing also helps disguise different brick courses, joints, and bonding to the existing façade, and also separates the eaves. An extension should recognise the shape of the existing building rather than ignore it (i.e. plan form, roof pitch and span). Once an extension begins to match or exceed the size of the original, the integrity of the original house will tend to be lost. Two storey extensions should have pitched roofs clad in suitable materials. The ridge line should not exceed the height of the original and a lower ridge is preferred.
- 8.63** Rear extensions can have a detrimental effect on neighbours, especially in terraces. Two storey extensions to terraces create shading, and are overbearing to neighbours.

If the house is a semi then a two-storey extension may be acceptable if no part of it protrudes beyond a 45 degree line from the nearest part of the extension to a window of a habitable room of a neighbour.

- 8.64** The most effective way of preserving the architectural character of a listed building or a conservation area is for new buildings to positively respond to traditional building styles and materials. This does not mean that there has to be a slavish copying of old houses but the scale, form, materials and details should harmonise with the rural or village setting. Traditional buildings usually have steep roof pitches (47.5 degrees plus), narrow gables (maximum 6m wide), wide frontages to the street and comparatively low floor to ceiling and eaves heights. Small dormer windows usually provide light to attic rooms. Any extensions are generally single storey lean-to or pitched roof continuations of the main building. If these traditional forms are followed, new buildings should respond sensitively to historic areas. Further advice can be found in the various conservation area appraisals.
- 8.65** The massing, overall shape and size of a building, should be kept as simple as possible. The technical difficulty of weatherproofing hips and valleys was largely responsible for adopting simple forms. Flat roofs do not form part of the vernacular building tradition, and have an inherent maintenance problem. They generally look 'out of place' in conservation areas because the silhouette of a flat roof is abrupt and the building can look unfinished unless carefully designed.
- 8.66** The overall shape of traditional buildings was horizontal with low eaves heights resulting in a 'ground hugging' appearance. The vertical proportions of windows and doors balanced this horizontal appearance. Traditional elevations have well balanced proportions between the solid 'wall' and the voids or openings they contain. This results in a high solid-to-void relationship (with the solid wall dominating), and, a simple arrangement of openings. Traditional construction techniques limited the size of openings, and led to relatively narrow vertically proportioned windows. Modern construction methods can ignore these structural limitations and large horizontal picture windows are possible. The traditional solid-to-void relationship can be lost and the result is a building that is very weak visually and lacks the strong appearance of a historic building. Present day expectations of housing (room sizes, ceiling heights) can also easily produce a design out of scale with its context.
- 8.67** Conservatories evolved from the greenhouses and orangeries of the 18th and 19th centuries. Conservatories began to become popular in the 1980s. Many firms started to offer off the peg structures, some very basic and some "bespoke" and very expensive. They are, however, now offered as extensions to living space rather than houses for plants. The problem with these conservatories is that their design is standardised which tends to lead to the repetition of design motifs, (fancy ridges, arched windows, etc) and a failure to consider the architectural context/local distinctiveness.
- 8.68** Conservatories are not appropriate for certain types of building – where they would adversely affect the special character and appearance. Conservatories should be resisted on the following:
- Barns converted to residential use
  - Older historic buildings which have not been altered, or only little altered. (e.g. small 17th century cottage, a medieval hall).
  - Lodges, turnpike cottages, purpose designed dwellings with a strong character
  - Where it is proposed on a main elevation and would visually dominate the building.

- 8.69** Pubs, hotels and nursing homes often use the conservatory form to create additional dining or bar space. If the pub is listed (or historic) this can be problematic because the proposed conservatory usually needs to be very large. In such situations a standard product is likely to be unacceptable and a specific design solution should be prepared.

### **Policy DBE6 Alterations and Extensions**

**The City Council will permit alterations and extensions to buildings which:**

- a. **Are compatible with the character of the original building in terms of design, layout, size, bulk, mass, height, choice of materials and position;**
- b. **Integration between different parts of the building to create coherent whole;**
- c. **Will not result in unacceptable loss of privacy to neighbouring properties;**
- d. **Will not create unacceptable overlooking or overshadowing to neighbouring properties; and**
- e. **Are not detrimental to the amenity and character of the locality and streetscape.**

**Particular attention will be paid to ensuring that such new development or works to listed buildings and non-listed buildings in conservation areas do not damage their special architectural character.**



## Landscape Design

- 8.70** Landscape design should be seen as the total design of outside space from the very first layout design stage where built development and open space is broadly zoned to the detailed design of hard surfaces, road layout, lighting, street furniture, enclosing walls, fences and other structures, building scale, density and style, as well as planting design including using drought resistant planting where possible. Landscape design should take its cue from the existing landscape context.
- 8.71** High quality landscape design is paramount to the creation of successful development and place. In appropriate circumstances, a Landscape Design Strategy should accompany a planning application in order to indicate how a new development will relate to the space about it.
- 8.72** New development, particularly large scale development on sites where the context is ordinary or poor, demands a particular approach. Here the aim is to create a higher quality development to the surrounding context to act as a new focus for the local area. Successful places are characterised by built form and external space design being conceived together prior to traffic circulation. For example, a strong landscape framework is employed to integrate the development into the landscape setting and structure a connected open space system and pedestrian/cycle circulation network. Built development is then arranged within the openings in the framework and connected by a road hierarchy designed to be pedestrian/cycle friendly and not to dominate the visual appearance of the development.
- 8.73** A 'cellular' structure as described above, created by the landscape framework, serves to sub-divide the development into a series of connected individual areas each able to assume its own distinctive character. In this way extensive areas of characterless development are avoided. New development should relate to its landscape setting. Landscape design should be used to help create or maintain the character of an area. Existing landscape features should be surveyed, assessed and used to provide a structure for site planning.
- 8.74** A detailed tree survey and evaluation should be carried out before design work begins. The survey should include a plan showing location of trees, shrubs and hedges and give details of species, trunk circumference, spread of canopy, height, condition, age, ultimate size and existing levels. Changes to site levels or soil compaction will affect the functioning of tree and shrub roots and any changes, therefore, must be kept outside the spread of roots. If existing vegetation is to be retained the standards set out in B.S.5837:2012 Trees in relation to design, demolition and construction – Recommendations should be referred to.

- 8.75** A landscape scheme accompanying a planning application should include the following information:
- Survey and evaluation;
  - Details of surface treatments, hardstandings, paths and edges;
  - Details of proposed means of enclosure such as fencing, walls, bollards, etc;
  - Proposed open spaces, play areas and structural planting (including mounding);
  - Planting schedule of species, varieties and numbers of plants to be used;
  - Biodiversity potential.
- 8.76** Landscape design should enhance the visual amenity of a locality. It can also create valuable wildlife habitats. Where possible planting should utilise native species to safeguard existing habitats, and help create wildlife corridors. Future maintenance must also be considered. Large forest or parkland trees and existing trees must be given adequate space. The shadowing effect of large trees near a dwelling can lead to demands for its removal. The City Council will expect new development to provide adequate space for existing or new trees to mature and prosper.

### **Public Realm, Open Space and Outdoor Lighting**

- 8.77** Public Realm is the space within a town or development that is not privately owned and is available for the public to use. The design and layout of the public realm will have a direct bearing on the success of a development in terms of functionality, visual appearance and sense of place. The public realm helps to create a strong identity, and contributes to the creation of a sense of place for both visitors and users. The City Council will encourage a legible, comfortable, stimulating and safe public realm. The ground floor of buildings fronting onto public spaces should have active and interesting uses to help animate the locality. The choice of paving materials and street furniture influences the perception of these places. The coordination of streetscape elements will give visitors and users a positive impression of the place. Streets and paths should be welcoming, understandable and easy to use.

## Policy DBE7 Public Realm

In order to achieve high quality design of the public realm, development proposals will be expected to:

- a. Reinforce or enhance the established character of the area;
- b. Integrate with existing path, circulation networks and patterns of activity and permeability;
- c. Integrate with the existing landscape setting;
- d. Respond to contextual features and be locally distinctive;
- e. Contribute to a safe and secure environment;
- f. Be accessible and usable to people with varying mobility requirements;
- g. Create attractive, manageable, well functioning spaces within the site.

- 8.78** Road design and off-street parking standards are a major determinant of the amount of land required for new housing, the price of that new housing and of the ability of urban design to create places of distinct character. Standards will be applied in a flexible manner where possible, to provide opportunity for the design of more creative external spaces. (See the Manual for Streets, Department of Transport). The creative use of built form and landscape design should be used to reduce the visual impact of roads and to reduce vehicle speed, rather than obvious ‘bolt-on’ traffic calming measures, wherever possible. Generous road space gives the message that drivers have priority, can drive fast and habitually use the car. Developments should be designed to help promote walking and cycling. Road layouts should prioritise safe, easy and direct pedestrian routes and the creation of a network of well-connected public open spaces. The Kent Design Guide (2005) states “It may be appropriate to limit parking where there is easy access to public transport and walking and cycling routes. It may even be practical to have car-free commercial or residential developments but these must be backed by evidence that potential residents will not require parking spaces. It is essential that robust controls are in place on surrounding public highways to prevent displaced parking”.
- 8.79** In order to ensure that the public realm is attractive, it needs to be well maintained. This policy applies to all open space areas that are not within an enclosed private curtilage. Public and private areas should be clearly defined.
- 8.80** Spaces such as St George’s Street in Canterbury, Mortimer Street in Herne Bay, and Harbour Street in Whitstable are where people walk, cycle, drive, are pushed or are carried. They are places of activity, where people meet, talk, trade and entertain. Within such spaces there can be a number of features including trees, seats, planters, public art, signs, railings, adverts, market stalls and litter bins. However, this mix of urban space and features can be uncoordinated and haphazard if a coherent plan for development and maintenance is not in place.

### Policy DBE8 Public Open Space

In order to ensure that functional, visually successful public open space is created with a strong sense of place as part of new development, the City Council will expect developments to incorporate the following:-

- a. The retention and incorporation of public rights of way and the creation of a connected open space and pedestrian/cyclist circulation system related, where appropriate, to a landscape framework having regard to safety and security;
- b. The maximising of opportunities for all areas of the public realm to be subject to natural surveillance;
- c. The incorporation of landscape design to the frontage of development sites, particularly where they border principal roads;
- d. In order to improve the physical environment of the public realm the City Council will expect the promotion of public art, subject to appropriate consultative and planning considerations. Where new development changes or creates new public places, the City Council will encourage the provision of public art to be included as part of the proposal.
- e. Create opportunities for wildlife habitats and corridors where appropriate.

**Demonstrate how the management and maintenance of public open space will be continued long term.**

- 8.81** Public Open Space - It is important that public open space is conceived as a 'connected system' at the very beginning of the master-planning process. Open space contributes to and is an important element of the provision of green infrastructure. Open space provision standards are set out in the table in paragraph 11.69 and the open space strategy, as revised. There should be safe pedestrian/cyclist 'green' linkages between a hierarchy of public open spaces. It is important that the maintenance of any open space is provided for by the development associated with it. New open spaces should contribute to encouraging and enhancing biodiversity. The City Council will resist proposals that result in poorly accessible, or unmanageable areas of open space, except where the open space is primarily for nature conservation interests. Where appropriate the City Council will seek a contractual arrangement, commuted payment, or legal agreement with regard to the on-going maintenance requirements of the area.

- 8.82** The layout of new development has an influence on safety, security and the fear and perception of crime. Natural surveillance is an important factor that assists in promoting safety and security. Where possible, development should incorporate principles of best practice in designing out crime and the opportunities that arise through development for criminal behaviour. New proposals should be mindful of the advice contained in Design for Crime Prevention: A Kent Design Guide for Developers, Designers and Planners (2013).
- 8.83** In partnership with Kent Police, the City Council has produced supplementary planning guidance 'Crime Prevention through Design' (2003) which advises on the impact of development on the opportunities for criminal and anti-social behaviour in the private and public realm.
- 8.84** Public Art can encompass a wide variety of elements and includes art design as part of the design of buildings and developments, the design of landscape and planting, street furniture, signing, entrance features, sculpture, water features, mosaics, murals and lighting in the public realm for general enjoyment.
- 8.85** Public Art can greatly benefit a new development. It can create a sense of place and engender civic pride; it creates distinctive places and spaces, and can ensure that a building, development or landscape scheme is unique. A site-specific artist commission can increase involvement of and ownership by local residents and workers to firmly link schemes to local areas. Landmark public art can also act as recognisable orientation points, lasting symbols for particular buildings and as cultural tourism attractions. The City Council has an agreed methodology of selecting, appointing and commissioning artists. Public art advice can be obtained from the City Council. Public art will be sought as part of new development.
- 8.86** To maintain a sustainable quality of life for the District's residents, workers and visitors, the City Council will support the mixing of uses across a locality. A mix of uses helps create more sustainable living and movement patterns and more vital and vibrant places. However the mix of uses must be compatible and developments that may give rise to noise, vibration and disturbance (such as evening and late night opening, or industrial uses), will be considered carefully against Policy QL12 (noise and pollution policy) and appropriate conditions will be imposed to mitigate the harm that may be created. The City Council will also encourage the mixing of housing tenures within new developments so that a variety of tenure types are imperceptibly incorporated.
- 8.87** Outdoor Lighting proposals should aim to achieve good design, enhance the urban fabric, be energy efficient and avoid significant impacts on the surrounding countryside, night skies, sites of nature conservation value and the amenity of local residents. Particular attention should be given to the impact of outdoor lighting, including floodlighting for sports pitches, on the wider area and long distances views particularly from higher ground. In order to control the impact of lighting schemes, the standards set out in the Institute of Lighting Engineers' 'Guidance Notes for the Reduction of Obtrusive Light' will be taken into account and the City Council's Supplementary Planning Guidance on Outdoor Lighting (2006) will be applied.
- 8.88** Lighting proposals can enhance design and the urban fabric and improve public safety but can also cause light pollution, and have an adverse impact on the amenities of local residents and the wider area including night skies. The Clean Neighbourhoods and Environment Act 2005 amended the Environmental Protection Act 1990 to bring artificial light from premises under the statutory nuisance regime as of 6 April 2006.

- 8.89** Light pollution can occur as ‘sky glow’, ‘glare’ or ‘light trespass’, which result in the orange glow visible around urban areas and the introduction of suburban character into rural areas; the uncomfortable brightness of a light source when viewed against the sky; and light spillage beyond the site where it is not desired or required.
- 8.90** Outdoor lighting has the potential to affect sites of nature conservation interest and in particular protected and other species. For example, artificial night lighting can have a detrimental impact on wildlife by impacting on migration patterns, foraging areas and feeding grounds and can affect breeding patterns. It can also distract and disorientate animals such as bats, birds, moths and other flying insects. For proposals adjacent to designated sites or sites known to have, or be adjacent to, protected species, early advice should be sought from Natural England and/or the City Council.
- 8.91** The Institute of Lighting Engineers (ILE) publication Guidance Notes for the Reduction of Light Pollution, 2000, identifies the obtrusive light limitations for exterior lighting installations according to environmental zones and recommends that these are included in development plans. The guidance sets out examples of each Environmental Zone (E1 to E4):
- **E1: Intrinsically dark areas** such as National Parks, Areas of Outstanding Natural Beauty, etc
  - **E2: Low district brightness areas** such as rural or small village locations
  - **E3: Medium district brightness areas** such as small town centres or urban locations
  - **E4: High district brightness areas** such as town/City centres with high levels of night-time activity.
- 8.92** The City Council will apply the levels detailed in the ILE guidance to the environmental zones identified above. These levels are reproduced in Appendix 5 to the plan.
- 8.93** Different development proposals, such as security and car park lighting or sports and recreational lighting warrant specific guidance and advice on appropriate lighting schemes. Supplementary Planning Guidance on Outdoor Lighting provides such advice, together with general advice on external lighting techniques and pollution control.
- 8.94** Lighting quality is an important visual element of urban design after dark and will be considered in the same context as other building and urban design issues through the development process. The City Council regards good quality outdoor lighting to be an important element of urban design for the reasons listed below, however this must be balanced against the wider impact of such schemes.
- **Orientation** - Important buildings and streets, points of arrival such as bus and railway stations, monuments, church spires, parks and rivers are all part of the rich urban scene that are less visible after dark. Sensitive illumination of these urban features will be encouraged for navigation and ease of use.
  - **Safety** - Lower light levels can make navigation in a busy urban area more hazardous. High quality, appropriate lighting can remove personal injury risks and improve road safety.
  - **Security** - Good lighting has a positive impact on the use of CCTV and can be a deterrent to crime against property and the person. In order to reduce light pollution and the creation of deeply shadowed areas which deter observation, care must be taken to avoid excessive or poorly directed lighting.

- **Environment** - Lighting requires energy. Other policies in the Plan seek to ensure that energy use is sustainable and it is the City Council's intention to promote the sustainable use of energy in outdoor lighting. In addition, light pollution can harm the character of the countryside, villages and in some cases urban areas, where dark night skies are an important part of the nocturnal landscape. Well-designed and appropriate outdoor lighting is important to protecting the nocturnal landscape.
- **Architectural lighting** - The architectural and urban quality of Whitstable, Herne Bay and Canterbury is a key element in generating and enhancing civic pride and in creating a sense of place. The illumination of buildings of architectural and historic interest is of value to tourism as well as providing amenity. It is essential that any such lighting scheme is well designed to minimise light spillage and distortion of architectural detailing.

**8.95** When assessing applications for or including outdoor lighting, the City Council will have regard to the Outdoor Lighting SPD (2006) and the following checklist. Information on the following may also be requested:-

- 1) Are the lighting proposals necessary?
- 2) Could alternative methods to lighting be employed to achieve safety and security?
- 3) Is the lighting installation level proposed appropriate for the task or scheme?
- 4) Does the proposal make use of the best available technology and advice from the Institute of Lighting Professionals?
- 5) Are there any opportunities to remove or redesign existing lighting that is inappropriate or intrusive?
- 6) Is the angle of the proposed installation below 70 degrees to minimise sky glare?
- 7) Does the installation spread light above the horizontal, which is not recommended?
- 8) Is there an adverse impact on the night sky?
- 9) Is there an adverse impact on residential amenity?
- 10) Is there an adverse impact on long distance views?
- 11) Is there an adverse impact on protected nature conservation sites and protected and other species?
- 12) Would limiting the hours of operation by planning conditions be appropriate?

### Policy DBE9 Outdoor Lighting

Proposals for new outdoor lighting or new developments which include outdoor lighting will only be permitted where it can be demonstrated that:

- a. It has been designed to minimise light glare, light trespass, light spillage and sky glare through using the best available technology to minimise light pollution and conserve energy.
- b. It does not adversely impact residential amenity;
- c. It does not adversely affect sites of nature conservation interest and/or protected and other vulnerable species and heritage assets;
- d. It does not adversely impact on protected landscapes or those areas where dark skies are an important part of the nocturnal landscape;
- e. The lighting levels do not exceed the levels recommended by the ILE in the relevant environmental zone as set out in Appendix 5;
- f. It does not have an adverse impact on long distance views or from vantage points.

In addition the City Council will expect proposals to demonstrate that they have had regard to the checklist set out in paragraph 8.95. For large developments involving outdoor lighting or those developments in or adjacent to sensitive locations, the City Council may require a Lighting Strategy to be submitted.



## Chapter 9: Historic Environment

- 9.1** The Canterbury District benefits from an outstanding historic environment, it is essential that its heritage assets should be conserved and enjoyed for their own sake and for the enjoyment they bring to this and future generations. The District's heritage helps to create a sense of place and a special identity. It makes a significant contribution to the economic viability of the District and its quality of life. The quality and character of the historic environment is key in delivering sustainable development and is of prime importance to residents, visitors and tourists.
- 9.2** The National Planning Policy Framework (NPPF) sets out the national policy on conservation in the historic environment which is recognised as a key element of sustainable development. One of the 12 core principles that should underpin both plan-making and decision-taking is that planning should *"conserve heritage assets in a manner appropriate to their significance, so that they can be enjoyed for their contribution to the quality of life of this and future generations"*.
- 9.3** The NPPF defines the historic environment as *"all aspects of the environment resulting from interaction between people and places through time, including all surviving physical remains of past human activity, whether visible, buried or submerged and landscaped and planted or managed flora"*. A heritage asset is *"a building, monument, site, place, area or landscape identified as having a degree of significance meriting consideration in planning decisions, because of its heritage interest. Heritage asset includes designated heritage assets and assets identified by the local authority (including local listing)"*. Designated heritage assets include *"a World Heritage Site, Scheduled Monument, Listed Building, Protected Wreck Site, Registered Park and Garden, Registered Battlefield or Conservation Area designated under the relevant legislation"*. Significance is a key term and is used to sum up the qualities that make an otherwise ordinary place or building a heritage asset. Significance (for heritage policy) is defined as *"the value of a heritage asset to this and future generations because of its heritage interest. That interest may be historic, archaeological, architectural or artistic. Significance derives not only from a heritage asset's physical presence, but also from its setting"*. Not all heritage assets will be formally designated and undesignated assets will usually be a material planning consideration for development management. The difference between a heritage asset and other components of the environment is that a heritage asset holds a meaning for society over and above its functional utility. It is this significance that justifies the protection given in planning decisions.
- 9.4** The historic environment underpins planning policy for the District; it encompasses the interpretation and preservation of heritage assets, preservation of outstanding buildings and sites and enhancement of the character and appearance of the area. This is not limited to the built environment and archaeological sites, but also includes the historic rural, urban and coastal landscapes, which are so important to the quality of our lives. Rather than being a constraint on economic growth, this approach ensures the District remains attractive to investment in the future.

## Heritage Strategy

**9.5** The Council aims to develop a Heritage Strategy for the District to ensure that heritage assets and their settings are appropriately conserved and continue to contribute to the quality of life for present and future generations. The Heritage Strategy will seek to identify and understand the special character of the numerous heritage assets within Canterbury District. The strategy will provide a clear strategic approach as well as advice and guidance as to the management of the District's heritage assets. It will comment on how the special significance of the District's heritage assets can contribute to achieving the objectives of the Local Plan. The Heritage Strategy will seek to set out a positive strategy for the conservation and enjoyment of the historic environment and is likely to include:

- Identifying all of the heritage assets
- Identifying their vulnerabilities
- Assessing the opportunities these heritage assets provide
- Assessing them against the local plan objectives
- Providing guidance as to the future management of these assets

**9.6** While the planned Heritage Strategy will seek to identify and assess (as far as is practical) the existing and possible unrecognised heritage assets, the scale of the work involved means that some potentially significant heritage assets may remain unidentified. Therefore, even if a building, structure or area is not formally recognised as a heritage asset at the local or national level it may still have heritage significance. As such planning proposals presented to the local planning authority will also be examined as appropriate for potential harm to unrecorded heritage assets.

## Context and Local Distinctiveness

**9.7** Designing for local distinctiveness involves the creative reconciliation of local practices and materials with the latest technologies, building types and needs. There is no reason why character and innovation should not go together. New and old buildings can coexist happily and create an attractive synergy. Far from obstructing change, the remains of the past can act as a powerful catalyst for renewal and a stimulus to high quality new design and development. In seeking to define local character and distinctiveness, it should be recognised that this can vary considerably within an area. Canterbury District comprises a wide variety of both urban and rural conservation areas, of different sizes and types. In addition within each conservation area there are different character zones. In reality each conservation area is made up of interrelated places and spaces, which have their own distinctiveness. Development should therefore be assessed in terms of its impact on this local context as well as on the wider area. Characterisation studies, village design statements and conservation area appraisals all assist in identifying the key features of a conservation area that should be reflected in the design of new development. The City Council has an ongoing programme of preparing and updating conservation area appraisals.

- 9.8** The context of a development is the character and setting of the area in which it is located. This can include, the townscape of an area; its wider landscape; the particular pattern of streets, buildings and spaces in the area; the established land uses in an area; and the specific scale, massing and design of buildings adjoining the site and in the street. Integrating new development into its landscape/street setting reduces its impact and reinforces local distinctiveness. The layout, massing and landscape design of a development can be integrated successfully into the wider landscape through green infrastructure, including, structure planting, shelter belts, green wedges, and green corridors along roads, railways and rivers. Local building traditions and materials are also important, as is the history and use or function of the area.
- 9.9** Canterbury District has a strong vernacular tradition of buildings constructed from local materials to suit local conditions. Village streets are usually composed of buildings of several different periods, but nevertheless retain a harmonious appearance that can be negatively impacted by the construction of an out-of-scale building.
- 9.10** Planning applications for any development affecting a heritage asset will be required to submit a Heritage Statement. The statement should describe the significance of the heritage asset, be proportional to its importance and clearly show the context of the proposal. Accurate site surveys and drawings that show surrounding buildings and spaces are required. Designs should generally start with the broad principles of layout and massing and it is important to develop a scheme in three dimensions at the earliest stage. The nature of the presentation drawing work required for submission with a planning application will need to be in proportion to the size and the complexity of the development. Historical research is advisable in order to establish the context of the proposal and to get a feel for the continuity of development which will guide the new building. The City Council has map and photographic collections that can be consulted and detailed information is also available on the Canterbury Urban Archaeological Database (UAD) and the Kent Historic Environmental Record (HER). Developers, architects and surveyors should contact the Council's Development Management section for pre-application discussions, so that basic principles of design can be agreed at an early stage and abortive work avoided.

- 9.11** Getting the right built form appropriate to the conservation area is essential. The designer should draw inspiration from the area's character and identity. Larger developments may need to be broken down into separate buildings that reflect the scale of adjacent buildings although in some circumstances, where a larger internal floor space is desired, a careful externally worked up design that reflects the historic plot subdivisions, may be possible. Where a site is being redeveloped historic plot widths should be used as a guide, particularly to indicate whether a building should be narrow or broad-fronted. Small, regularly shaped and narrow subdivisions of plots accommodate a range of buildings and make the most efficient use of land. Plot widths are reflected in the traditional roof forms, which were usually small by modern standards. Unless care is taken to respond to local building forms and patterns of development, there is a tendency for buildings to become out of proportion. Traditional roofs were often double pitched with valley gutters and hips, giving small roof profiles. Buildings that are too square can produce roofs that look totally out of place in an historic environment.
- 9.12** It is essential that the designer responds to the existing layout of buildings, in order to achieve a scheme that ensures adjacent buildings relate to one another and streets and spaces complement one another. Square Plan houses, often with single span roofs over wide gables, can look out of place in conservation areas and the Kent Downs AONB.

## Policy HE1 Historic Environment and Heritage Assets

The City Council will support proposals which protect, conserve and enhance the historic environment and the contribution it makes to local distinctiveness and sense of place. Proposals that make sensitive use of historic assets through regeneration and reuse, particularly where these bring redundant or under-used buildings and areas into an appropriate use, will be encouraged.

Development must conserve and enhance, or reveal, the significance of heritage assets and their settings. Development will not be permitted where it is likely to cause substantial harm to the significance of heritage assets or their setting unless it is necessary to achieve substantial public benefit that would outweigh the harm or loss, or all of the following apply:

- the nature of the heritage asset prevents all reasonable uses of the site; and,
- no viable use of the heritage asset itself can be found in the medium term through appropriate marketing that will enable its conservation; and,
- conservation by grant-funding or some form of charitable or public ownership is demonstrably not possible; and,
- the harm or loss is outweighed by the benefit of bringing the site back into use.

Where a development proposal will lead to less than substantial harm to the significance of a designated heritage asset, this harm should be weighed against the public benefits of the proposal, including securing its optimum viable use.

Any development affecting directly, or the setting of, a listed or locally listed building, Conservation Area, Scheduled Monument, registered park or garden, historic landscape, or archaeological site will be required to submit a Heritage Statement with any Planning Application. The statement will need to outline and provide evidence as to the significance of the heritage asset including its setting, the likely impact of the development upon it and be proportional to the importance of the said heritage asset.

Should permission be granted for the removal of part or all of a heritage asset the City Council will not permit the removal or demolition of the heritage asset until it is proven that the approved replacement development will proceed.

- 9.13** The City Council will support the production of neighbourhood plans, conservation area appraisals, parish plans and village design statements that help to ensure future development is based on a thorough understanding of local character and context. To help achieve this, the Council will work with local communities to identify those aspects of the historic environment which they consider to be important to the character of their locality and help them to secure their protection and enhancement.

- 9.14** The historic environment is made up of an intricate web of features including buildings, structures, the street pattern, public spaces, trees and gardens, and alleyways. The Local Plan aims to protect these features and ensure they are retained and reinstated where appropriate. Street pattern and the 'grain' of a place are often critical to the character of a historic location. Patterns of movement have evolved over centuries and the existing layout often creates views and vistas of great character. New development should fit in with the existing 'grain' of an area. Where the historic street pattern has been lost or damaged the City Council will seek its restoration where appropriate.
- 9.15** Design of new development in historic locations needs careful consideration. It should reinforce or create a sense of place and create an environment that offers variety and visual interest. High quality designs that respect the historic context will be encouraged. However, the design of new developments should avoid confused and superficial reflections of existing historic buildings.
- 9.16** The policies set out in this section should be read in conjunction with the Design and Built Environment Chapter, and are supplemented by other guidance documents, including Kent Design Guide, the Heritage, Archaeology and Conservation Supplementary Planning Document and Conservation Area Appraisals in particular.

### **The Canterbury World Heritage Site**

- 9.17** The Canterbury World Heritage Site was designated in 1988 by UNESCO. The World Heritage Site was nominated by the government and was evaluated internationally before being inscribed by UNESCO's World Heritage Committee. UNESCO has produced a set of operational guidelines for the implementation of the World Heritage Convention which states that "*World Heritage Sites are places of Outstanding Universal Value to the whole of humanity. Outstanding Universal Value means cultural and/or natural significance which is so exceptional as to transcend national boundaries*".
- 9.18** The designation of the Cathedral, St Augustine's Abbey and St Martin's Church as a World Heritage Site (WHS) demonstrates the significance and Outstanding Universal Value of these sites, which are milestones in the religious history of England. The setting of the WHS is key to its protection and enhancement and the Buffer Zone for the Canterbury WHS (which includes the streets and spaces surrounding, and forming the immediate setting of, the three separate parts of the designated WHS) is shown on the Proposals Map. The Buffer Zone links the three separate parts of the WHS together.

- 9.19** The National Planning Practice Guidance - Further Guidance on World Heritage Sites, sets out the international and national planning context. The guidance states that local authorities should aim to protect and enhance World Heritage Sites and their settings from inappropriate development, cumulative affects and climate change. Policies should strike a balance between the needs of conservation, biodiversity, access, the interests of the local community, the public benefits of a development and the sustainable economic use of the World Heritage Site in its setting, including any buffer zone.
- 9.20** A brief synthesis of the Statement of Outstanding Universal Value (OUV), is as follows:

*St Martin's Church, the ruins of St Augustine's Abbey and Christ Church Cathedral together reflect milestones in the history of Christianity in Britain. They reflect in tangible form:*

- *The reintroduction of Christianity to southern Britain by St Augustine, commencing at St Martin's Church where Queen Bertha already worshiped, and leading to the conversion of King Ethelbert.*
- *The successive architectural responses to Canterbury's developing role as focus of the Church in England – adaptation of Roman buildings, the development of Anglo-Saxon building in mortared brick and stone, and the flowering of Romanesque and Gothic.*
- *The development under St Augustine and the monks from Rome, of early Benedictine monasticism, which spread from its cradle in Canterbury throughout Britain had a profound impact on English society.*
- *The Abbey scriptorium, which was one of the great centres of Insular book production, and whose influence extended far beyond the boundaries of Kent and Northumbria. The development of literacy, education and scholarship at the Abbey meant that Canterbury became the most important centre of learning in the country.*
- *Canterbury's importance as a pilgrimage centre, based on Augustine and its other early saints, was transformed by the murder and canonisation of Archbishop Thomas Becket, whose Cathedral shrine attracted pilgrims from all over Europe.*
- *The wealth and power of the Cathedral in the 12<sup>th</sup> century - when the offerings of large numbers of pilgrims helped the building of the magnificent enlargement of the east end, with its exceptional stained glass windows and the rebuilding of the choir and transepts following the fire of 1174. These features form one of the finest examples of Early Gothic art.*
- *The Cathedral's rich panorama of Romanesque, early Gothic and late Gothic art and architecture is exceptional.*
- *The establishment of Canterbury as the seat of the spiritual leader of the Church of England.*

- 9.21** The full version of the statement of OUV is set out in the Canterbury World Heritage Site Management Plan. The Management Plan provides guidance for development and conservation in the WHS and Buffer Zone. The importance of the WHS transcends local and national boundaries, as such, the Council will also consider whether any major developments outside the Buffer Zone have an impact upon the outstanding universal value of the WHS.
- 9.22** The City Council is concerned with the protection, enhancement, management, promotion and interpretation of the three sites. Particular objectives are improving the links and connections between the three sites, preserving and enhancing the Buffer Zone and setting of the sites.

### Policy HE2 World Heritage Site and Buffer Zone

**The City Council will protect and enhance the Outstanding Universal Value of the inscribed Canterbury World Heritage Site. Development within it should protect and enhance the character, integrity and quality of these values. Development within the buffer zone and setting should not have an adverse impact on those values, including views into and from the Site.**

**Developers, planning authorities and others envisaging change should have a thorough understanding of the physical, historical, social and economic context of the World Heritage Site and the contribution that the site's setting makes to an appreciation of Outstanding Universal Value, including its integrity, authenticity and significance.**

**All major development within the Buffer Zone, as defined on the Proposals Map, must preserve and, where possible, improve the links and connections between the three separate parts of the WHS.**



## Significant Views and Setting of the World Heritage Site

- 9.23** The prominence and visual impact of the cathedral and its Bell Harry tower, rising above the roofs of the City in order to create a sense of awe and inspiration, was an essential characteristic of historical views of the City. It still is today and a key element of the WHS Management Plan is to prevent proposals coming forward that would cause damage by blocking or imposing on the World Heritage Site, or by creating an intrusive element in a view's foreground or middle ground.
- 9.24** Canterbury's valley location results in a large number of viewpoints that allow broad vistas across the City's roofscape and some of the most important viewpoints are described in the Canterbury Conservation Area Appraisal. '*Long distance view*' locations were selected for their accessibility from a public space and their advantage of providing the best views to illustrate the historic significance of the city and the World Heritage Site. The locations are described and depicted in detail in the Canterbury Conservation Area Appraisal, but include the view from specified locations at Tonford Meadows, Harbledown, St. Thomas Hill, St. Martin's Hill, St. George's Field, New House Lane, Neal's Place, the University Road/University Slopes and Beaconsfield Road/St. Stephen's playing fields. Planning permission will not be granted for development of buildings or structures within or close to the areas that are of special importance for the preservation of views of Canterbury (the view cones), unless it can be shown that the development will not affect one of the identified '*long distance view*' locations and/or, significantly change the skyline.
- 9.25** Canterbury is a compact city in a valley setting that provides for a close relationship between the town and its surrounding rural landscape. The Cathedral is the dominant element of the townscape, as it has been for centuries, and is the focus of many views from city streets and surrounding areas. This valley setting is assessed as part of the Canterbury Conservation Area Appraisal, which illustrates important views of the Cathedral seen against the backdrop of the valley sides. An Area of High Landscape Value has been identified to protect the historic setting of the City and World Heritage Site. Within this area, any development that causes unacceptable harm to the local landscape character or the setting of the City and/or WHS should not be permitted. Policy LB2 is also relevant when considering the Council's approach to development in the Canterbury Area of High Landscape Value.
- 9.26** The document titled 'Seeing the History in the View: A method for Assessing Heritage Significance Within Views, 2011' by Historic England presents a method for understanding and assessing heritage significance within views. In terms of the setting of heritage assets, Historic England 'The Setting of Heritage Assets (March 2015)' provides guidance on how to understand the settings of heritage assets in general.

- 9.27** The elements of character particularly relevant to the setting of the World Heritage Site include:
- **Roofscape** - not only is there a need to protect buildings and features that make an individual contribution to the City's roofscape and skyline, the collective value of the smaller or less prominent roofs is equally important, particularly in the medieval parts of the City.
  - **Grain** - the grain of the surrounding street pattern and/or landscape elements can create a sense of place.
  - **Scale and massing** - the relationship between architectural elements are often an important factor. The Bell Harry Tower was undoubtedly designed to impress within the grounds of the World Heritage Site itself as well as in its setting.
  - **Materials and colours** - whilst individual buildings within the setting may have developed at different times and in different styles, the use of a sympathetic palette of materials can help provide a degree of harmony, further enhancing the significance of the World Heritage Site through its setting.
- 9.28** Control of the above elements in new developments is required to protect the character and setting of the World Heritage Site. Indeed the height, mass and form of any development in the City needs to be considered in terms of its impact on long views of the cathedral. Any new development should not detrimentally effect important viewpoints or significantly change the skyline of the city and should enhance, rather than detract from, the historic roofscape (see the Design and Built Environment chapter – Urban Form and Scale).

### Policy HE3 Significant Views of the City and World Heritage Site

The City Council will seek to protect significant views of the City, and in particular the three parts of the World Heritage Site and their setting, from both within and from outside the City. Development proposals should respond positively to the character and setting of the World Heritage Site which contributes to its Outstanding Universal Value.

Where buildings are proposed that are substantially taller than their neighbours, affect one of the identified long distance views, close viewing places, locations and/or significantly change the skyline, they should be assessed against the following criteria:

- The relationship to context (topography, urban grain, built form, views, prospects and vistas and effect on the skyline);
- The effect on the historic environment including the need to preserve and enhance historic buildings and sites;
- The effect on the World Heritage Site and its buffer zone;
- The architectural quality of the proposed building including its materials, scale, form, massing and silhouette.

Through the careful siting and design of buildings and appropriate landscaping, developers should demonstrate how their proposals will respect or enhance the landscape and topographical features which contribute to the Outstanding Universal Value of World Heritage Site.

Views into, out of and across the World Heritage Site are identified in the Canterbury Conservation Area Appraisal. Development proposals will be assessed against their impact on identified views.

### Listed Buildings

- 9.29** The term listed building can cover a wide variety of man-made structures, not just houses but also churches, industrial and agricultural buildings and structures like bridges, walls, statues, mileposts, phone boxes and lampposts. Listed buildings have a special architectural or historic interest and it is essential that they are well maintained, have an appropriate use and are kept in good repair. There are 2,903 statutory listed buildings in the Canterbury District.
- 9.30** The historic fabric of listed buildings, both internally and externally should be protected from unsympathetic change. The City Council will encourage and if necessary enforce the repair and restoration of listed buildings and will pursue all reasonable means to ensure that listed buildings and their settings are preserved or enhanced.

- 9.31** Historic buildings are important both as products of human creativity and for what they can tell us about the past. The foremost principle that should guide works to historic buildings is to retain the original structure and fabric as far as is possible. Each type of historic building has its own characteristics and significance, usually related to its original function, these should be respected when proposals for alterations or change of use are put forward. Some buildings, particularly those with earlier timber frames, require a thorough understanding of the structure before contemplating any alterations. Applicants should submit a heritage statement describing the significance of the heritage asset affected and the contribution of its setting to that significance. The level of detail to be submitted should be proportionate to the importance of the asset and should be sufficient to explain the impact of the proposal on the significance of the asset. This information should be set out in the documents accompanying an application for planning permission or listed building consent and could be included within the design and access statement. Applications will not be validated if the impact of the proposal on the significance of the asset is not clear.
- 9.32** During alterations, earlier features are sometimes revealed such as timber framing, brickwork, fireplaces, early windows and door openings, panelling and even wall paintings. In some cases the Council may attach conditions to a listed building consent for the retention of certain features or for their proper recording.
- 9.33** Most buildings have been subject to some change or alteration in their lifetime. Extensions, conservatories, porches and balconies that post-date the original building may be of interest and need not detract from the quality of the building. Generally, good later features should not be removed in order to restore a building to an earlier form. Some later additions and alterations can, on the other hand, spoil a building's appearance, and there may be opportunities where remodelling can be carried out to the benefit of the owner and to the historic integrity or character of the building. Advice and guidance concerning the alteration of listed buildings has been adopted by the City Council and applicants should refer to the 'Heritage, Archaeology and Conservation Supplementary Planning Document 2007'.
- 9.34** The significance and importance of historic buildings can be seriously devalued by inappropriate neighbouring developments and uses. The City Council will protect the setting of a listed building when considering proposals either in its curtilage or in neighbouring properties. Applicants will be expected to provide sufficient information about the proposed development and its relationship to its setting as part of a heritage statement, and/or design and access statement.
- 9.35** As well as buildings included in the Statutory List of Buildings of Architectural or Historic Interest, there are also Locally Listed Buildings and other local heritage assets, such as archaeological sites, parks/gardens and landscape features, considered to be of local interest, which, often contribute to the special character of conservation areas.

- 9.36** Additional protection from minor external alterations is given when locally listed buildings are located inside a conservation area (known as an Article 4 Direction). Additional controls over alterations to dwelling houses also apply in the Kent Downs Area of Outstanding Natural Beauty.
- 9.37** A listed building should not be demolished, extended or altered in any way which affects its character without first having obtained listed building consent, a certificate of lawful proposed works or a Heritage Partnership Agreement. This applies to internal and external works, anything fixed to buildings, outbuildings, walls, gates or other features or structures within the curtilage. Proposals that reduce the energy consumption of listed buildings will be welcomed provided that they do not cause harm to the building's fabric or character. Roof insulation, draught proofing and secondary glazing can all be installed without having a detrimental effect on the special interest of the building.
- 9.38** When consent is given to alter a listed building, the City Council will, where appropriate, impose conditions to ensure appropriate standards of workmanship and that historic materials are retained or reinstated. The City Council will normally require any planning application for the change of use of a listed building to be accompanied by full details of any associated alterations so that the effect on the character of the building can be ascertained. A proposed change of use for a listed building may be acceptable if it offers the best way of retaining or refurbishing it. When considering any changes of use of listed buildings, local planning authorities must consider the contribution that a particular use makes to the significance of a heritage asset both now and for future generations.
- 9.39** Any substantial harm to, or loss significance of a designated heritage asset will be refused unless it can be shown that the public benefits outweigh the harm or loss. If a development proposal will lead to less than substantial harm to the significance of the designated asset, this harm will be weighed against the public benefits of the proposals, including securing its optimum viable use.
- 9.40** The special architectural or historic interest of a statutorily listed building can be seriously affected or damaged by the inappropriate design of shopfronts, and, the size, location, style and materials used in the design of advertisements. Advertisements, which, would adversely affect the character or significance of a listed building, will be resisted. Where inappropriate shopfronts or signs exist, the City Council will use its planning powers to encourage or secure their replacement or removal. When considering the proposals for replacement shopfronts and advertisements, the City Council will ensure that the design, detailing and materials are appropriate for the period and context. This is considered in more detail at policy HE9.

- 9.41** There is a presumption in favour of preserving listed buildings and consent will not usually be given for their demolition. Poor condition is no justification for demolition and where a building is redundant, every effort must be made to find an optimum viable new use. The optimum viable use should be consistent with the character of the building and design interventions must have regard to the stated significance of the asset. This principle will also be applied to locally listed buildings.
- 9.42** Buildings included within the local list will be retained wherever possible and protected from development that would harm their local architectural or historic interest or their setting.

### Policy HE4 Listed Buildings

**Alterations and extensions to listed buildings and development affecting the setting of listed buildings and locally listed buildings should preserve and enhance their character and appearance and the special features for which they are designated. These features can include curtilage buildings, structures, spaces and the landscape setting that are integral to their character and important views within, of, into and out of the area or site.**

**Development that would have an adverse impact on their special historic or architectural interest, or their setting, will not normally be permitted.**

**The re-use of listed buildings, including locally listed buildings, will be encouraged where that use (the optimum viable use) is demonstrated to be compatible with the character, appearance, fabric, interior and setting of the building.**

**Listed buildings including those on the local list should be retained wherever possible. Substantial harm to or demolition of listed buildings, including curtilage listed buildings and locally listed buildings will only be permitted in exceptional circumstances. Where an application will lead to substantial harm or total loss of significance to the heritage asset, consent will be refused unless it can be demonstrated that:**

- **The substantial or loss of significance is necessary to deliver substantial public benefits that outweigh the harm; or**
- **The nature of the heritage asset prevents all reasonable uses of the site; and**
- **No viable use can be found in the medium term; and**
- **Conservation through grant funding is not possible; and**
- **The harm to or loss of the asset is outweighed by the public benefits of bringing the site back into use.**

**Applications for new works to listed buildings will be carefully assessed. Extensions will be required to be of an appropriate scale and design and in materials that retain the special interest of the original building. The character and significance of the building should not be diminished by over-restoration. Existing architectural or historic features including internal features should be retained as they are important to the character of the building.**

- 9.43** Where historic buildings are converted to a new use, the essential historic character and structure should be retained. The general principles in conversion are to retain the historic structure and fabric and repair what exists rather than renew unnecessarily. The onus lies upon the applicant to prove, where necessary, that the building is structurally sound and is capable of being converted to the proposed use without the need for major structural works. Existing features that contribute to the architectural character of the building, for example, cowls, wagon entrances, hoist doors, ladders, stairs and old machinery, should be retained. In recent years barns have increasingly become redundant. However, one of the principal features of traditional barns are the unpartitioned interiors, often of impressive proportions. Their character is less likely to be lost if they are converted to uses such as workshops or meeting halls, which require large open plan spaces. Residential conversions can often destroy too much of the original fabric by making new openings, partitioning interior spaces, or creating enclosed gardens with garages, greenhouses and hedges that affect the agricultural setting. Residential conversions need to be handled with great care to avoid the loss of character.

### **Policy HE5 Development Affecting and Changes to Listed Buildings**

**In considering proposals for external or internal alterations to a listed building and external alterations to a locally listed building the Council will, if the alterations are required or desirable, ensure that the building is fit for its purpose whilst having special regard to the desirability of preserving the building or its setting or any features of special architectural or historic interest, which it possesses.**

**Applications for changes to, or, for changes of use of, listed and locally listed buildings must be accompanied by:**

- (a) A detailed and accurate measured survey including full details of any structural timber framing. A scale drawing with large-scale details of joints will be required for timber-framed listed buildings.**
- (b) Detailed plans clearly explaining the principles of the conversion, showing how:
 
  - i. the alterations affect the external appearance of the building.**
  - ii. the alterations affect the structure of the building. The detailed plans must show the effect that repairs and inserted floors would have on the existing structure. Any inserted structure should be reversible.**
  - iii. the proposed internal layout respects the original character of the building.****
- (c) Details of the treatment of landscaping, open spaces and boundaries to respect the character of the building and its setting.**
- (d) An assessment of the impact of the proposed alterations on the historic significance of the building and its setting.**

- 9.44** Owners have a legal responsibility to look after listed buildings properly. Modest expenditure and repairs on a regular basis can prevent far more serious problems, such as dry rot and timber decay, from developing in the future. It is particularly important to check any down pipes and gutters on a regular basis to ensure they are not blocked or overflowing.
- 9.45** There are always some buildings, which for a variety of reasons, are allowed to deteriorate or are left empty for long periods. When historic buildings are left to deteriorate for any length of time the cost of repairs escalates. Any building left empty is at great risk from vandalism and arson. Nationally there has been an increasing incidence of historic buildings being lost or seriously damaged in this way. Historic buildings should, therefore, not be left empty for long periods of time, but if this is unavoidable, very thorough security measures should be taken. Where there is evidence of deliberate neglect or damage to a heritage asset in the hope of obtaining consent, the City Council will not take the resultant deteriorated state of the asset into account.
- 9.46** The City Council maintains a register of heritage assets at risk. The register contains information about each property and assesses its condition. Development Management monitors these buildings and negotiates with owners to bring buildings back into use and good repair. Where negotiations fail legal action can be taken to preserve the building. If the owner of a listed building fails to maintain it, the City Council may serve a Repairs Notice under Section 48 of the Planning (Listed Buildings and Conservation Areas) Act 1990, specifying those works necessary to ensure the building's preservation. If those works are not carried out within a specified period, the Council may serve a Compulsory Purchase Order on the building. If the building has been deliberately left to become derelict and that the underlying motive for the neglect was to facilitate demolition and redevelopment, the Council may be able to purchase the building for minimum compensation.
- 9.47** If a listed building, or unlisted building in a conservation area, is left vacant and is not properly secured or repaired, the City Council can carry out emergency repairs after giving seven days notice to the owner and can subsequently recover the costs under sections 54 and 55 of the Planning (Listed Buildings and Conservation Areas) Act 1990. The Council is always reluctant to take action through the courts, and relies on co-operation from building owners, but it will consider using these powers if it is necessary to ensure the long-term survival of any historic building in its area.

## Conservation Areas

- 9.48** The Council has a duty to survey and designate areas which it considers are of special architectural or historic interest as conservation areas. The sense of history and the type and quality of buildings, spaces, trees and other features contributes to the special character of these areas. There have been 96 conservation areas designated in the Canterbury District for their special architectural or historic interest. The Planning (Listed Buildings and Conservation Areas) Act 1990 defines a conservation area as an area *"of special architectural or historic interest the character or appearance of which it is desirable to preserve or enhance"*.



- 9.49** Conservation areas in the District vary greatly in their nature and character, ranging from small rural villages to the City centre and from seaside towns to country houses set in their historic parks. Historic England advises that the formal assessment and definition of 'special architectural or historic interest' ideally should be based on a detailed appraisal of the area. Appraisals will be different depending on the conservation area, local needs and resources available. In consultation with all relevant stakeholders, conservation area appraisals and management plans are being prepared.
- 9.50** The City Council has an ongoing programme of preparing and updating appraisals and boundary assessments for all of the Conservation Areas in the District. Since 2007 appraisals have been prepared for conservation areas in all of the major settlements (Canterbury City, Herne Bay and Whitstable) and some of the smaller rural settlements under development pressure. The City Council considers that the special interest justifying designation of a conservation area should be defined, analysed and reviewed in a written appraisal. The appraisals examine the key elements that contribute to the special architectural, landscape and historic character of each of the conservation areas. They should provide a firm basis upon which development proposals in conservation areas can be assessed.
- 9.51** The variety of building styles dating from different historical periods can add to character and interest within a conservation area. New buildings do not always have to copy their older neighbours to be successful. Innovative design of a new building may be appropriate provided it is of high quality and is sensitive to the context of the site. The site layout and design details are often key and for this reason planning applications for new developments in conservation areas will normally need to be a full rather than an outline application. Development proposals should have regard to the historic patterns of buildings, streets and spaces (the 'grain' of the area). Local distinctiveness can be emphasised by retaining or reinstating the historic street pattern, traditional building lines, boundary walls, open spaces (including private gardens and yards), alleyways, footpaths, kerb lines and carriage entrances. It is also important to take into account the impact of proposals outside conservation areas where these might affect the setting of and important views into and out of such areas.
- 9.52** Conservation involves people managing change to a heritage asset in ways that sustain, reveal or reinforce its significance. Keeping a significant place in use is likely to require continual adaptation and change. If these changes and interventions respect the values of that place then they will benefit the historic environment. Historic England (Conservation Principles: Policies and Guidance, April 2008) identifies seven points to consider when making decisions about managing change to significant places or assets:
1. Establish whether there is sufficient information to understand the impact of potential change.
  2. Consider the effects on authenticity and integrity.
  3. Take account of sustainability.
  4. Consider the potential reversibility of changes.
  5. Compare options.
  6. Apply mitigation.
  7. Monitor and evaluate outcomes.

This seven point checklist should be the basis for assessing all applications for change to heritage assets.

## Policy HE6 Conservation Areas

Development within a conservation area should preserve or enhance its special architectural or historic character or appearance.

Development, in or adjoining a conservation area, which would enhance its character, appearance, or setting will normally be permitted. Important features or characteristics, which contribute to its special character and setting, that need to be protected, include; plan form, buildings, architectural features, built form, archaeological sites, materials, trees, streets and spaces and the relationships between these features.

New development in a conservation area should aim to preserve and enhance the character and local distinctiveness of the historic environment and respect its surroundings in terms of height, massing, volume, scale, form, materials, details, roofscape, plot width and the design of any new pedestrian, cycle or vehicular access.

Development within, affecting the setting of, or views into and out of, a conservation area, as shown on the Proposals Map and all Insets, should preserve or enhance all features that contribute positively to the area's character, appearance or setting. Particular consideration will be given to the following:

- a. The retention of buildings, groups of buildings, existing street patterns, historic building lines and ground surfaces;
- b. Retention of architectural details that contribute to the character or appearance of the area;
- c. The impact of the proposal on the townscape, roofscape, skyline, landscape and the relative scale and importance of buildings in the area;
- d. The need to protect trees and landscape;
- e. The removal of unsightly and negative features; and
- f. The need for the development.

- 9.53** Highway improvements and maintenance should be carried out in a manner that is sensitive to their surroundings in order to minimise adverse environmental impacts on conservation areas. Old signposts, mile stones, street name boards and other items of street furniture as well as being of historic interest contribute to the character of a conservation area and could be considered heritage assets in their own right. The City Council will encourage the reduction of unnecessary street signage (or clutter) and the reinstatement of traditional signage where appropriate. Government advice is clear that *"the excessive or insensitive use of traffic signs and other street furniture has a negative impact on the success of the street as a place"* and that *"street signs are periodically audited with a view to identifying and removing unnecessary signs"* (Manual for Streets, Department for Transport, 2007).
- 9.54** The Highways Authority has been requested to ensure that highway maintenance and repair respects the historic materials in conservation areas. For example, a traditional stone paving or granite kerb treatment should not be replaced by cheaper materials, such as tarmac and concrete. Historic highway structures, such as bridges, retaining walls and railings, may also be of significant historic interest. Where the structure is

listed or located within a conservation area it is protected from demolition and any repairs or alterations would need to be acceptable in both engineering and conservation terms.

### Policy HE7 Highways and Streetscene Works Affecting Heritage Assets

**In carrying out highway works or traffic schemes, the City Council will seek to encourage protection of the character and setting of historic buildings, ancient monuments and conservation areas, without prejudicing road safety. Highway and parking standards will be applied flexibly in conservation areas and the City Council will encourage reductions in highway signage and preservation and enhancement of footpath and kerb materials.**

**Traditional paving materials, street furniture and landscape features which contribute to the character and appearance of a conservation area will be retained and, where necessary, reinstated.**

- 9.55** Heritage assets which contribute to the character and appearance of conservation areas should be retained. When Planning Permission for demolition of a heritage asset is applied for applicants should demonstrate that:
- the demolition is necessary in order to deliver substantial public benefits; or
  - the nature of the heritage asset affected prevents all reasonable uses for the site; and
  - no viable use for the asset can be found in the medium term that will enable conservation; and
  - conservation through grant funding is not possible; and
  - the harm or loss of the heritage asset is outweighed by the benefits of bringing the site back into use.
- 9.56** Applicants will be asked to provide evidence that other potential owners of the heritage asset have been sought via appropriate marketing and that reasonable efforts have been made to seek grants for the asset's conservation.
- 9.57** In order to avoid any unsightly gaps or vacant sites, the Council will impose conditions on a planning permission that no demolition shall take place until planning permission has been granted and contracts let for the replacement development.

## Policy HE8 Heritage Assets in Conservation Areas

**The City Council has a presumption in favour of the conservation of heritage assets. The more significant the asset, the greater the presumption in favour of conservation and the greater the justification required for its alteration. Proposals involving substantial harm to designated heritage assets within a conservation area will normally be refused unless it can be shown that the harm or loss is necessary to achieve substantial public benefits that outweigh that harm or loss, or all the other criteria in Policy HE1 apply. If the proposal will lead to less than substantial harm to the significance of a heritage asset, or the building, or the element affected does not contribute to the significance of the area, the harm will be weighed against the public benefits of the proposal.**

### Article 4 Directions

- 9.58** Minor changes to residential buildings, such as window alterations, re-roofing and the erection of walls and fences, are normally permitted development under planning legislation and as such do not require planning permission. However, in conservation areas, minor alterations and additions of this sort can lead to gradual erosion of the character or appearance of an area. The City Council has powers to control such works on dwelling houses by making directions under Articles 4(1) and 4(2) of the Town and Country Planning (General Permitted Development) Order, 2015. In the conservation areas of Canterbury City, Herne Bay, and Whitstable Town, and for locally listed buildings within 42 rural conservation areas, Article 4 Directions are in place. These controls are a mechanism for tightening planning controls over changes to the frontages of houses. This includes: the erection or alteration of a chimney; enlargement, improvement or other alteration of a dwelling house; construction of an external porch; painting of a house; and erection of a satellite dish. The direction also removes permitted development rights to demolish a gate, fence or wall fronting a highway.
- 9.59** The result is that, for example, changing the windows and doors to the front elevation of a house in these conservation areas requires planning permission. Original doors and windows significantly contribute to the character and appearance of a conservation area. The City Council has adopted the following criteria for assessing applications for window alterations where an Article 4 Direction is in place:
1. Use of purpose made or high quality factory made timber sash windows. Planning permission not required if windows are an exact copy or replica.
  2. Use of factory made timber sash windows or uPVC vertical sliding sash windows as replacements for Victorian/Edwardian one over one or two over two sash windows (i.e. windows with one or two panes, not Georgian styles which are divided into six or eight small panes). Approve subject to choice of manufacturer and detailing, ensure that vertically sliding sashes are proposed.
  3. Use of uPVC replacement windows in suburban houses (post 1920). Approve subject to choice of window style. In many cases the uPVC replacements can match the appearance of original joinery.
  4. Applications to replace inappropriate modern windows in pre 1920 houses (i.e. houses originally built with timber sashes). Approve subject to choice of style of

replacement unit. The replacement should match the appearance of traditional sashes as far as possible.

5. Applications to replace traditional vertical sliding timber sash windows with standard uPVC units (i.e. side hung, top hung, bottom hung, horizontal pivot, vertical pivot or louvre). Will be refused.

**9.60** In the case of replacing small paned traditional sash or casement windows (glazed with six or eight panes per sash) it is impossible to replicate the glazing bars in PVC. The only solution therefore may be to replace the window in timber and install secondary double-glazing. The use of glazing bars fitted between the double-glazing is generally not acceptable on windows to front elevations. The use of stuck on glazing bars may be acceptable in certain locations.

**9.61** If windows are replaced without planning permission the house owner and the installer could be subject to an enforcement notice requiring them to remove the new windows. The rules regarding flats and apartment blocks are different and planning permission will be required for materially changing windows. This is to avoid a block of flats having a random mix of window styles.

### **Advertisements and shopfronts**

**9.62** Advertisements can greatly influence the appearance of an area. The purpose of controlling advertisements in conservation areas is to help everyone involved in outdoor advertising to contribute in a positive way to the appearance of an attractive and cared for environment. The most stringent controls are needed in conservation areas, which are often the original town and village centres. Advertisements can also detract from the appearance of listed buildings and a proliferation of poorly designed and incongruous signs is detrimental to historic areas.

**9.63** Advertisements and shop signs can complement the character of an area if designed properly. It is entirely possible for on-premise signage to reflect the character or architecture of its surroundings without sacrificing any of its other primary communication functions. Well-designed signs can be employed to create a sense of place and improve the attractiveness of an area to customers and tourists. Shop and trade signs should be integrated into the design of the shop front or building as a whole and sympathetic in form, scale and materials. In conservation areas the Council will seek to ensure that advertisements are kept to the minimum necessary to identify the building and its function. Advertisement consent will not be permitted for internally illuminated box fascia signs; or obtrusive fixed 'Dutch' blinds or window/door canopies.

**9.64** Window stickers, pavements signs and illuminated signs hung inside the window can be equally harmful to amenity and will be discouraged where possible. In the case of listed buildings, permission will not be given where the Council considers there would be harm caused by advertisements, lighting, colour schemes and blinds or canopies. Further advice is provided in the 'Shopfront Design' Supplementary Planning Document, 2003.

### Policy HE9 Advertisements Affecting Heritage Assets

In conservation areas and on, or affecting, listed buildings, advertisements will be kept to a minimum in order to maintain the character and appearance of conservation areas and to avoid harm to the fabric, character or setting of listed buildings. Their size, design, materials and colouring should not detract from the character and appearance of the area.

Where a building is listed, locally listed or has a special character, the City Council will grant advertisement consent or listed building consent for painted timber fascia advertisements and traditional hanging signs.

Internally illuminated box signs and plastic blinds are inappropriate in an historic context. Where illumination of a sign in a conservation area is acceptable it should be achieved by halo or other illumination to individual letters.

Projecting signs of traditional design will be acceptable provided they are:

- a. Carefully positioned in relation to the elevation of the building;
- b. Hung from traditional brackets;
- c. There is only one sign attached to the building; and
- d. Any illumination is external and/or unobtrusive.

Advertisements alongside roads will not be permitted where they would prejudice road safety.

## Shopfronts

- 9.65** The appearance of shopfronts can have a major impact on the character of a conservation area. Inappropriately designed shopfronts can seriously damage the special architectural or historic interest of a listed building, or a loss of local character and distinctiveness. Where older shopfronts still remain, or where shopfronts are distinctive and contribute towards the character of the building and the street scene, there is a presumption against their replacement. Both customers and retailers benefit if the environment of the street scene is enhanced by well-designed and maintained shopfronts. As well as the alteration or replacement of shopfronts, other ill-considered alterations might include the addition of canopies, security shutters and cash point machines.
- 9.66** Security features associated with shopfronts should generally be internal in order to avoid harming the appearance of the building. Solid external roller shutters in conservation areas are generally not considered to be acceptable as they are unsightly, generate feelings of insecurity in people walking by, hide internal intruders and encourage graffiti. The SPD on *Shopfront Design* provides more detail on the Council's approach.

### Policy HE10 Shopfronts

**Shopfronts which are of architectural and historic interest should be retained.**

**The City Council will expect a high standard of design in new and altered shopfronts, blinds and security measures. Where new shopfronts are proposed they should:**

- a. **Create a fascia and shop window which is in character with the building itself, the upper floors and the surrounding street scene;**
- b. **Be correctly proportioned and be designed in an architectural style appropriate for the building and its context;**
- c. **Not result in a needless loss of architectural features; or**
- d. **Not introduce 'house styles' and materials which are out of character with the building and its surroundings.**

**Where a shopfront with historic significance and value survives there will be a presumption in favour of its retention. If a new shopfront will form part of a group of original historic shopfronts its design should complement their character and quality.**

## Trees and Hedgerows in Conservation Areas

- 9.67** It is important to ensure that new planting is designed to be in character with the conservation area and pays regard to the setting of buildings. Care should be taken in the choice and location of species to complement the character of the conservation area and to safeguard important views and building settings. Felling and ill-considered pruning of trees can ruin the appearance of an area and spoil the setting of buildings.
- 9.68** Conservation area designation affords some protection to existing trees and hedgerows, Tree Preservation Orders can also be used. In conservation areas local authorities

have been given powers to control works to trees. With limited exceptions, all trees standing within a conservation area are legally protected and the local planning authority must be given six weeks written notice of any proposed works.

- 9.69** It is an offense to cut down, lop, top, uproot or willfully damage or destroy any tree in the conservation area without the consent of the local planning authority. The exemptions to this are:
- If the tree is dead, dying or dangerous – for the felling or carrying out on trees so far as it is necessary to remove the dead, dying or dangerous part. However, five days notice should still be given except in an emergency.
  - Small trees – i.e. a tree with a diameter of less than 75mm at 1.5 m above ground level.
- 9.70** Where a tree is felled under the dead, dying or dangerous exemption, the legislation places a duty on the landowner to plant a replacement.
- 9.71** Owners wishing to carry out works to a tree are required to complete a form (Notification of Tree Works within a conservation area, known as a Section 211 Notice). The planning authority may respond in one of three ways:
1. decide that retention of the tree is justified in the interests of amenity and make a Tree Preservation Order (TPO);
  2. write to the applicant informing them that the works may proceed;
  3. allow six weeks to expire without making a TPO, after which time the works may proceed, (but works should be completed within two years).
- 9.72** The planning authority is unable to impose conditions or to refuse the works detailed in a Section 211 Notice, other than by making a TPO.
- 9.73** The intention of the legislation is to stop pre-emptive felling and to give the local authority sufficient time to negotiate agreed action, or, if this fails, to make a Tree Preservation Order. When designating a conservation area it is not necessary to provide a detailed survey of location and species of the trees. However, the more detailed survey information that can be provided the more effective future monitoring, enforcement and prosecution action is likely to be.

## Archaeology

- 9.74** Canterbury District possesses an extremely rich and varied archaeological heritage, comprising of an internationally important legacy of buried deposits, artefacts, and structures, as well as standing structures and buildings. The archaeological resource is a valuable, but fragile, part of the District's heritage and once destroyed, cannot be replaced. The asset includes not just the physical artefacts but also the historic landscape as a whole. Preserving this resource is an important part of the Council's commitment to the historic environment. The archaeological asset comprises all material remains relating to the history of man's presence in the District and includes:



- a. Scheduled Monuments, defined as sites of national importance that are protected under the Ancient Monuments and Archaeological Areas Act 1979.
- b. Archaeological remains defined as of national importance, which although meriting designation, are not scheduled;
- c. Other archaeological remains defined as of regional (county) or district importance;
- d. Archaeological and historic landscapes consisting of one or more sites in association.

- 9.75** There are currently 53 Scheduled Monuments in Canterbury District. Scheduled Monument Consent is required to carry out any works that may affect them (including repairs) and works, which would adversely affect their character and setting, are not permitted. Such operations may include the flooding, tipping on, or disturbance of the ground. It is an offence to carry out such operations without first giving notice, although there are some exemptions. Development that would adversely affect the site or setting of a scheduled monument or of an archaeological site that is of national importance, will not be permitted.
- 9.76** Advice on whether there is likely to be an archaeological site affected by a development proposal can be obtained by contacting the City Council. The Kent Historic Environment Record (HER) held by the Kent County Council is a computerised database, which contains district wide information about the archaeological asset. Within Canterbury City Council the Urban Archaeological Database (UAD) is a record of excavations and finds. It includes general information about the objects or locations, the situation in which they were found, who they were discovered by and when, as well as detailed notes about the probable use or purpose. The UAD is linked to a GIS system and can display many different layers of information on a map base. The aims of the UAD, are to aid planning decisions and to provide an educational and research tool. The UAD is also used to assess the archaeological potential and importance of proposed development sites within the City.
- 9.77** Developers will be required to submit an archaeological desk-based assessment and/or field evaluation report with applications for planning permission where known or potential archaeological remains are likely to be affected by the proposed development. These help to define the character, extent, depth and quality of such remains and thus indicate the weight which ought to be attached to their preservation. The City Council will require developers to incorporate the results of these studies into their proposals, so that important remains are preserved *in situ* (i.e. in their original position) through, for example, the careful siting of buildings and sensitive design of foundations. This approach will also apply to currently undiscovered sites and areas of interest which will emerge after the publication and adoption of this plan.
- 9.78** If a developer is not prepared to provide evaluation information then the Council may direct the applicant to provide such information under Regulation 4 of the Town and Country Planning (Applications) Regulations 1988.
- 9.79** The emphasis should be on preserving archaeological sites in situ. If this is not appropriate or possible, then an archaeological investigation for the purposes of preservation by record will be required before the site is developed. This is likely to involve a full archaeological excavation and recording of the site, conservation of any finds and publication of the results.
- 9.80** Where the disturbance or destruction of some archaeological remains, normally those of lesser importance, is considered acceptable or unavoidable, appropriate recording

works will be ensured through agreements and through attaching conditions to planning permissions and listed building consents. As well as site work, this will include the compilation of an indexed archive record and the submission of a report that may, where the quality of the remains merit it, involve the full popular and academic publication of the results and public display and interpretation.

- 9.81** Provision should be made for the long-term storage of the site archive and finds for future generations. Displays, both temporary and permanent, can help people to appreciate the value of archaeology and can provide a sense of history and stewardship for new and existing communities.

### Policy HE11 Archaeology

**The archaeological and historic integrity of designated heritage assets such as Scheduled Monuments and other important archaeological sites, together with their settings, will be protected and, where possible, enhanced. Development which would adversely affect them will not be permitted.**

**Planning applications, on sites where there is or is the potential for an archaeological heritage asset, must include an appropriate desk based assessment of the asset.**

**In addition where important or potentially significant archaeological heritage assets may exist, developers will be required to arrange for field evaluations to be carried out in advance of the determination of planning applications. The evaluation should define:**

- a. **The character, importance and condition of any archaeological deposits or structures within the application site;**
- b. **The likely impact of the proposed development on these features (including the limits to the depth to which groundworks can go on the site); and**
- c. **The means of mitigating the effect of the proposed development including: a statement setting out the impact of the development.**

**Where the case for development affecting a heritage asset of archaeological interest is accepted, the archaeological remains should be preserved in situ.**

**Where preservation *in situ* is not possible or justified, appropriate provision for preservation by record may be an acceptable alternative. In such cases archaeological recording works must be undertaken in accordance with a specification prepared by the Council's Archaeological Officer or a competent archaeological organisation that has been agreed by the Council in advance.**

- 9.82** Many historic assets with archaeological interest do not have any form of statutory protection and are not currently designated but have an equivalent significance to that of a Scheduled Ancient Monument. The absence of a designation for such assets does not indicate a lower significance and they should be considered subject to policy HE11 above. These undesignated assets can be under threat from the various pressures of development, agriculture, forestry and tourism.

### Area of Archaeological Importance/Archaeological potential

- 9.83** Canterbury's historic core has been designated as an Area of Archaeological Importance (AAI) under the Ancient Monuments and Archaeological Areas Act 1979 and is only one of five such areas in England and Wales. The AAI comprises the walled area of the City and a section of its immediate suburbs, an area known to have been intensively settled in Roman and Medieval times. It is a criminal offence to undertake construction work inside the boundaries of an AAI without notifying the Secretary of State's designated authority of your intentions. Within this area there is a legal requirement to give the City Council six weeks prior notice in writing of any ground works, tipping or flooding works and to allow access for archaeological work, whether or not these are the subject of a planning application. Under the terms of the Act, the appointed Investigating Authority (Canterbury Archaeological Trust) has the statutory right to enter, survey and excavate sites for a period of up to four months and two weeks after the expiry of the six week notice period.
- 9.84** The City Council is updating its understanding of the archaeological asset to provide a detailed assessment as to the extent to which the AAI is fragmented and the implications for development of relatively undisturbed sites. Although the AAI highlights an area of particularly intensive remains, recent developments within the City may mean that the relative importance of the remaining undisturbed sites within the City has increased. Maintaining the interest of the City's archaeological resource relies on prevention of excessive fragmentation of the remaining asset and this will be taken into account when applying Policy HE12 in the Canterbury AAI.
- 9.85** In Canterbury City, 23 archaeological sites and structures of national importance are scheduled as monuments. Other structures are listed and are subject to listed building controls. There are many other important remains within the AAI that are not currently scheduled and indeed outside the AAI there are other known remains and areas of archaeological and historic interest. There will also be many further important remains which are presently undiscovered, some of which will lie outside the known sites and areas of interest. Development proposals that affect locally important archaeological remains should take account of the relative importance of those remains. If the preservation in situ of the archaeological remains cannot be justified, arrangements should be sought to record those parts of the site that would be destroyed or altered.

### Policy HE12 Area of Archaeological Interest

**Within the Canterbury Area of Archaeological Importance and areas of recognised archaeological potential elsewhere in the District the City Council will determine planning applications involving work below ground level once the applicant has provided information in the form of an evaluation of the archaeological importance of the site, and, an assessment of the archaeological implications of the proposed development.**

### Historic landscapes, parks and gardens

- 9.86** Historic parks and gardens contribute to the setting of historic listed buildings and are valued, as 'works of art' being often by a well known designer, for their horticultural interest or for an association with a notable person or event, and as a focus for community identity and sense of place. Historic England maintains a Register of Parks and Gardens of Special Historic Interest in England. There are two registered historic

parks in the Canterbury District (both grade II): Broome Park in Barham, and Dane John Gardens in Canterbury. The main purpose of the Register of Historic Parks and Gardens is to help safeguard the features and qualities which make the park or garden of special interest. The register does this by helping owners and planners anticipate the effect of any change that is being considered on those features of special interest. Important parks and gardens are vulnerable to gradual small-scale change, planting schemes or paths through the landscape are part of what makes the gardens historically important.

- 9.87** In 1992 the Kent Gardens Trust, in conjunction with KCC produced the Kent Gardens Compendium, a list of many of the parks and gardens in Kent that are of horticultural and/or historic importance. The compendium provides detailed information about important historic gardens in the District that can be used to assess the impact of any proposed development on them and to keep a record of gardens of all types, which may be of interest to scholars and horticulturists. The Compendium was revised in 1996. A list of the 32 parks and gardens included in the 1996 Compendium is given in Appendix 6.
- 9.88** Development will not be permitted where it would adversely affect the character, appearance, artistic integrity or setting of the 34 (two on the national register and 32 on the local compendium) historic parks and gardens.
- 9.89** As well as its scenic character and quality, the landscape of the District has outstanding historic and archaeological dimensions. This historic environment includes rural and coastal landscapes and the physical evidence of past human activity they contain. Such landscapes may be fragile and require protection, but have an enormous potential to contribute to a sense of place and identity and contribute to the quality of daily life, through understanding and appropriate management and access. The historic landscape may include numerous features, including parks and gardens, field boundaries, ancient woodlands, hedgerows, trees and archaeological features. The draft Canterbury District Landscape Character and Biodiversity Assessment considers the cultural integrity (influence of man) of our historic landscapes in its critique of landscape character and its generation of landscape guidelines for the Canterbury District. The Kent Historic Landscape Characterisation Survey (2001) is also an important resource for helping to understand the landscape of Kent and its development through time. These should be supplemented by the AONB Management Plans for that area of the Area of Outstanding Natural Beauty within the Canterbury District. Natural England maintains an Ancient Woodland Inventory. Ancient woodland is land that has been continuously wooded since at least 1600, and, which are particularly important features of the historic landscape.

### Policy HE13 Historic Landscapes, Parks and Gardens

The historic landscape, including ancient woodlands, hedgerows and field boundaries, parks and gardens of historic or landscape interest and archaeological features (such as standing remains and earthwork monuments) will be preserved and enhanced.

Within historic landscapes:

- a. Development which would not adversely affect their historic character and appearance will normally be permitted subject to compliance with other Local Plan policies;
- b. The conservation of landscape and architectural elements will be encouraged;
- c. The maintenance, restoration and reconstruction of the layout and features of historic parks and gardens will be encouraged where this is appropriate and based on historical research; and
- d. Development that does not detract from landscape and village settings will normally be supported, subject to compliance with other Local Plan policies.



## Chapter 10: Landscape and Biodiversity

- 10.1** One of the City Council's objectives is to protect and enhance the countryside, acknowledging its own intrinsic value, the diversity of its landscapes, heritage and wildlife and recognising that a high quality rural environment contributes to the economic, social and cultural well-being of the District.
- 10.2** The countryside in the Canterbury District is a distinctive and variable feature of the area and its tranquillity contributes to the health and wellbeing of residents and visitors alike. The south of the District is part of the Kent Downs Area of Outstanding Natural Beauty (AONB), and to the north of the City the landscape is dominated by the extensive Blean Complex, an ancient woodland. Further north and east the landscape is characterised by grazing marsh, wetland and saltmarsh and coastal environments. As a result of significant landscape quality, large areas of the District have been designated for their landscape value and the diversity of these landscapes gives rise to a wide range of wildlife habitats.
- 10.3** The protection of wildlife sites and biodiversity is based on a network of internationally, nationally and locally designated sites, and on measures to protect and enhance biodiversity within the wider countryside, as well as, maintaining and enhancing urban habitat networks. In addition to these protected sites, the District is home to several species that are protected by law, including bats, barn owls, dormice and great crested newts. The City Council's commitment to retention and enhancement of the district's biodiversity resource, while allowing sensitive public access, is a key element in ensuring a sustainable approach to planning in the District.
- 10.4** Conservation of geodiversity (the variety of rocks, minerals, fossils, soils, landforms and natural processes) is also an important issue for the Council. Rocks, fossils and minerals have been formed over millions of years and represent unique past environments and events. The information provided by geodiversity helps us to understand how our planet has changed over time and how life evolved. Importantly, geodiversity underpins our landscape.

## Landscape Policy and Designations

- 10.5** The City Council will ensure that landscape improvements are secured for the long-term through the development process. The City Council will use a number of resources including the following documents and work areas to judge proposals affecting the landscape:
- a. European Landscape Convention – compliance with ‘local distinctiveness’ and a need to consult widely with local people to ascertain views;
  - b. Natural England – North Kent Plain National Character Area profile (2012) and the North Downs National Character Area profile (2013);
  - c. Kent Downs AONB Management Plan (2014 - 2019);
  - d. Kent Downs Landscape Design Handbook (2005);
  - e. The Landscape Assessment of Kent (2004);
  - f. The draft Canterbury District Landscape Character and Biodiversity Assessment (updated 2012);
  - g. Isle of Grain to South Foreland Shoreline Management Plan (2010);
  - h. Canterbury Area of High Landscape Value

## Kent Downs Area of Outstanding Natural Beauty

- 10.6** The Kent Downs Area of Outstanding Natural Beauty is a statutory national designation and includes much of the south of the District. Designation confers the means to protect the most important landscapes of England and Wales for the benefit of future generations. The primary purpose of this designation is the conservation and enhancement of natural beauty, which relates not only to the area's landscape value but also its fauna, flora and geology. Tranquillity is also an important reason why people enjoy visiting the AONB and the City Council will protect this through policies in the plan.
- 10.7** The Countryside and Rights of Way Act 2000 Section 89(2b) requires that local authorities “shall have regard to the purpose of conserving and enhancing the natural beauty of the AONB and prepare and publish a plan which formulates the policies of the local authority for the management of the AONB and carrying out their functions in relation to it”. The management of the AONB is guided by a Joint Advisory Committee which includes representatives from Kent County Council, all the District Councils within the AONB and landowning, conservation and amenity interests. The City Council participates actively in the Joint Advisory Committee.



- 10.8** The NPPF strongly supports the high priority given by the City Council to ensuring this important landscape is properly safeguarded in application of planning policy and makes the following statement: *“Great weight should be given to conserving landscape and scenic beauty in..... Areas of Outstanding Natural Beauty, which have the highest status of protection in relation to landscape and scenic beauty”.*
- 10.9** In pursuing the primary purpose of designation, account must also be taken of the economic and social needs of local communities, acknowledging the importance of maintaining an active and economically sustainable working countryside. The Local Plan seeks to address the needs of local communities whilst preserving the special qualities, features and character of the AONB in accordance with the NPPF.
- 10.10** As required by the Countryside and Rights of Way Act (2000), a Management Plan has been prepared for the Kent Downs AONB which sets in place clear **aims , policies** and **actions** for the conservation management and enhancement of the AONB for a five year period and sets a longer term **vision**. The Kent Downs AONB Management Plan is a statutory document which complements the approach of the Local Plan and will provide valuable support in implementing, reviewing and developing policy.
- 10.11** In addition to the Management Plan, the Kent Downs Landscape Design Handbook, which provides guidance on good design and management of the Kent Downs, is adopted by the City Council as material consideration for development control purposes. To enhance and protect the landscape and rural economy within the Kent Downs AONB, the City Council will welcome proposals which meet the aspirations of the Management Plan and Landscape Design Handbook, and other guidance produced by the AONB unit on behalf of the City Council and other local authorities in Kent.

### Policy LB1 Kent Downs Area of Outstanding Natural Beauty

**High priority will be given to conservation and enhancement of natural beauty in the Kent Downs Area of Outstanding Natural Beauty (AONB) and planning decisions should have regard to its setting. Major developments and proposals which conflict with the objective to conserve and enhance the AONB, or that endanger tranquillity, will not be permitted except in exceptional circumstances where it is demonstrated to be in the public interest, the need is shown and any detrimental effect is moderated or mitigated.**

**In considering proposals for development within the AONB, the emphasis should be on proposals that are sustainably and appropriately located and designed to enhance the character of the AONB. The City Council will grant proposals which support the economy and social well being of the AONB and its communities, including affordable housing schemes, provided that they do not conflict with the aim of conserving and enhancing natural beauty by addressing location, scale, form, high quality design, materials and mitigation and have regard to the advice set out in the Kent Downs AONB Management Plan, and its supporting guidance.**

**Proposals will be encouraged where they facilitate the delivery of the statutory Kent Downs AONB Management Plan and are desirable for the understanding and enjoyment of the area.**

## Areas of High Landscape Value

**10.12** Canterbury City Council has retained a number of landscape designations, because of their ‘greater than local’ importance and where the Council is certain that their special importance requires particular policy recognition. Of particular note is the Canterbury Area of High Landscape Value (AHLV), described in more detail in the heritage section of this Local Plan. Three other AHLVs are defined on the proposals map. The North Downs AHLV, the Blean Woods AHLV and the North Kent Marshes AHLV were all designated as Special Landscape Areas in the Kent and Medway Structure Plan. Both the Canterbury AHLV and the Wantsum Channel AHLV were originally designated in the Canterbury District Local Plan (2006).

- a. The North Downs AHLV is a landscape designation associated with the Kent Downs AONB. The designation includes land outside the AONB. These areas, associated with the AONB boundary, are deemed to have an important quality that is contiguous with the AONB designation, identified as part of detailed assessment of the existing AONB boundary. These areas will be proposed by the City Council as extensions to the AONB when the boundary is reviewed by Natural England in due course.
- b. The Blean Woods AHLV identifies landscapes important to the character and setting of the Blean Wood Complex. It is an important objective of the Council and other agencies to preserve and enhance this landscape, with long term objectives to meet habitat network potential for woodland and heathland, particularly where it improves habitat connectivity of the Blean woodlands.
- c. The North Kent Marshes AHLV identifies an open and ecologically important landscape defined by open flat grazing land, with broad skies, few landscape features and a strong sense of remoteness, wildness and exposure. It forms part of an extensive complex of coastal marshes that flank the Swale Estuary along its northern and southern shores.
- d. The Wantsum Channel AHLV has been designated because of the strategic importance of this landscape in East Kent. The Wantsum Channel once separated the Isle of Thanet from the rest of Kent. The marshes form a dramatic open landscape of ditches and fields, reclaimed from the sea. The settlement pattern reflects the ancient coastline with most villages located on the old shoreline.
- e. Canterbury AHLV (the Valley of the River Stour around Canterbury) has been identified to protect the historic and landscape setting of the City and the World Heritage Site. Policy HE3 and associated text also sets out requirements for protecting the setting of the City.

- 10.13** The Canterbury District Landscape and Biodiversity Appraisal and the Kent Landscape Assessment gives detailed analysis of, and guidelines for, each of the varied character areas associated with these landscapes. The Council's objective is to preserve and enhance these distinctive landscapes for their individual recognised archaeological, historical, ecological and landscape character and designations. AHLVs are of special importance because of landscape, archaeological and nature conservation interest, their local amenity value and their importance to the setting of historic, ecological or wider landscape features.

### Policy LB2 Areas of High Landscape Value

The following Areas of High Landscape Value are defined on the Proposals Map and Inset Maps:

- a. **The North Kent Marshes;**
- b. **The North Downs;**
- c. **Blean Woods;**
- d. **Wantsum Channel;**
- e. **Canterbury (the valley of the River Stour around Canterbury).**

Within these areas, development will be considered in relation to the extent to which its location, scale, design and materials would impact on or protect the local landscape character and enhance the future appearance of the designated landscape and its heritage and nature conservation interest. Development proposals that support the landscape character (including settlement character), and have no significant impact upon historic setting, archaeological or nature conservation interests, where relevant, will be permitted.

Within the Canterbury AHLV, development proposals should have particular regard to the historic setting of the City and the World Heritage Site.

## The Undeveloped Coast

- 10.14** Canterbury District contains attractive areas of undeveloped coast at Seasalter, Swalecliffe, Bishopstone and Reculver. The scenic importance of much of this coastline and the adjoining countryside is of countywide significance and parts have great scientific interest and recreational value. As the coastal hinterland merges into broad areas of countryside, no attempt has been made to define an inland boundary. Development proposals at and adjoining the undeveloped coast will be assessed for their impact on the coast and its unspoilt scenic quality; and refused if considered to be detrimental to the character of the area. The City Council will encourage public access and recreation where this is not detrimental to sites of international wildlife importance. LB5 seeks to protect internationally important habitats (including coastal SPAs dealt with in Policy SP6) from development that would have an adverse impact on their integrity.

### Policy LB3 Undeveloped Coast

**Development that does not detract from the unspoilt scenic quality or scientific value of the undeveloped coast as shown on the Proposals Map will be permitted.**

## Tranquillity

- 10.15** Tranquillity is recognised as a powerful contributor to the sense of well-being of many people and is normally associated with natural areas, and with the absence of man-made disturbance. Seeking an escape from noise and stress in urban areas is one of the main reasons for visits to the countryside.
- 10.16** The visual impact of built development or uses and any associated noise and light pollution can have a significant impact on the enjoyment of the tranquillity of our countryside, as well as its character. Policy LB4 includes tranquillity as one of the aspects of the landscapes in the District that should be protected and enhanced.

## The Canterbury District Landscape and Biodiversity Appraisal

- 10.17** The landscape character of the District is an important asset. The particular qualities of the landscape play a major role in defining a sense of place and provide the fabric of and home to, our natural resources and biodiversity. Local residents and visitors value the beautiful and peaceful environment and countryside within the District and the difference which this makes to quality of life.
- 10.18** The Canterbury District Landscape and Biodiversity Appraisal identifies and describes distinctive landscape character types throughout the District, excluding the AONB. This information will be used to ensure that development proposals reflect the distinctive character, qualities and sensitivities of the area, maintain local identity and protect and enhance the contribution that they make to wider ecological networks. The Landscape Character and Biodiversity Appraisal will be adopted as Supplementary Planning Guidance and will be used as a material consideration when determining applications for development within the rural areas.
- 10.19** The planning system needs to accommodate change, whilst retaining and where possible, strengthening the pattern and diversity of the landscape. In essence the landscape character appraisal process can be used to identify and prevent the destruction of inherent landscape character or take advantage of opportunities to strengthen the character and thus enhance local distinctiveness. Context and local distinctiveness must be considered in all proposals for new development and the Council will seek to ensure that landscape character is reinforced, restored, conserved or improved as appropriate.
- 10.20** Distinguishing features and patterns in the landscape are key to the character and distinctiveness of a landscape and might include settlement patterns and roads, the pattern, height and composition of hedgerows (and other field boundaries), woodland and trees and the types and distribution of wildlife habitats.
- 10.21** The City Council will also seek to ensure that any landscape changes avoid damage to existing ecological networks and ensure that potential opportunities for green corridors and links to form habitat networks between sites are realised. Policy LB8 and supporting text set out expectations in more detail.

### Policy LB4 Landscape Character Areas

Proposals for development, and associated land use change or land management, should demonstrate that they are informed by, and are sympathetic to, the landscape character of the locality. In considering development proposals, the City Council will take every opportunity to reinforce, restore, conserve or improve, as appropriate, the landscape character of the area in which development is proposed.

Development will be permitted if the following criteria are satisfied:

- a. Development would be appropriate to the economic and social wellbeing of the area;
- b. The site selection can be adequately justified, with the siting of development minimising the impact;
- c. Development would safeguard or strengthen tranquillity, features and patterns that contribute to the landscape character and local distinctiveness of the area;
- d. The scale, design, materials and landscaping measures are appropriate and would lead to an enhancement of the character of the landscape; and
- e. Development will promote maintenance, enhancement, and restoration of biodiversity as appropriate in accordance with policy LB9.

All development should take into account the sensitivity of the particular landscape to accommodate change. Development, or associated land use change or land management, which does not significantly adversely affect the landscape character of an area, will normally be allowed. The development should have regard to the Canterbury Landscape Character and Biodiversity Appraisal to identify the character areas and features affected.

## Conservation and Enhancement of Biodiversity

**10.22** Biodiversity resources are not restricted to designated sites and it is important to conserve and enhance the diversity and distribution of habitats and species more widely. Sites designated in the District for their international, national and local importance, however, form a critical part of the District's strategy for habitat and species protection and as such, wherever possible, should be protected, buffered and linked to form a network of habitats.

### Internationally designated sites

**10.23** The most important sites for biodiversity and individual wildlife species receive statutory protection under international and national legislation. Ramsar sites, Special Protection Areas (SPA), and Special Areas of Conservation (SAC) are internationally important and are afforded the highest level of protection.

**10.24** There are currently five internationally designated sites within the District:

- Stodmarsh (SAC, SPA, Ramsar)
- Blean Complex (SAC)
- Thanet Coast and Sandwich Bay (SPA and Ramsar)

- The Swale (SPA and Ramsar)
- Tankerton Slopes and Swalecliffe (SAC)

**10.25** Other sites within a 15km radius of Canterbury District include:-

- Dover to Kinsdown Cliffs SAC;
- Folkestone to Etchingill Escarpment SAC;
- Lydden and Temple Ewell Downs SAC;
- Margate and Long Sands SAC;
- Parkgate Down SAC;
- Medway Estuary and Marshes SPA/Ramsar;
- Outer Thames Estuary SPA;
- Thanet Coast SAC;
- Sandwich Bay SAC;
- North East Kent European Marine Site;
- The Swale SPA/Ramsar;
- Swale and Medway European Marine Site;
- Wye and Crundale Downs SAC.

**10.26** Ramsar sites have been designated as wetlands of International Importance as a Waterfowl Habitat under the Ramsar Convention, which requires signatory governments to conserve wetlands generally, and designated sites in particular. Special Protection Areas are designated under Article 4 of the Birds Directive (Directive 2009/147/EC on the Conservation of Wild Birds), which requires member states to take “appropriate steps to avoid pollution or the deterioration of habitats or any disturbance affecting the birds”. Special Areas of Conservation have also been designated under the EU Habitats Directive (Directive 92/43/EEC on the Conservation of Natural Habitats and of Wild Fauna and Flora) because of a possible threat to the special habitats or species which they contain and to provide increased protection to a variety of animals, plants and habitats of importance to biodiversity both on a national and international scale.

**10.27** There are also two European Marine Sites in the Canterbury District:

- North East Kent European Marine Site;
- Swale and Medway European Marine Site.

**10.28** A European Marine Site is not a statutory site designation, but instead is essentially a management unit for the marine parts of SACs and SPAs sites, up to the high water mark. The Conservation of Habitats and Species Regulations (The Habitats Regulations) 2010 (as amended) contain special provision for responsibilities in relation to European Marine Sites, and all statutory bodies with jurisdiction in the marine area are charged with a duty to comply with the Habitats Directive.

**10.29** Marine Conservation Zones (MCZs) are a type of Marine Protected Area. They will protect areas that are important to conserve the diversity of nationally rare or threatened habitats and/or species and those places containing habitats and/or species that are representative of the biodiversity in our seas. The Thanet Coast Marine Conservation Zone was designated in 2013. It partially overlaps with an existing SAC and will build upon this designation, protecting features which are not already protected. A range of organisations will contribute to its management, regulation and facilitation of activities at the coast.

- 10.30** If there is a risk of a significant effect of a plan or a project on one of these internationally designated sites that cannot be mitigated for or avoided, development proposals will require an Appropriate Assessment under the Habitats Regulations 2010 (as amended), to determine whether or not they would have an adverse effect on the integrity of the site either alone or in combination. Under European legislation, the City Council as a competent authority has a duty to exercise its functions to ensure that these sites are maintained in a favourable condition. The Conservation Objectives for each European site provide a helpful reference when assessing what, if any, potential impacts a plan or project may have and what mitigation may be effective.



## Policy LB5 Sites of International Conservation Importance

**Sites of international nature conservation importance must receive the highest levels of protection. No development will be permitted which may have an adverse effect on the integrity of an SAC, SPA or Ramsar site, alone or in combination with other plans or projects, as it would not be in accordance with the Habitat Regulations 2010 (as amended) and the aims and objectives of this Local Plan. Where a plan or project's effects on a SAC, SPA or Ramsar site, alone or in combination, cannot be screened out during Habitat Regulations Assessment as not likely to be significant, an Appropriate Assessment in line with the Habitats Regulations 2010 (as amended) will be required.**

**Any development (plan or project) considered likely to have a significant effect on a SAC, SPA or Ramsar site will need early consultation with Canterbury City Council and any other appropriate Statutory Consultee or authority as to the likely impacts and to identify appropriate mitigation as necessary. Where mitigation measures are agreed by the City Council, the development will be required to fund and/or implement such mitigation measures. Any residual impacts may still require in-combination assessment.**

**In the event that the City Council is unable to conclude that there will be no adverse effect on the integrity of any internationally designated site, the plan, or project will be refused unless the tests of no alternative sites and the imperative reasons of overriding public interest in accordance with Regulation 62 of the Habitats Regulations 2010 (as amended) are proven.**

- 10.31** The City Council is committed to working with Natural England, other local authorities and groups to develop and implement a strategic approach to protecting international and European sites from the effects of development. In particular the City Council is seeking to agree a range of mitigation and access measures, where detrimental impact on sites of international importance is considered likely. The City Council believes that with the proper mitigation measures, the likelihood of a significant impact would be avoided.
- 10.32** The impact of recreational disturbance is considered a key concern for the coastal SPAs and evidence suggests that 'likely significant effects' on the SPA and Ramsar bird interest features cannot be ruled out from housing development. This potential impact is most efficiently mitigated at a strategic level, due to the in-combination nature of the impact and the distances from the development itself that the impacts can occur.

- 10.33** The Swale Special Protection Area / Ramsar - Recent evidence suggests that there has been a decline in bird populations in the internationally significant Special Protection Areas (SPA) (designated at a European level for their importance for birds) and Ramsar (internationally designated important wetland sites) sites that make up the North Kent marshes and includes The Swale SPA. The decline in part is attributed to recreational pressure and it is generally agreed that further development will exacerbate this. Further work is being carried out by the North Kent Environmental Planning Group (NKEPG) in relation to this matter and Canterbury City Council are a member of this group. In the meantime, a precautionary approach to development will be applied. This means that developers will need to provide or contribute to mitigation measures. Wardening and access management / visitor control mechanisms are likely to be key to avoid detrimental impacts on the integrity of the SPAs/Ramsar sites.
- 10.34** It has been identified that development within 6km of access points are most likely to lead to increased pressure on the SPA and large developments beyond 6km may also have an impact. The Council will ensure that proposed strategic avoidance and/or mitigation measures are adopted as appropriate in all planning documents and in the assessment of planning applications. In advance of determining an appropriate level of contribution with neighbouring local authorities, the City Council will deal with developments on a case by case basis, which also takes into consideration the potential for in-combination effects, until the NKEPG Sustainable Access and Recreation Management Plan and its implementation are agreed.
- 10.35** Thanet Coast and Sandwich Bay SPA / Ramsar (Thanet Coast SAC) - Advice from Natural England is that the planned quantum of housing in the Canterbury and Thanet District is likely to result in a significant effect on the bird interest (over-wintering Turnstones) of the Thanet Coast and Sandwich Bay SPA and Ramsar site from increased recreational disturbance associated with new housing. A 'zone of influence' has been identified to establish which future housing sites are likely to contribute to this recreational impact. Access management, awareness raising and education delivered through a wardening scheme have been identified as appropriate mitigation to reduce impacts on Turnstones during their over wintering period (1 October to 31 March) with further monitoring to ensure that these measures are effective. Given the level of housing coming forward these measures are required in-perpetuity, unless further evidence proves otherwise.
- 10.36** Tankerton and Swalecliffe Special Area of Conservation -Tankerton Slopes and Swalecliffe support the majority of the north Kent population of the Fisher's Estuarine Moth, which is approximately 20% of the UK population. The clay slopes support a tall herb community dominated by its food plant hogs fennel, together with areas of neutral grassland also required by the species for egg laying. Site Management Statements have been agreed between Canterbury City Council and Natural England to maintain the sites in favourable condition. This includes scrub clearance works and measures to maintain the population of Hog's Fennel at the sites. Trampling is the main risk from visitors to the site, but the unevenness and steepness of the slopes means that most people use the paths. Populations of the moth will continue to be monitored.

- 10.37** The Blean Complex Special Area of Conservation SAC - The main interest feature of this site is the oak hornbeam forest. Lack of coppice management and deterioration in air quality are considered to be the main vulnerabilities for this important woodland. Proximity of roads to sensitive habitats and any physical barriers between the road and the habitat that filter air pollution are key issues. The probable impact of predicted Annual Average Daily Traffic (AADT) along the Blean Road (A290) (which is within 200m of the SAC) resulting from housing allocations in the Local Plan has been calculated using the approach set out in the Design Manual for Road and Bridges. This result concluded that there was unlikely to be a significant impact on the Blean SAC resulting from air pollution from increased housing, in particular nitrogen deposition. However, it is important that there are no further decreases in air quality to the detriment of sensitive parts of the site. Recreation levels at the Blean SAC will need to be monitored, but it is not currently a particular concern, due to the current access management and educational programme on this site. The City Council will work with the managers (RSPB, KWT) of the site to understand any potential impacts from future developments.
- 10.38** Stodmarsh SPA / Ramsar /SAC - This wetland site contains significant plant, bird and invertebrate interest of International and European importance. Development in the Stour catchment needs to ensure that excessive extraction does not lead to insufficient water in the ditch system. Water quality is also a significant issue and it is essential that waste water discharges into the Stour do not decrease the quality of water in the site. The City Council, in partnership with water companies and the Environment Agency should ensure that development is phased to ensure sufficient water supply is available and that development within the District keeps pace with the provision of necessary sewage treatment infrastructure development. Currently recreational activities are managed through the National Nature Reserve and the current level of people using the site are well managed and there is an educational program in place. Any increases in recreational pressure will need to be monitored to ensure no negative impact. This will be done through the City Council working with Natural England who manages the NNR.
- 10.39** Strategic Access, Management and Monitoring Plan - The City Council has produced Strategic Access, Management and Monitoring Plans for the two European coastal SPAs/Ramsars designated sites in the Canterbury District, that will be applied to development within the identified zones of influence of those Natura 2000 sites to ensure that no likely significant effect will result from recreational disturbance from development proposed under the Plan. This will include tariff setting and essential mitigation to be agreed with Natural England and other appropriate authorities. This is to ensure in-combination effects are considered and development is made responsible for mitigation costs. To permit development in early stages of the plan without making a fair contribution to 'in-combination' impacts would place unfair responsibility on development at later stages of plan period and potentially place viability and deliverability of those developments at risk.

## Nationally Designated Sites

- 10.40** Sites of Special Scientific Interest (SSSI) are nationally designated sites under Section 28 of the Wildlife and Countryside Act 1981, which have important wildlife or geological value. There are currently 15 SSSIs within the Canterbury District covering 2000 hectares. The following sites have SSSI status: Chequers Wood and Old Park, Church Woods, East Blean Woods, Ellenden Woods, Illenden and Oxenden Woods, Larkey Valley Woods, Lynsore Bottom, Preston Marshes, Stodmarsh, Sturry Pit, The Swale, Tankerton Slopes, Thanet Coast, West Blean and Thornden Woods, and Yocketts Bank. Other SSSIs may be designated where other Sites of Special Scientific Interest are identified. There are two sites in the Canterbury District which are notified as SSSI for their geological interest: Sturry Pit and Thanet Coast.
- 10.41** The Countryside and Rights of Way Act 2000 amends the Wildlife and Countryside Act and imposes a duty on public bodies exercising statutory functions which may affect SSSIs, to take reasonable steps consistent with the proper exercise of these functions, to further enhance the features for which the site is notified (as SSSI).
- 10.42** There are two National Nature Reserves in the District, which are Stodmarsh and Blean Woods. National Nature Reserves, declared by Natural England, represent many of the finest wildlife and geological sites. As well as managing some of our most pristine habitats, our rarest species and our most significant geology, most reserves offer great opportunities to the public, as well as schools and specialist audiences, to experience England's natural heritage.

### Policy LB6 Sites of Special Scientific Interest

**Planning permission will not normally be granted for development which would materially harm the scientific or nature conservation interest, either directly, indirectly or cumulatively, of sites designated as a Site of Special Scientific Interest (SSSI), National Nature Reserve (NNR) and Marine Conservation Zones (MCZ) for their nature conservation, geological, or geomorphological value. Support will be given for enhancement.**

**Development that affects a Site of Special Scientific Interest or associated National Nature Reserve will only be permitted where an appraisal prepared by an appropriate specialist has demonstrated that:**

- a. **The objectives and features of the designated area and overall integrity of the area would not be compromised, or**
- b. **Any adverse effects on the qualities for which the area has been designated which cannot be avoided (through locating on an alternative site with less harmful impacts) or adequately mitigated, are clearly outweighed by social or economic benefits of national importance and a compensatory site of at least equal value is proposed.**

**Enhancement measures are required to accompany any development proposal in order to ensure ongoing benefits for biodiversity.**

## Locally designated sites

- 10.43** There are Local Nature Reserves at Bishopstone Cliffs, Larkey Valley Woods, Seasalter Levels, Bus Company Island, Foxes Cross Bottom, Curtis Wood, Tyler Hill Meadow, Jumping Downs, No Man's Orchard and Whitehall Meadows. The network of local sites is strategically important for delivering biodiversity targets as they contain many important habitats such as ancient woodlands and lowland grassland. Local Nature Reserves are protected by statute, under Section 21 of the National Parks and Access to the Countryside Act 1949, and amended by Schedule 11 of the Natural Environment and Rural Communities Act 2006, by principal local authorities and are designed to increase the public enjoyment and understanding of nature as well as promoting nature conservation.
- 10.44** The District also contains a range of habitats and geological features of local significance designated as Local Wildlife Sites (LWS). Local Wildlife Sites are non-statutory sites of significant value for the conservation of wildlife. These sites represent local character and distinctiveness and have an important role to play in meeting local and national targets for biodiversity conservation. There are 49 Local Wildlife Sites in the Canterbury District.

- 10.45** Roadside Nature Reserves (RNR) are a network of roadside verges that have been identified through the Road Verge Project (a partnership between Kent County Council, Kent Highways and Kent Wildlife Trust) as containing scarce or threatened habitats or species. Due to their linear nature they also act as important wildlife corridors, enabling species to travel between other habitats. They are managed by Kent Wildlife Trust. There are nine RNRs in the Canterbury District.
- 10.46** Regionally Important Geological / Geomorphological sites (RIGS) are non-statutory Earth Science sites designated by locally based RIGS Groups. RIGS are considered to be important as an educational, research, historical or recreational resource using locally developed criteria. The RIGS notification to landowners and local authorities is one way of recognising and thereby protecting these important Earth Science and/or landscape features for the future. There are currently five RIGS sites in the Canterbury District: Chislet Colliery Tip, Cooper's Pit, Long Rock, Bramling Quarry, and Chartham Hatch Pit.

### Policy LB7 Locally Designated Sites

**Development or land-use changes likely to have an adverse effect, either directly or indirectly, on:**

- a. **Local Wildlife Sites;**
- b. **Local Nature Reserves; or**
- c. **Regionally Important Geological / Geomorphological Sites**

**will be permitted if the justification for the proposals clearly outweighs any harm to the intrinsic nature conservation and/or scientific value of the site. Where development is permitted on such sites, careful site design should be used to avoid any negative impact. Where negative impact is unavoidable, measures should be taken to ensure that the impacts of the development on valued natural features and wildlife have been mitigated to their fullest practical extent. Where mitigation alone is not sufficient, adequate compensatory habitat enhancement or creation schemes will be required. Any application affecting locally important sites will be expected to demonstrate enhancement measures to benefit biodiversity.**

- 10.47** The network of local sites is strategically important for delivering biodiversity targets as they contain many important habitats such as ancient woodland and lowland grassland.

## Landscape Scale Biodiversity Networks

- 10.48** Traditionally, nature conservation has focused on protecting important sites. This approach has been successful, however it, alone, cannot sustain biodiversity in the long-term. Important sites are still fragmented and isolated from one another. In order to successfully conserve a viable natural environment, there is a need to reconnect biodiversity with ecosystems, and change the scale of work towards a landscape focused habitat network. This is particularly important for a changing climate which is likely to affect natural species distribution.
- 10.49** Improving, connecting and extending wildlife-rich areas allows species to be more robust in their existing environment, and move through the landscape in response to changing conditions in the environment. As well as enabling populations of the same species to colonise new areas, it increases their potential genetic diversity and likelihood of resilience to disease and climate change. There is a need to increase the quality of the entire countryside for wildlife and ensure a healthy and functional environment. This is vital to our own quality of life. Connected habitats are important in rural, urban and suburban areas, with private gardens offering great potential for biodiversity in their own right and as connections to the wider landscape.
- 10.50** Biodiversity Opportunity Area (BOA) and supporting statements maps (produced by the Kent Biodiversity Partnership) are a reflection of the areas where biodiversity improvements are likely to have the most beneficial results for establishing large habitat areas and/or networks or wildlife habitats. The City Council will therefore pursue net gains for biodiversity in and around BOAs, and projects which seek to enhance biodiversity, improve permeability and remove barriers to species movement, within the Canterbury District will be supported.
- 10.51** The draft Canterbury District Landscape and Biodiversity Appraisal (2012) gives more detailed advice on habitat opportunities across the District, together with advice on how habitats and networks might be enhanced. Although advice in the document does not replace on-site surveys, it indicates whether a site may be important to the overall strategic habitat network. All sites, however, have the potential to be important for biodiversity and the document gives general advice as to how a landscape and its ecological features may be enhanced for biodiversity benefits.
- 10.52** Although on-site assessment is necessary to ensure that the potential for biodiversity opportunity is properly considered, the strategic landscape and biodiversity appraisal is a useful starting point for this analysis. It is important that all development does where possible, contribute towards connectivity of habitats and does not damage future opportunities for improving connectivity of habitats in strategically important areas.

- 10.53** The Council's Green Infrastructure Strategy (see also Policy OS12), will also give advice on guidance relevant to habitat networks.

### Policy LB8 Landscape Scale Biodiversity Networks

**New development will need to show how it will:**

- a. **avoid the fragmentation of existing habitats and support the creation of coherent ecological networks through both urban and rural areas; and**
- b. **retain, protect and enhance notable ecological features of conservation value such as ancient woodland, neutral grassland, hedgerows, trees, wetlands, river corridors and other water bodies, and habitats that offer breeding or feeding sites of local importance to populations of protected or targeted species. Lighting that has been sensitively designed to minimise disturbance to protected species and their food sources (e.g. low level, directed, warm, tinted lighting) will be permitted.**
- c. **protect opportunities for improving connectivity of habitats in strategically important Biodiversity Opportunity Areas.**

**Strategic opportunities for biodiversity improvement will be actively pursued within the Biodiversity Opportunity Areas.**

## Protection, Mitigation, Enhancement and Increased Connectivity for Species and Habitats of Principal Importance.

### Protected Habitats Outside Designated Areas

- 10.54** Development and other activities can have direct and indirect impacts on areas of nature conservation interest. Indeed development sites can have an impact on a natural resource a considerable distance away, particularly if the effect relates to air quality or water resources. Further, the impact of one development may be small, but the cumulative effect of several can be significant. Detrimental impacts can be avoided and gains achieved by carrying out an ecological survey at an early stage, using careful design and by guiding development away from sensitive sites.
- 10.55** Not all sites with important species and habitats are designated for protection and important habitats often occur as fragments within the landscape. Preventing further fragmentation by safeguarding existing habitats and improving linkages between them is essential. To achieve this, opportunities must be sought to expand, link and buffer sites.



- 10.56** Regulation 39 of the Habitats Regulations 2010 (as amended) requires the encouragement of the management of features in the landscape that are of major importance for wild flora and fauna. These features are defined as linear features or stepping stones which are essential for the migration, dispersal and genetic exchange of wild species. By protecting these natural habitats and networks across the District, the Council will be able to avoid or repair fragmentation and isolation of natural habitats. Small features also play a vital role in connecting more extensive sites and these may include small copses, avenues of trees, and habitats such as ponds and meadows.
- 10.57** The UK Post 2010 Biodiversity Framework (2012) provides a detailed framework for safeguarding and enhancing biodiversity throughout the District. The species and habitats considered to be of conservation concern are given the terms 'species of principal importance' and 'habitats of principal importance'. Canterbury City Council wishes to support the conservation, restoration and enhancement of species and habitats of principal importance (note: the lists of 'priority' habitats and species in the UK Biodiversity Action Plan were used in drawing up the list of species and habitats of principal importance). Habitat Action Plans produced by the Kent Biodiversity Partnership provide advice on securing a healthy future for the habitat and for the wildlife that depends on the habitat for their survival.
- 10.58** The strategic habitats in the District include:
- Woodland, including Ancient Semi - natural Woodland habitat (ASNW), deciduous woodland, and wet woodlands, which could be restored, enhanced and re-connected.
  - Wetlands, including coastal and floodplain grazing marsh, reed bed, inter-tidal mudflats and saltmarsh, where wet grassland, reedbed, fen, and open water could be restored and recreated and where coastal realignment could help re-create inter-tidal habitats.
  - Neutral grasslands, semi-improved, unimproved (free from artificial chemical nutrient addition) and traditional grasslands which would benefit from consistent grazing and annual cutting practices to preserve character and enhance biodiversity of flora and invertebrates and provide an important wildlife corridor between other habitats.
  - Lowland heath and acid grassland, where there are opportunities for restoration and re-creation of habitats.
  - Chalk downs where there are opportunities to restore, re-create and manage chalk grassland, chalk woodland and species rich scrub.
- 10.59** The ARCH Kent Wildlife Habitat Survey 2012 provides ecological information on habitat type and potential importance for nature conservation. The locations and extent of habitats are mapped to provide a clear spatial record that can inform land use, planning and management decisions. The survey includes an investigation into how land use has changed over the last 20 years. It will aid long term monitoring and conservation of important areas for wildlife.

- 10.60** In the District's urban environment, private gardens, previously developed land, buildings and built structures can provide important habitats for wildlife. Such sites that are either connected to the overall biodiversity network, or act as wildlife refuges for animals moving out from these sites across the broader network of green spaces in the City, towns and villages will also be assessed for their biodiversity value.

### Protected Species

- 10.61** The City Council seeks to ensure that species protected by legislation and species recognised by guidance and Biodiversity Action Plans are safeguarded during development. Protected species occur right across the District, not just in protected sites and the presence of such species is a material consideration in considering development proposals. The Council will expect to receive all relevant ecological surveys at an early stage and before determining an application for a proposed development.
- 10.62** Protected species surveys are required where a development is likely to affect habitats that have the potential to accommodate species protected by national and international legislation. Such habitats include grassland, hedgerow, scrub, woodland, ponds, rivers streams and other water sources.
- 10.63** Protected species have various levels of protection, from bats, and great crested newts whose habitats are protected at European level and that require licensed ecologists to handle individuals, to reptiles and birds that are protected at a national level against disturbance during nesting season, injury to individuals and being sold.
- 10.64** The following are examples of species that are listed under Annex 4 of the European Habitats Directive and known to occur within the Canterbury District: otter, great crested newt, dormouse and all species of bats. The Badgers Act provides protection for badgers and the Wildlife and Countryside Act 1981 (as amended) identifies species that are offered further protection, including nesting birds and reptiles. The UK Post 2010 Biodiversity Framework (2012) identifies further Species of Principle Importance' for conservation, such as hedgehog. The City Council supports countywide multi-agency and community efforts to deliver the UK Biodiversity Strategy (Biodiversity 2020: A Strategy for England's Wildlife and Ecosystem Services) through the Kent Biodiversity Partnership.
- 10.65** Exact protection measures differ from species to species, but a scoping assessment of likely impacts should be considered for all applications which have the potential to affect protected species.

- 10.66** Further more detailed surveys may then be required for some species. All surveys must be compliant with BS42020 (*Biodiversity – Code of Practice for Planning and Development* published in August 2013).
- 10.67** Further surveys must be undertaken in accordance with Natural England Standing Advice and at the appropriate time of year for the activity of the species. Mitigation must be provided wherever adverse effects are identified. Enhancement measures must be provided to enhance provision for biodiversity in accordance with the National Environment and Rural Communities Act 2006. Mitigation and enhancement measures may be secured by condition of development to any planning permission granted.
- 10.68** In the event of planning permission being granted, appropriate mitigation and enhancement measures will depend on the species and current best practice. Best practice guides have been, or are being, developed for most species and developers will be expected to use current best practice. Where a proposed development affects a European Protected Species, the Habitats Regulations 2010, must be satisfied in determining the application. Case law (*R (on the application of Simon Woolley) v Cheshire East Borough Council*; *Morge vs Hampshire County Council*) clarifies that local planning authorities must apply the same three tests as Natural England when deciding whether to grant planning permission if one or more European protected species offences under the Habitats Regulations may be committed. Offences include the deliberate (intentional or reckless) disturbance, injuring or killing of a European protected species and the destruction of the breeding or resting place of some of these protected species.
- 10.69** The tests are:
- the activity must be for imperative reasons of overriding public interest or for public health and safety;
  - there must be no satisfactory alternative; and
  - favourable conservation status of the species must be maintained.
- 10.70** The City Council will consider the local importance of protected species and any direct or indirect disturbance that may occur to the species as the result of a proposed development. The Council will strongly support ecological enhancements as part of proposed developments.
- 10.71** Excessive external lighting can be a particular issue for a number of species, including bats, and can have a significant impact on the natural environment by affecting the activity rhythms of both plants and animals. Policy DBE13 must be applied and supporting text provides further advice.

### **Impact of Development on Nature Conservation Interest**

- 10.72** Opportunities to deal with the impacts of development on sensitive sites through mitigation measures and/or seeking appropriate compensation should be taken.
- 10.73** Development decisions should be based on a clear understanding of the biodiversity interest of the development site (and other areas affected), as well as of national and county biodiversity priorities and targets. Restoration and enhancement efforts, and mitigation and compensation for adverse impacts, should be concentrated in areas where there is scope for significant nature conservation gain or where the most valuable and fragile habitats and species occur. The potential value to biodiversity of previously developed land and previously worked sites should be taken into account.

## Policy LB9 Protection, Mitigation, Enhancement and Increased Connectivity for Species and Habitats of Principal Importance

All development should avoid a net loss of biodiversity/nature conservation value and actively pursue opportunities to achieve a net gain, particularly where:

1. There are wildlife habitats/species identified as Species or Habitats of Principal Importance;
2. There are habitats/species that are protected under wildlife legislation;
3. The site forms a link between or buffer to designated wildlife sites.

This will be secured by:

a. Ensuring that a development site evaluation is undertaken to establish the nature conservation value of the proposed development site. Developers will be expected to carry out appropriate ecological survey/s and present outline proposals for mitigation and enhancement prior to the determination of a planning application. Planning permission will be granted where the City Council is satisfied that the avoidance and mitigation measures proposed can give an effective means to conserve, enhance the habitat or species and represent an appropriate response to the habitat or species interest of the site. Where on-site mitigation is not possible, as a last resort, compensatory habitat enhancement, creation schemes or other measures will be required to ensure that the impacts of the development on valued natural features and wildlife have been offset to their fullest practical extent.

In some cases, where wildlife impacts are significant, it may be necessary to find an alternative location for the development. If a suitable location cannot be found the application may be refused. For European protected species, planning permission will only be granted where the three tests set out in the Habitats Regulations 2010 (as amended) are satisfied.

b. Delivering positive opportunities for habitat restoration and creation through the development process: identifying, safeguarding and managing existing and potential land (or landscape features of major importance for wild flora and fauna) for nature conservation as part of development proposals, particularly where a connected series of sites can be achieved.

Development which may harm (either directly or indirectly) Habitats or Species of Principal Importance will be permitted if:

- There are no reasonable alternatives and there are clear demonstrable social or economic benefits of the development which clearly outweigh the need to safeguard the site or species; and
- Adequate mitigation, compensation and enhancement measures are scheduled in advance of development, when damage to biodiversity interests are unavoidable.
- Over the long term the mitigation area is secured, to ensure that the site is protected against future development.
- The management of the habitats and funding for its implementation are provided by the applicant to ensure the habitats or populations of species are conserved and enhanced in the long term.

The full implementation of the mitigation measures must be secured as part of any planning permission.

## Biodiversity Offsetting

- 10.74** Biodiversity Offsets are conservation activities designed to deliver biodiversity benefits in compensation for losses in a measurable way. They provide one approach to compensating for biodiversity loss from a development, through compensatory habitat expansion or restoration elsewhere. The Natural Environment White Paper committed to a new voluntary approach to biodiversity offsetting - tested through a pilot scheme running from April 2012 - 2014. To make sure that mitigation or compensation measures, which may include Biodiversity offsetting, take place these will be secured by conditions or planning obligations upon any approval that may be granted and will need to include financial support for continued maintenance.

## Trees, Woodlands and Hedgerows

- 10.75** Trees, woodland and hedgerows are an essential component in the natural environment of both towns and the countryside. They make an important contribution to the visual amenity and quality of the environment, and can be a key component in the appropriate setting of new development, and the enhancement of the urban fringe and damaged landscapes. Woodland can also help to maintain air quality and the balance of carbon dioxide in the atmosphere and provide shading, water attenuation, soil preservation and increased biodiversity. Trees, woodland, hedgerows and other landscape features, such as watercourses and ponds, can be of significant importance to flora and fauna, enabling their movement through the countryside or towns by providing a 'stepping stone' or 'wildlife corridor' function.
- 10.76** Our trees, woodlands and hedgerows are an essential element of sustainable development. The City Council will seek to:
- protect and enhance the value and character of the District's woodland and hedgerows, promoting appropriate woodland and hedgerow planting in association with development to restore and improve degraded landscapes;
  - realise the economic, environmental and social benefits that woodland management and tree planting can provide;
  - promote higher standards of management of existing woodlands, and seek new markets for woodland produce;
  - manage woodland in light of the impact of climate change.
- 10.77** Many of the District's woodlands are considered to be ancient and are identified on Natural England's Provisional Inventory of Ancient Woodland. This was updated in 2012 by the report titled: A Revision of the Ancient Woodland Inventory for Canterbury District. The NPPF states that planning permission should be refused for development resulting in the loss or deterioration of ancient woodland and the loss of aged or veteran trees found outside ancient woodland, unless the need for, and benefits of, the development in that location clearly outweigh the loss. Ancient woodland is a unique resource in terms of biodiversity, heritage and landscape character. Natural England and the Forestry Commission have standing advice available and an assessment guide for dealing with ancient woodland and development has also been produced.
- 10.78** New development provides an opportunity for planting trees, woodland and hedgerows. Such planting can improve the character of settlements, provide screening, help to restore and enhance degraded landscapes, reduce pollution and noise in urban areas, promote social well-being and enhance the appearance of the nearby countryside. New tree planting can link remnants of ancient woodlands, enhance biodiversity and

improve access and opportunities for recreation, as well as, contributing to flood plain management and helping to mitigate climate change. The City Council will require adequate space to be reserved within new developments for trees or other appropriate landscaping. Planning permission may be refused where the proposed planting and landscaping treatment is inadequate or unsuitable for the development, its setting or the local area. New planting should use native species, appropriate to the area in which the development is located.

- 10.79** The City Council will make Tree Preservation Orders to protect trees and woodland that it considers make a positive contribution to local amenity.

### Policy LB10 Trees, Hedgerows and Woodland

**Development should be designed to retain trees, hedgerows and woodland that make an important contribution to the amenity of the site and the surrounding area and which are important to wild flora and fauna. New development should incorporate trees in areas of appropriate landscape character, to help restore and enhance degraded landscapes, screen noise and pollution, provide recreational opportunities, help mitigate climate change and contribute to floodplain management. The value and character of woodland and hedgerow networks should be maintained and enhanced, particularly where this would improve the landscape, biodiversity or link existing woodland habitats. This will be achieved by:**

- a. **Incorporating tree planting as an integral element of landscaping schemes where this is in keeping with the landscape character of the area;**
- b. **Protecting ancient woodland, ancient trees and ‘important’ hedgerows from damaging development and land uses;**
- c. **Promoting the retention and effective management, and where appropriate, extension and creation of new woodland areas and hedgerows;**
- d. **Promoting and encouraging the economic use of woodlands and wood resources, including wood fuel as a renewable energy source;**
- e. **Promoting the growth and procurement of sustainable timber products; and**
- f. **Promoting the retention, enhancement and extension of existing hedges.**

**The City Council will refuse planning permission for proposals that would threaten the future retention of trees, hedgerows, woodland or other landscape features of importance to the site’s character, an area’s amenity or the movement of wildlife, unless:**

- **The need for, and benefits of, the development in that location clearly out-weigh the loss; and,**
- **Adequate mitigation and compensation measures can be agreed with the City Council and are fully implemented by the developer.**

- 10.80** Trees can be particularly adversely affected by development. When development proposals are submitted that may affect trees within or adjacent to the site, the City Council will require the applicant to submit a tree survey in accordance with British Standard BS5837. Construction activity too close to the base of trees can damage roots, and can eventually lead to the loss of trees. Developers will be required to provide protection, in line with BS5837, for all trees to be retained, and demonstrate that the

existing branch spread and future growth of trees have been taken into account in the design of the proposed development. For example, if a tree shades or otherwise impinges the use of a building, there may be pressure to cut back or remove trees that were not directly affected at the time the development was built. The Trees and Development Supplementary Planning Document (2003) provides further advice.

- 10.81** Tree planting is not appropriate where it would cause damage to, or loss of, important open habitats, such as unimproved grassland or heathland. Tree planting is not the only way to create woodland, and greater gains may be made for biodiversity where new woodland is allowed to develop through natural succession. Effort should be directed towards areas, woodland types or species which are the rarest, most fragile or fragmented, where there are linkages to ancient semi-natural woodland (ASNW) and the greatest potential for biodiversity gain.

### The Blean Complex

- 10.82** The Blean Complex includes areas designated as a Special Areas of Conservation (SAC), Sites of Special Scientific Interest (SSSI), Ancient Woodland, Local Wildlife Sites and national Nature Reserves. The SAC is selected as an example of oak-hornbeam forests for which this area is only one of two outstanding sites in the UK. The SAC designation strengthens the protection given to the site.
- 10.83** The City Council will seek opportunities to enhance the robustness of the ancient woodland complex, avoid any loss of ancient semi-natural woodland (ASNW) habitat, and develop habitat connections and extensions of ASNW habitat wherever possible. New native broadleaved woodland creation (and appropriate long-term management measures) will be welcomed as a direct extension and benefit to the robustness of the Blean complex.

### Policy LB11 The Blean Complex

**The City Council will support projects that restore, enhance and connect the valued woodland habitat complex of the Blean. The Council will give particular support to projects that benefit the landscape through sensitive and traditional woodland practices and which support the timber market and wider local economy.**

**The City Council will refuse proposals for development that would result in the loss, deterioration or damages the character and integrity of the Blean Complex. Development should provide opportunities for biodiversity improvement within the identified Biodiversity Improvement Areas.**



## Seasalter

- 10.84** The climate is changing and sea level rise, together with an increased risk of flooding, is anticipated. Large and connected areas of coastal, marsh and estuarine land able to 'absorb' excess water can help to mitigate these effects.
- 10.85** The Canterbury District coastal marshland habitats are at particular risk. The problems and opportunities that this poses need to be anticipated and planned for and the impacts on vulnerable habitats of species avoided or reduced. In particular, restoring, enhancing and extending habitats is key to preparing for climate change, as well as planning for areas of managed realignment. Areas of designated interest will be given special protection.
- 10.86** The Seasalter Levels are a Site of Special Scientific Interest (SSSI), Special Protection Area (SPA) and Ramsar site, showing how important the area is as part of the North Kent coast freshwater grazing marsh. It is also a valuable wetland site for wintering and migratory wildfowl and wading birds, including wigeon, teal, redshank and lapwing. The Proposals Map identifies an area of opportunity for biodiversity improvement. Canterbury City Council works closely with Swale Borough Council and Natural England to bring the site into better ecological condition, and to attract important migratory bird species and associated plants and insects. The City Council will continue to investigate ways of acquiring land through Compulsory Purchase Orders to extend the Seasalter Levels Local Nature Reserve.

### Policy LB12 Seasalter

**The Seasalter marshes, designated of national and international conservation importance within The Swale Site of Special Scientific Interest (SSSI), are the largest area in unfavourable ecological condition in the North Kent Marshes Environmentally Sensitive Area. The City Council will strongly support projects to restore, enhance and extend the ecological value of this area and promote the extension of Seasalter Levels Local Nature Reserve to the wider area shown on the Proposals Map.**

## River Corridors

- 10.87** Both new development and redevelopment should minimise flood risk and enhance rivers and the riverside environment. This could be by increasing public access, improving water-related habitats, landscape or water quality or by securing the restoration of natural river features.
- 10.88** Any new development should be assessed against their polluting effects. Development should not harm water quality. The Riverside Strategy (2015) and Policy OS13 provides further guidance and sets the City Council's land use proposals for the River Stour corridor and the Riverside path.

### Policy LB13 River Corridors

**Development shall show how the environment within river corridors and river catchments, including the landscape, water environment and wildlife habitats, will be conserved and enhanced.**

**Supply of water, treatment and disposal of waste water and flood risk management should be shown to be sustainable and deliver environmental benefits, within the water environment.**

## Chapter 11: Open Space

- 11.1** The Council's vision for open spaces is to "Develop an interconnected network of diverse, high quality open spaces and green infrastructure which meets the needs of local people and make a significant contribution to raising the quality of life for all residents and visitors to the Canterbury District".
- 11.2** The Council has a desire for quality open space and to protect, enhance and promote the use of open spaces. The Open Space Strategy, as amended, is currently under review and will be updated in line with the adoption of the Local Plan. This will set out various objectives to achieve this.
- 11.3** Open space provides for a wide range of formal and informal, passive and active leisure, sport, recreational, play activity and visual amenity. High quality, well designed and managed open space makes a valuable contribution to quality of life.
- 11.4** Open space is valuable for the following reasons :
- Engenders social inclusion – no barriers to entry
  - Encourages social interaction – provides a meeting place for people of all ages
  - Improves health and well being – physical exercise, recreation and psychological calming
  - Provides a focus for community regeneration and urban renaissance – catalyst to improve disadvantaged environments
  - Provides sustainable movement routes – walking and cycling routes away from road corridors
  - Provides ecosystem services – for example, biodiversity habitat, surface water drainage and cleaner air
  - Provides a setting for economic renewal. The National Ecosystem Assessment identifies the economic benefit of having a network of high quality and accessible open spaces
  - Place setting/ public realm – visual appeal
- 11.5** The Council's objective is to improve the distribution, accessibility, quality and connectivity of open space. This is seen as a key component to raising the quality of life of the District's residents and visitors. The Council's aim is to create a District which people want to visit with enhanced leisure and sports facilities and a vibrant cultural economy.
- 11.6** The Nathaniel Lichfield & Partners report January (2012) looked at various scenarios for future development, the preferred option,(scenario E) for the Canterbury District states that there would be an additional requirement of 178ha of new open space/recreation facilities to be provided related to providing 780 dwellings per annum over the period 2011-2031. This additional open space will be provided as part of the strategic allocations, new developments and through the green infrastructure strategy.

- 11.7** It is important that public open space is a key design component in large scale developments and regeneration projects at the start of the process. Any proposed open space needs to be designed to link in with and compliment the surrounding area. This reflects the importance of designing new areas in sympathy with the existing environment.
- 11.8** The Corporate Plan 2016 -2020 aims to protect and enhance our open spaces, heritage and wildlife sites by managing natural sites we own to enhance the wildlife that use them, create and maintain high quality open space and make our parks, play areas and open spaces places people want to use.
- 11.9** The Corporate Plan aims to support a broad range of sporting and fitness facilities in order to make a significant contribution to improving health and wellbeing. This will encourage more people to lead physically active lifestyles by promoting and encouraging the use of informal spaces, such as countryside, parks, open spaces and beaches, to improve physical activity levels. The City Council is aware of the connection between accessible open space and present day public health issues. Connected, well designed, high quality open spaces with opportunities for active recreation are a priority, this will be achieved through the Green Infrastructure Strategy.
- 11.10** This local plan aims to protect and enhance the existing open space and green infrastructure network and reconnect biodiversity with ecosystems to ensure that there is a range of environmental and recreational assets that meet the needs of the communities, natural habitats and species and contribute towards the development of sustainable living environments.
- 11.11** Open space performs a wide range of roles in enhancing the liveability of cities, towns and rural villages. Protecting open space for its amenity, ecological, educational, social and community benefits are now well established principles among planning authorities and other organisations.
- 11.12** Open space is defined in the Town and Country Planning Act 1990 as being *“any land laid out as a public garden, or used for the purposes of public recreation, or land which is a disused burial ground.”*
- 11.13** National Best Practice is based on former Planning Policy Guidance note PPG17, which defines open space as “parts of the urban area which contribute to its amenity either visually or by contributing positively to the urban landscape, or by virtue of public access.” Within this definition, there are 2 key types of open space:
- Urban green space – land that consists predominantly of permeable, soft surfaces such as soil, grass, shrubs or trees.
  - Public open space– both green spaces and hard ‘civic’ spaces, to which there is public access, even though the land may not necessarily be in public ownership.

**11.14** National best practice sets out a typology of open spaces, broken down into greenspaces and civic spaces, each of which contributes towards ensuring a diversity of open spaces is provided within the District.

- **Parks and gardens**- The District has a wide range of parks and gardens, in both public and private ownership. Policy HE13 and supporting paragraphs 9.86-9.89 set out further detail on the District's historic parks and gardens.
- **Natural and semi-natural greenspaces, including urban woodland** - The District has a wide diversity of natural and semi-natural green spaces which provide valuable opportunities for recreation. These areas include the coast, AONBs, SSSIs, AHLVs and this section should be read in conjunction with the Landscape and Biodiversity chapter of this plan in relation to the protection of these areas. In addition, the City Council considers that the beach should be included as a category of open space in its own right for its contribution to leisure, recreation and the environment.
- **Green corridors** - These include riverside areas, footpaths, cycleways, bridleways and other rights of way. They often link two areas together and provide a valuable area of amenity space for walking, cycling and horse riding, meaning that they contribute towards opportunities for sustainable forms of transport as well as performing a recreation function. They also provide ecological stepping stones and often provide crucial links to and from other biodiversity sites.
- **Outdoor sports facilities** – These include public or private playing fields and other areas designed for participation in outdoor sports.
- **Amenity greenspace** - Amenity greenspace includes informal recreation spaces and greenspaces, often found in a residential area. It therefore performs a valuable function as an area of open space for people living within close proximity to it.
- **Provision for children and young people** - In providing open space, the City Council considers that this definition should be widened to ensure that provision recognises the diverse needs of the residents in the District, such as older people and the disabled, in addition to children and young people. In terms of appropriate forms of provision, this could include, for example, equipped play areas and skateboard areas for children and young people.
- **Allotments** - It is important that allotments are retained where they can perform an important open space function and contribute to the City Council's wider sustainable development objectives, including the production of local fresh produce and enhanced quality of life in terms of health, social activity, urban 'green space' and wildlife habitats. Community gardens offer the opportunities for community participation, inclusion and learning.
- **Cemeteries, disused churchyards and other burial grounds** - These are valuable areas for quiet contemplation and informal recreation, and are often valued areas for wildlife conservation and biodiversity.

The type of civic spaces identified are:

- **Civic and market squares** and other hard surfaced areas designed for pedestrians perform a range of recreation functions and are a key element of the civic environment.

**11.15** The National Planning Policy Framework states that “Access to high quality open spaces and opportunities for sport and recreation can make an important contribution to the health and well being of communities”. It also states that existing open spaces, sports and recreational buildings and land, including playing fields, should not be built on unless:

- an assessment has been undertaken which has clearly shown the open space, buildings or land to be surplus to requirements; or
- the loss resulting from the proposed development would be replaced by equivalent or better provision in terms of quantity and quality in a suitable location; or
- the development is for alternative sports and recreational provision; the needs for which clearly outweigh the loss

**11.16** The National Planning Policy Framework, paragraph 76, enables local communities, through local and neighbourhood plans, to identify land as ‘Local Green Space’, however the local green space designation will not be appropriate for most green areas or open space. The designation should only be used:

- where the green space is in reasonably close proximity to the community it serves ;
- where the green area is demonstrably special to a local community and holds a particular local significance, historic significance, recreational value (including as a playing field), tranquillity or richness of its wildlife; and
- where the green area concerned is local in character and is not an extensive tract of land

- 11.17** This Local Plan designates 2 Local Green Spaces as areas identified for protection, these are referred to in Policy OS1 and are shown on the proposal map (Inset 5).

### Policy OS1 Local Green Space

The following sites are designated as Local Green Space

Site	Address	Settlement	Size/ha
Prospect Field	Joy Lane	Whitstable	2.53
Columbia Avenue Recreation Ground	Columbia Avenue	Whitstable	1.54

Proposals that protect or enhance these Local Green Spaces will be permitted development proposals that would impact upon or change the character of the Local Green Space will be permitted where very special circumstances can be shown; such as :

1. The construction of a new building for one of the following purposes : essential facilities for outdoor sport or recreation, allotment use or community uses that do not conflict with the purpose of the Local Green Space;
2. The extension or alteration of an existing building provided it does not result in disproportionate additions;
3. The re-use or replacement of existing buildings, provided that uses do not conflict with the character of the Local Green Space and any replacement building is not materially larger; and
4. The carrying out of engineering or other operations required for public safety.
5. Buildings for agriculture and forestry.

## The Need for Open Space

### Urban Areas

- 11.18** Within the urban areas across the District there is a wide range of different types of open space, all of which make an important contribution to the built and natural environment. These open spaces include open areas for informal recreation, public parks and gardens, allotments, cemeteries, playing fields, children's playing space, wildlife areas, scrub, small woods, the beaches, river and stream corridors. They can fulfil a number of visual, recreational and amenity functions that help to improve quality of life, the urban fabric and can provide accessible recreation facilities. In addition, they can help meet wider sustainability objectives, such as enhancing biodiversity, protecting natural resources, improving the permeability of land for storm drainage and promoting the growth of a diverse economy. Other spaces such as those surrounding ancient monuments, castles, churches and parks are of historic and/or archaeological interest and importance. Open spaces make a valuable contribution to the townscape in the urban areas and development of them would lead to the loss of residential, leisure and visual amenity, and be detrimental to the quality of the built environment.
- 11.19** Urban green space is increasingly valued for social, economic and environmental benefits and for the potential of improving public health, community well-being and quality of life. With the public health shift towards prevention, rather than treatment, and growing understanding that health includes physical, mental and social well-being, focus has increasingly turned to the environment and how the areas in which we live and interact can influence our health.
- 11.20** The benefits of safe, attractive and functional green space in communities include not only the direct benefits of providing a place for physical activity, but also those conferred through "passive" use, i.e. psychological and social benefits of people engaging with nature and the social interactions that take place between people using green space and having access to visual amenity. Parks can also provide communities with the space and opportunity for social interaction. Attractive neighbourhood greens have been shown to promote informal social interaction, strengthening social ties or social capital, which in turn, is conducive to better health.



## Canterbury

- 11.21** Canterbury City contains a World Heritage Site and a high number of listed buildings with the Cathedral at its core. It includes a network of green spaces, with Dane John and Westgate Gardens as two principal historic parks. Canterbury has significant recreational space at Thanington, Victoria Recreation Ground, St Stephen's Field the Sturry Road Community Park and Kingsmead Field.
- 11.22** Sturry Road Community Park is one of the largest community-led greenspace regeneration projects in the UK. It has been created by the community for the community. It consists of a 18 hectare (45 acre) public park on the eastern edge of Canterbury which includes play facilities for all ages, an ornamental garden, sports pitch, BMX track, multi-games court, skateboard park, event arena, a mile long circular walking route, jogging, cycling and exercise trails linked to the Canterbury to Fordwich cycle/walking route, newly planted amenity woodland and an ecological park with wildflower meadow. It is part managed and funded solely by a charitable trust composed of local people.
- 11.23** The riverside pathways and corridors in and around Canterbury from Chartham to Fordwich provide links to more than 25 hectares of open space along the river and provide pocket parks. The Riverside Strategy aims to protect and enhance the land alongside the River Stour corridors and Policy OS13 seeks to implement this.

## Herne Bay

- 11.24** Herne Bay was developed in Victorian times as a seaside resort. It has a large central multi purpose park, the Memorial Park, plus the seafront and beach within the town. On the fringe of Herne Bay there are four significant pieces of open space in Burton Fields, The Downs, Hampton Pier and Reculver Country Park. The beach is also recognised as an important amenity open space and the QEII Herne Bay Coastal Park is well used by local people and visitors to the area.
- 11.25** The Herne Bay Area Action Plan (2010) which covers the period up to 2020, aims to enhance sports and play facilities in the area including the development of water sports facilities, enhancement of the public realm and improvement of public spaces including open spaces. Objective (C) is to provide improved recreational, leisure and community facilities in the town centre for residents.
- 11.26** Herne & Broomfield community park, to the South of Herne Bay, provides a large open space with an associated BMX racing track. There are also local community events held at the community park including star gazing events.

## Whitstable

- 11.27** Whitstable retains its distinctive, small fishing and sailing settlement feel and is a honey pot for tourists especially in the summer months. The only significant public park is Whitstable Castle, which was restored in 2010 following a Heritage Lottery Fund grant of £2 million. It now provides quality open space with the addition of a play area. The park and adjacent tea garden is now managed by a charitable trust made up of local people.
- 11.28** The only other significant amenity open spaces are the QEII Tankerton Slopes Coastal Park and Duncan Down which include a mix of semi natural areas and amenity open space. In Whitstable there are three significant areas of recreational space, Cornwallis Circle, Columbia Avenue and Westmeads Recreation Ground. However, the beach is also recognised as important amenity open space and is well used by local people and visitors to the area.
- 11.29** The City Council will seek to ensure the creation of a comprehensive and attractive network of formal and informal recreational facilities and open space, which is informed by a district wide audit, to identify areas of need for all forms of open and recreational space. This will play an important role in the wider objectives of urban renaissance, the promotion of social inclusion and well-being and achievement of sustainable patterns of development. The City Council will protect existing open space in the District, and improve the quality of this open space for residents, workers and visitors, as well as taking every opportunity to provide additional open space where there is a recognised need.
- 11.30** It should be considered that open spaces can provide multiple functions, and for auditing purposes a prime function should be assigned. There are six categories of outdoor space :
- semi-natural areas
  - strategic urban parks and green corridors
  - amenity greenspace
  - children's play areas
  - open space for sport
  - allotments/community gardens
- 11.31** The typologies identified indicate the range of functions, and it should be considered that open spaces can, apart from providing sports and recreation spaces, provide strategic functions, urban quality, promote health and well being, provide havens and habitats for wildlife, provide a community resource and provide visual amenity.
- 11.32** Formal areas are defined by Fields in Trust (formerly NPFA) as areas provided primarily for formal sports and team games include sports pitches, golf facilities, and other areas laid out for sports.
- 11.33** Informal open spaces are defined by Fields in Trust as areas unsupervised for outdoor children's play and sport. These can consist of casual informal playing spaces within housing estates, including safe shared spaces such as play streets, outdoor equipped play areas, and play facilities that offer specific opportunities for outdoor play such as BMX track and skateparks.
- 11.34** It is national best practice for local authorities to carry out an audit of open space

provision in their area and relate this to a local needs assessment of open space provision. From this process, local standards for provision of open space should be derived and these standards applied in the determination of planning applications.

The aim is to ensure that an adequate supply of accessible open space and sports and recreation facilities is maintained and enhanced.

- 11.35** Using the 2011 census data the population is related to the geographic audit of open space and the local standards. The purpose of the mapping exercise is to show current public open space primary usage, provision and to help identify gaps in provision for each public open space typology. At present the major gaps in provision are:

Canterbury:

- Amenity green spaces – Southern section of Wincheap ward and Barton ward;
- Outdoor sports pitches (1 adult, 4 junior/mini football & 1 rugby)

Herne Bay:

- Amenity green spaces – Reculver, Heron, West Bay wards;
- Outdoor sports pitches (4 football junior);

Whitstable:

- Amenity green spaces – Swalecliffe, Tankerton, Harbour and Seasalter wards
- Play area at Harbour Ward
- Outdoor sports pitches ( 7 Mini, 2 junior football, cricket and rugby)
- New allotment site

Rural areas:

- Green corridors- Herne Bay to Canterbury, Faversham to Canterbury via The Blean and Bridge to Canterbury;
- Play areas at Chislet and Lower Hardres

- 11.36** To address some of these major deficiencies sites have been allocated as open space for use as playing fields, junior football pitches, allotments and public recreational uses. The City Council will aim to address where it can, the remaining deficiencies through this Local Plan, whilst also maintaining and enhancing existing and new open space. The City Council will also continue to seek a suitable site for Canterbury City Football Club to accommodate a new football ground.

- 11.37** Canterbury District Open Space Strategy sets the quality standard for open space, the standards are :

- There should be a high quality park in each urban area
- There should be a range of appropriate licensed event spaces in each urban area - away from housing where possible
- There should be one major civic space in each urban area
- Everyone should have access to a space where children can play within 300 metres of their home( this includes amenity open space ) - although this is challenging to achieve in some established housing areas
- Playgrounds and open space should be designed to current national best practice
- There should be 1.3 hectares of amenity open space for every thousand people - although this is challenging to achieve in some established housing areas
- All open spaces should reach minimum quality standards – cleaner, safer, greener
- Open space and play areas in new developments should be designed to current national best practice
- Aspire to high quality beaches
- There should be 15 allotment plots per 1,000 head of population

## Public or Private Playing Fields

- 11.38** Playing fields can be important for their visual contribution and residential amenity in an otherwise built up urban area and provide informal recreation. In exceptional circumstances, development on playing fields may be permitted where the sports and recreation facilities can be best retained and enhanced through the redevelopment of a small part of the site and where the developer has demonstrated that the site is the best location for the development and there is no alternative site. Sport England will need to be consulted on proposals involving the loss of playing fields.
- 11.39** In cases such as these, the City Council will expect the developer to make alternative provision of at least equivalent community benefit, quality and size in the locality. In addition, when the City Council considers proposals for development on playing fields, it will take into account the adequacy of all other forms of open space provision in the area.
- 11.40** The City Council and Sport England encourages the provision of sports and leisure facilities. Proposals for sports should have regard to Sport England's Active Design Guidance October 2015 and Planning for Sport Aims and Objectives Guide July 2014. More land is needed in the Canterbury District for playing fields, and additional public playing fields are proposed as shown on the Proposals Map (Insets 1 & 3). Additional playing fields may also be provided as part of the strategic allocation sites. (Policy SP3)

### Policy OS2 Playing Fields

**Proposals for development, which would result in the loss, in whole or in part, of playing fields will only be permitted if:**

- a. **The site has first been considered for other sport, recreation or community uses; and**
- b. **It has been demonstrated that the playing field is surplus to requirements having regard to the City Council's Open Space Strategy; or**
- c. **There is an overriding need for the proposed development which outweighs the loss of the playing fields and the loss would be replaced by equivalent or better provision in terms of quantity and quality in a suitable location; or,**
- d. **The development is for a small part of the site; where it has been demonstrated that it will result in enhanced sport and recreational facilities .**

### Policy OS3 Greenhill

**Land is allocated at Greenhill, Herne Bay, as shown on the proposals map (inset 3), for public playing fields.**

### Policy OS4 Swalecliffe

**Land is allocated adjacent to St Augustines Business Park, Swalecliffe, as shown on the proposals map (Inset 5), for junior football pitches.**

- 11.41** There is also an opportunity as plans develop alongside the proposed strategic site at Ridlands Farm and Langton Field, Canterbury for an area to be enhanced for informal public recreational uses and/or mini football pitches for community use. It is envisaged that this would improve the access, quality and value of the space for the community from its existing use as farmland.

### Policy OS5 Stuppington Lane

**Land is allocated at Stuppington Lane, Canterbury as shown on the Proposals Map (Inset 1) for informal public recreational uses including public playing fields.**

### Green Gaps

- 11.42** The objective of the green gap policy is to retain separate identities of existing settlements, by preventing their coalescence through development.
- 11.43** There are national objectives that restrain built development outside the urban areas and in the countryside which is supported by the Council. The allocation of green gaps on the proposals map (see also Insets 1,3 and 5) supplements these.
- 11.44** Historically, some development has occurred outside the urban areas, that has led to the gradual erosion of the open countryside and coalescence between built up areas. The City Council is concerned that this gradual coalescence between existing built up areas not only harms the character of the open countryside, but is having an adverse impact on the setting and special character of villages.
- A boundary change is proposed to the green gap between Sturry and Canterbury, in order to facilitate the Sturry Relief Road;
  - The green gap at Sturry/Broad Oak is divided by the A291; the area of green gap to the west of the A291 forms part of the Strategic Allocation Site 2- Land at Sturry/Broad Oak. The masterplan for Site 2 needs to clearly identify and explain how the green gap will be integrated;
  - The City Council is also proposing a new green gap between Canterbury and Bridge to ensure the countryside between these areas is protected.

- 11.45** The green gaps have been specifically identified between built up areas, such as villages or urban areas, which are gradually expanding, particularly along the road frontages. The designations have been limited to 'pinch points', where settlements, often due to linear expansion, are at a particular risk of coalescence.
- 11.46** These areas are considered critical to the objective of retaining separate identities of settlements, and many of them have come under development pressure in the past, including proposals for isolated development, and may again in the future. Existing development constraint policies remain the most important means of countryside restraint and this will remain unchanged outside the urban areas. It is therefore important that there is not a perceived tiering of countryside protection. This designation draws attention to specific areas where inappropriately located new development could lead to coalescence between settlements.
- 11.47** This need not be as a result of further isolated residential development, but other minor development related to activities such as agriculture, recreation and the keeping of horses. Proposals for development within the green gaps will be considered with particular regard to siting, design and external appearance.
- 11.48** The following Green Gaps are shown on the Proposals Map (see also Insets 1,3 & 5)
- Between the urban areas Herne Bay and Whitstable
  - Between Canterbury and Sturry
  - Between Sturry and Westbere
  - Between Sturry and Hersden
  - Between Sturry and Broad Oak
  - Between Blean and Rough Common
  - Between Canterbury and Tyler Hill
  - Between Canterbury and Bridge

### Policy OS6 Green Gaps

**Within the Green Gaps identified on the Proposals Map (see also Insets 1,3 and 5) development will be permitted where it does not:**

- a. **Significantly affect the open character of the Green Gap, or lead to coalescence between existing settlements;**
- b. **Result in new isolated and obtrusive development within the Green Gap.**

**Proposals for open sports and recreational uses will be permitted subject to there being no overriding conflict with other policies and the wider objectives of the Plan. Any related built development should satisfy criteria (a) and (b) above and be kept to a minimum necessary to supplement the open sports and recreation uses, and be sensitively located and of a high quality design.**

### The Herne Bay and Whitstable Green Gap

- 11.49** The City Council has successfully sought to protect the built up areas of Herne Bay and Whitstable from coalescence, through its application of a 'Green Gap' policy. This approach remains one of the Council's key objectives for both coastal towns. Within

the Green Gap, the Council considers that open air recreation, leisure and education uses would be appropriate on the basis that the objectives behind the Green Gap allocation are not breached. The land, although serving its purpose by preventing inappropriate development, could be utilised for more beneficial uses whilst still achieving the Council's objective.

- 11.50** The City Council encourages the provision of open air sports, recreational uses, allotments and community gardens along the coast and the green gap is considered an appropriate location for these uses. As such, the following policy whilst seeking to protect the open character and function of the green gap makes provision for the open use of the land and appropriately located and designed small buildings ancillary to the use of the land.

### **Policy OS7 Herne Bay and Whitstable Green Gap**

**Within the Herne Bay and Whitstable Green Gap identified on the Proposals Map (Insets 3 and 5), development will be permitted where it does not:**

- a. **Result in a material expansion of the built up confines of the urban areas of Herne Bay or Whitstable; or**
- b. **Significantly affect the open character or separating function of the Green Gap; and**
- c. **Result in new isolated development within the Green Gap**

**In those areas within the green gap where education, outdoor leisure uses or allotments are promoted, planning permission will be granted where in addition to the considerations set out in (a) to (c) above, built development shall be incidental, necessary to the function of those uses and located to have a minimal impact upon the open character of the green gap and provided there is no overriding conflict with other Policies of this Local Plan.**



## Rural

- 11.51** In the rural areas there is access via open land and public rights of way to an existing asset of visual and informal open space. In villages, the City Council's emphasis is on retaining the established pattern and character of the settlements and not on allocating open space. Different types and patterns of open space and buildings are found in each settlement, and the provision of village greens and existing informal and formal space contributes to the character and appearance of these areas, whilst providing necessary amenity value. Green infrastructure also relates to the rural environment. In the wider countryside, green infrastructure is often viewed at a larger scale, encompassing large country or regional parks, extensive habitats, major landscape features such as river corridors and flood meadow landscapes, and the identification of wide green corridors and ecological networks. Green infrastructure at this scale can provide the wider framework and context for planning green infrastructure at a more local level.
- 11.52** In the rural areas some villages, particularly the larger villages, contain a central open space, village green or recreation area, which provide opportunities for recreation, sport, play and visual amenity. There is access to many areas of woodland, marshland, local and national nature reserves and general open space.
- 11.53** The District contains extensive woodland such as The Blean, Larkey Valley Wood and Denge Wood. The Blean woodland is of national importance due to its ancient woodland status. The area includes a number of sites protected for their national and international wildlife interest.

## Countryside

- 11.54** The Countryside and Rights of Way Act (2000) fulfils the Government's commitment to give people greater freedom to explore open countryside. The City Council will work in partnership with Kent County Council and through the Countryside and Coastal Access Improvement Plan to ensure that the existing public access to the countryside is protected and where possible enhanced in appropriate locations. Improved access can also relieve pressure on popular, congested attractions by introducing visitors to other areas. This improved accessibility must be carefully designed with a view to conserving the countryside. When new, large settlements are created it is essential that connections to existing rights of way in the locality form part of the landscape design strategy.
- 11.55** The countryside is coming under increasing pressure from new forms of leisure and recreation and intensification of existing uses. The City Council and Sport England will support proposals for leisure facilities in the District where they do not conflict with the criteria in Policy OS8 or with other policies of the plan. In considering proposals for leisure uses in the countryside, care must be taken to conserve the landscape, wildlife and natural resources of the District. Built development associated with proposals of this nature must be ancillary to the main use and should be appropriate in scale and design and be unobtrusively located, preferably within or adjacent to an existing settlement.

## Policy OS8 Sports and Recreation in the Countryside

Proposals for sports and recreation facilities in the countryside will be permitted where:

- a. They are well related to an existing settlement;
- b. There is no detrimental impact on landscape interests, protected species, sites or features of nature conservation interest or on sites of archaeological or historical importance;
- c. There is no adverse impact upon residential amenity;
- d. Access and parking provisions are acceptable, the use does not significantly increase traffic to the detriment of the rural area or highway safety and the site is accessible by a range of transport modes;
- e. Buildings and other related development are well designed, appropriate in scale and function to the use of the land and sensitively located to retain the openness of the area;
- f. The rural character of the area is safeguarded.

### Protection of Existing Open Space

- 11.56** The overall deficiency in open space in the District, as previously mentioned, means that the City Council is especially determined to prevent the loss of protected existing open space within the urban boundaries, whether publicly or privately owned, by reason of its contribution towards recreational or visual amenity.
- 11.57** Open space can be lost by gradual erosion through development and this is an action addressed by the Council's Open Space Strategy. The loss of open spaces could lead to town cramming and be detrimental to the character of the built environment, undermining quality of life and the progress towards urban renaissance. Therefore, this Local Plan has identified areas for the Protection of Existing Open Space as shown on the Proposals Map and Insets 1,3 and 5.
- 11.58** Certain land uses may be compatible with the open space protection designation in appropriate locations. For example, some leisure uses requiring a minimal amount of built form may enhance an area or provide a valuable amenity resource.
- 11.59** In exceptional circumstances where development on protected existing open space cannot be avoided the developer will be expected to provide compensatory accessible open space of comparable quality, size and character in the vicinity.
- 11.60** In some cases, the open space protection areas overlap with other designations e.g. nature conservation; an example of this is Tankerton Slopes, which is also a Site of Special Scientific Interest (SSSI). Such sites are also protected as open space because

if circumstances change and the reason for designating the SSSI no longer existed, the City Council would still wish to retain the area as protected open space and resist development.

- 11.61** There are protection of existing open space areas along the Thanet Way, A2990 that are also considered important. They are part of a larger entity of good quality open land, playing fields and farmland, both sides of Thanet Way, which still has coherence, and which mitigates much of the inevitably adverse environmental effects of a major highway running through an urban area of no great visual distinction. These areas have a positive amenity value for local residents and act as a buffer alongside the Thanet Way therefore any development within these areas is likely to be resisted.

### Policy OS9 Protection of Existing Open Space

**Proposals which would result in the loss of protected existing open space as shown on the Proposals Map (all Insets), will be permitted if:**

- a. **There would be no material harm to the contribution the protected open space makes to the visual or recreational amenity of the area; and**
- b. **The open space has been assessed by the City Council as making no positive contribution to its overall strategy on open space.**
- c. **Where there would be material harm, this would be balanced against demonstrable need for the development;**
- d. **There is no alternative site available to accommodate the proposed development, and any harm that might result from the development could be offset by the provision of other open space of comparable quality, size, character and usability in a suitable location.**

### Policy OS10 Loss of Open Space

**Development which would involve the loss of open spaces and play areas provided as part of new residential developments which contribute to the visual or recreational amenity of the area will be refused.**

### Public Open Space held in Trust

- 11.62** The City Council holds various parcels of land in Trust. Initially, via the King George V Memorial Trust process and, from 2012, in recognition of the Queen Elizabeth II Diamond Jubilee Fields project. Fields in Trust launched a national campaign to protect 2012 outdoor recreational spaces in communities all across the country as a permanent living legacy of the Queen's Diamond Jubilee.
- 11.63** The adoption of a site as a Queen Elizabeth II Jubilee Field will bring the following benefits:
- Create a strong identity for the area
  - Work with community groups to develop projects
  - Manage and protect the environment
  - Support community groups to take ownership of their local spaces
- 11.64** Protection has been sought and granted under this scheme for the following sites:
- Herne Bay coastal park (from Hampton to Reculver)
  - Cherry Orchard, Herne
  - Tankerton slopes Coastal Park, Whitstable (from Whitstable Castle to Swalecliffe)
  - Mariner's View, Whitstable
  - Cornwallis Circle, Whitstable
  - Prospect Field, Whitstable
  - Hollow Lane, Canterbury
- 11.65** These sites along with the King George V Field in Canterbury are registered with Fields in Trust as a trust but managed by the local authority and protection is given in perpetuity. These sites are shown the Proposal Maps (Insets 1,3 and 5) as areas for the Protection of Existing Open Space and covered by Policy OS9.

### Provision of Outdoor Playing Space Through New Development

- 11.66** The City Council considers that it is appropriate that new development supports the provision of on or off-site open space and outdoor playing space in appropriate circumstances in order to achieve the objectives of the Local Plan.
- 11.67** The City Council considers that good landscape design is required to properly integrate built form and open space. The overall objective is for residential development to be well designed, with open space integrated and seen to be essential to the layout and design of the development. Open space should be functional, robust and accessible to all residents. The use of open space in housing design is considered in the design chapter of this Local Plan. Public Open Space in New Housing Development Best Practise Paper (2014) which forms part of the Open Space Strategy (Appendix 13) will also need to be considered.

**11.68** There is not only a need to incorporate areas of informal recreational open space within all residential developments, but also a need to make provision for outdoor playing space, ranging from small play areas for pre-school children to playing fields for adults. As part of all new housing development the City Council will require the provision of, or financial contribution towards six categories of outdoor space, semi-natural areas, strategic urban parks and green corridors, amenity greenspace, children's play areas, open space for sport, allotments or community gardens.

**11.69** Local Quantity Open Space Provision Standards for new residential development-open space typology requirements per 1000 new residents are as follows:

Typology	Definition	Agreed thresholds	Justification of threshold	Local standard
<b>Parks and Gardens</b>	Including urban parks, Country parks and Formal gardens.	2,000 metres	CABE * guidance and consultation	0.3 hectares per 1,000 People (3 <sup>m<sup>2</sup></sup> /person)
<b>Green corridors</b>	Including rivers and Canal banks, cycle Ways and rights of way Plus accessible green Space in urban fringe.	300 metres	Based on ANGST** guidance and consultation results	1.3- 1.7 hectares per 1,000 people (13 -17 m <sup>2</sup> / person)
<b>Amenity green space</b>	Including informal recreation spaces, green spaces in and around housing	1,000 metres	ANGST and Consultation results	1.3- 1.7 hectares per 1,000 people (13-17 m <sup>2</sup> / person)
<b>Fixed Play areas</b>				0.3 hectares per 1,000 People (3 m <sup>2</sup> /person)
<b>LAPs facilities</b>	Local Area of play	100 metres / up to 1 minutes walk	Based on FIT	Part of 0.3 hectares per

targeted at 0 to 5 year olds				
<b>LEAPS Facilities</b> targeted at 5 to 12 year olds	Local Equipped Area for play (LEAP)	400 metres /up to 5 minutes walk	Based on FIT guidance and consultation results	Part of 0.3 hectares per 1,000 people (3 <sup>m2</sup> / person)
<b>NEAPS Facilities</b> targeted at 12 -18 year olds	Neighbourhood Equipped Area for Play (NEAP)	1,000 Metres / up to 15 Minutes walk	Based on FIT guidance and consultation results	Part of 0.3 hectares per 1,00 people (3 <sup>m2</sup> / person)
<b>Destination play Facilities</b> targeted at 0-18 year olds	Play facilities have a distinctive feature and part of a larger facility	20 minutes drive time	Based on FIT guidance	Part of 0.3 hectares per 1,000 people 3 <sup>m2</sup> / person
<b>Semi natural and Natural open space</b>	Including woodlands, urban forestry, scrub, grasslands, wetlands, open and running water, wastelands and derelict open land and rock areas-cliffs, quarries and pits	1,000 metres	Based on ANGST Guidance and Consultation results	4.0 hectares per 1,000 People (40 <sup>m2</sup> / person)
<b>Outdoor sports pitches</b>	Including tennis courts, bowling greens, sports pitches,	1,000 metres	Based on FIT guidance and consultation	0.87 hectares per 1,000 People (9 <sup>m2</sup> / person)

	golf courses, athletics tracks, school and institutional playing fields and other outdoor sports areas.		results	
<b>Allotments</b>	An allotment is a piece of land approximately 250 square metres in size which can be rented out for growing fruit and vegetables predominantly	N/A	National Society for Allotments and Leisure Gardeners	15 plots per 1,000 household/ dwelling
<b>Civil Space</b>	Civic and market squares and other hard surfaced areas designed for pedestrians perform a range of recreation	TBC	CABE Space guidance	One major civic space per urban centre
<p>Commission for Architecture and the Built Environment, also the Design Council</p> <p>** ANGST is Access to Natural Green Space Standard</p> <p>*** FIT is Fields in Trust</p>				

- 11.70** The City Council is committed to the principle of collecting Development Contributions for open space requirements. A Development Contributions Supplementary Planning Document was adopted in 2007. This sets out contributions relating to housing, education, transport, open space and other community benefits in relation to new developments. This will continue to be used until either an updated Supplementary Planning Document or a Community Infrastructure Levy will be adopted.
- 11.71** The size and context of a proposed development will determine the type and nature of the open space required. In most large scale 'greenfield' developments it will be appropriate to provide on site open space. However, in some high density urban contexts the provision of open space may conflict with an established high density character.
- 11.72** Where it is inappropriate to provide open space within a development, the developer will be required to make a financial contribution for "off-site" provision in accordance with specified rates related to the Council's open space provision standards as set out in the Council's Open Space Strategy as revised. These were established following public consultation.

### Policy OS11 Outdoor Space Provision

**New housing development shall make provision for appropriate outdoor space, including semi-natural areas, strategic urban parks and green corridors, amenity greenspace, children's play areas, open space for sport, allotments or community gardens proportionate to the likely number of people who will live there.**

**Where the development does not allow for the provision of such open space on site, developers will be expected to make financial contribution towards the provision of new, or improvement of open space or recreational facilities elsewhere in the locality, through entering into a legal agreement or another suitable mechanism.**



## Green Infrastructure

- 11.73** The Council's Open Space Strategy aims to develop, protect and enhance Green Infrastructure. Green Infrastructure is the network of green spaces, rivers and lakes that intersperse and connect villages, towns and cities. In rural areas this can include fields, woodlands, hedgerows, country parks, rivers and lakes. In urban areas it can include domestic gardens, street trees, sports pitches, civic spaces, green roofs and walls.
- 11.74** Providing green infrastructure also emphasises the importance of connecting the many individual natural and fabricated elements and space to enhance a local area. Green infrastructure can be planned, designed and managed as a network so that the whole is more than the sum in parts. We can benefit because such networks help our future urban and rural landscape to address challenges such as climate change, flood risk, water management, food supply, providing efficient and renewable energy and creating comfortable, attractive places in which to live.
- 11.75** A green infrastructure strategy will be produced by Canterbury City Council in liaison with other local authorities and the North Kent Environment Group, this will aim to create a sustainable green infrastructure network that goes beyond the District boundary to ensure all areas are interlinked.

### Policy OS12 Green Infrastructure

**Proposals for new development should ensure that :**

- a. **Green infrastructure is planned, designed and managed to conserve and enhance the distinctive character and special qualities of, rural and urban landscapes, and the identity of settlements. Where feasible as part of all new developments and proposals, developers will need to establish and extend green space networks as corridors for movement by foot and cycle, as havens for wildlife and natural habitats and for leisure, amenity and recreational use. Where practicable green linkages should be encouraged from within existing settlements to the open countryside.**
- b. **Existing open space is conserved and enhanced as part of these networks, which where possible, should extend through major new development sites and connect directly with community facilities, employment areas and transport hubs in order to deliver sustainable development and support the health and well-being of residents.**

## Riverside Strategy

- 11.76** The Riverside Strategy 2015 aims to create a network of access routes including long distance walks, town centre footpath links, riverside paths and cycle routes from Chartham to Sturry. The wildlife interest and biodiversity of the river and the river bank will be enhanced.
- 11.77** Policy OS13 safeguards a route adjacent to the river and the riverbank, and is shown on the Proposals Map (Inset 2). There are also a number of open space allocations in Canterbury associated with this strategy and these are shown on the Proposals Map (Insets 1 & 2). They are as follows :
- Franciscan Gardens / Binnewith Island
  - Greyfriars Priory Garden, Stour Street ( south east of St Peter's Grove)
  - Solly's Orchard, St Peter's Lane
  - North Lane car park
  - Land at St Radigand's Street
  - Tannery Park
  - Kingsbrook Park
- 11.78** Policy LB13 also aims to conserve and enhance the environment within river corridors and river catchments in line with the Riverside Strategy.
- 11.79** All sites including future development sites that are adjacent to the river will be expected to contribute to and make provision for a riverside route for pedestrians and cyclists. Proposals should ensure lighting is sensitive so as not to adversely affect wildlife and vulnerable species.

### Policy OS13 Riverside Strategy

**Land identified on the Proposals Map (Inset 1 and 2), as Open Space and Riverside Path, along the River Stour corridors in Canterbury City will be protected from development to enable its future use and contribution towards the riverside corridor, having regard to the Riverside Strategy .**

## Allotments

- 11.80** The City Council's Open Space Strategy, which incorporates the Allotment Strategy, provides details of how allotment provision will be delivered and its aims are :
- Protect: Due consideration and protection should be given under the planning system, to ensure the needs of current and future generations of allotment gardeners are taken care of, and inappropriate development does not take place.

- Invest: Allotments should be managed and developed so they are fit for purpose.
- Access: Work towards creating opportunities for all who want an allotment garden to have access to one, where reasonably practicable.

- 11.81** It is important that allotments are retained where they can perform an important open space function and contribute to the City Council's wider sustainable development objectives. It is important that allotments are sited in accessible locations that people can walk to and from residential areas. They contribute to enhanced quality of life in terms of physical and mental health, social activity, urban 'green' space and provide valuable wildlife habitat.
- 11.82** All local authorities have a duty to provide a sufficient number of allotments and to publicise and let them to local residents. For the urban areas, this is Canterbury City Council, however in rural areas it is the parish council. This is enshrined in legislation.
- 11.83** Although there are no guidelines as to the level of provision, the allotment strategy adopted a spatial model based on the recommendations from the National Society of Allotment and Leisure Gardeners of 15 plots per 1000 households in terms of provision and a catchment of 1,000 metre radius based on the 2009 allotments survey.
- 11.84** Community garden areas can take many forms but are characterised by people working together for mutual benefit and to help others. They can help to regenerate neighbourhoods, strengthen community bonds, produce food in a sustainable fashion, promote gardening as physical and mental health therapies, provide recreation and provide training for the socially disadvantaged. They have no particular legal status, so land and agreements must be in accordance with allotment law.
- 11.85** Additional allotments and/or community gardens will also be provided as part of the strategic development sites identified in Policy SP3.

### Policy OS14 Allotment Allocation

**Land is allocated at Lime Kiln Road, Canterbury for a future allotments/community garden site, see Proposals Map (Inset 1)**

### Policy OS15 Allotments

**Permission will be granted for development proposals that involve the loss of existing allotment land and/or community garden land if both the following criteria are met :**

- Demand for allotment land and/or community garden land within the locality no longer exists, or suitable alternative provision of allotment land, of comparable quality, can be made available locally; and**
- The allotment land or community garden land is not suitable for, or not required to rectify any local shortages of, public outdoor playing space.**



## Chapter 12: Quality of Life

### Community Development

- 12.1** The Local Plan is important in promoting community development and social infrastructure and the contribution these can make in improving the quality of life for all people in all areas of the District. Local authorities have the power to promote social, economic and environmental well-being, for the District, having regard to this when using the 'power of well-being'.
- 12.2** Community facilities are those, which are provided for the benefit of the community, such as schools and other education provision, shops, post offices, libraries, doctors surgeries, places of worship, village halls, public houses, health, social care, local shopping, transport, sport, youth and community services, recreation and amenity space, culture and the arts, playgrounds and open space.
- 12.3** Access to facilities and improving quality of life are essential elements of the Canterbury District Local Plan and the East Kent Sustainable Community Strategy and where possible the Local Plan should assist with delivering community facilities in the right locations. Such facilities might be associated with, and delivered by, new development, but 'access for all' and identifying gaps in provision across the wider community is essential. A wide range of services is also essential to community well being.
- 12.4** Through partnerships and community involvement, planning policy will seek to address unmet needs in our communities. Planning and development activity must ensure that new communities do not place pressure on existing facilities and indeed actively seek to improve access for existing communities. In this way it should facilitate and promote sustainable and inclusive patterns of development, contributing to the creation of safe, sustainable, liveable, diverse and mixed communities.
- 12.5** Through the development of this Local Plan, the City Council will need to work with stakeholders, such as Kent County Council, the Health and Well Being Board, other providers of community facilities, voluntary organisations and the wider community to identify the demand for facilities and identify deficiencies. It will need to consider the most efficient method of meeting such needs, including promoting shared facilities, allocation of sites, the collection and use of development contributions, and provision as part of development. Community involvement in the planning process should assist in promoting sustainable communities, with pride in their locality, and with functioning local community networks. The Corporate Plan action plan sets out various actions, one of which is to involve local communities in planning sustainable communities of the future.
- 12.6** The East Kent vision is to have fairer, stronger and healthier communities in reviving coastal towns, enjoying high quality of life. A high quality, integrated transport network, with reduced congestion and pollution, offering a wide choice of accessible transport to all sections of the community, is also envisaged.

- 12.7** The Vision for Kent 2012-2022 encourages a more resilient society where local communities identify local priorities and have more influence and involvement in the shape and delivery of services in their community with the support of elected representatives to work with them to address the priorities.
- 12.8** There are plans to encourage the growth of charities and social enterprises that can take on more responsibilities for providing services and to support the voluntary and community sector to enhance its capacity, innovate and become more entrepreneurial so the sector can grow and can deliver more value for the public sector, whilst retaining their independence.
- 12.9** The Government is committed to developing strong, vibrant and sustainable communities and to promoting community cohesion in both urban and rural areas, in order to meet the diverse needs of all people in existing and future communities.
- 12.10** The National Planning Policy Framework, paragraph 69, states that “The planning system can play an important role in facilitating social interaction and creating healthy, inclusive communities”. The NPPF, paragraph 70, also considers that “To deliver the social, recreational and cultural facilities and services the community needs, planning policies should plan positively for the provision of shared space, community facilities and other local services to enhance the sustainability of communities and residential environments”. “Planning should guard against the unnecessary loss of valued facilities and services, particularly where this would reduce the community’s ability to meet its day to day needs”.

### **Social Infrastructure**

- 12.11** Social infrastructure is a term that describes the wide range of community, leisure, health and educational facilities which contribute to the quality of life of the district and local communities. Social infrastructure provides facilities for health and well-being, social, educational, spiritual, recreational, leisure and cultural needs of the community. This includes ‘formal’ facilities such as surgeries or schools, and ‘informal’ facilities including village halls, play areas, places of worship, cemeteries and community centres. Informal facilities need to be local, accessible and appropriate to the identified needs of the particular community and, in particular, sustainable. Their provision in the right location and appropriately designed is therefore essential in the implementation of a successful community strategy.
- 12.12** Where a rural location is proposed for informal facilities and it has been demonstrated that there are no suitable land or buildings available within the locality, the City Council will support community initiatives which are appropriate in scale to their surroundings and which seek to re-use existing buildings. Where community uses are proposed in new buildings, the City Council will ensure that the new development is closely related to an existing settlement and not isolated in the open countryside so as to have an adverse impact on its character and appearance. The need for the development should be demonstrated in either case.

- 12.13** In appropriate circumstances, proposals that will lead to more people using and putting further pressure on the use and capacity of existing local community buildings, will be expected to make a financial contribution towards maintaining or upgrading them. Policy SP5 of this Local Plan will be applied in appropriate cases, and a contribution will be sought to offset the impact upon those existing facilities.

### Policy QL1 Social Infrastructure

**Proposals for new buildings or uses for local communities to provide social infrastructure and community facilities will be encouraged and granted planning permission on the basis that any new building is appropriately designed and located, and highway safety and residential amenity would not be prejudiced.**

## Services and Facilities for Sustainable Communities

- 12.14** Sustainable Communities are places where people want to live and work now and in the future. They meet the diverse needs of existing and future residents, are sensitive to their environment and contribute to a high quality of life. They are safe and inclusive, well planned and designed, built and run to offer quality of opportunities and good services for all. For communities to be sustainable they must offer decent homes at prices people can afford, good quality jobs for local people, good public transport, schools, health and social care, shops and a clean, safe environment. People also need open public space where they can relax and have the ability to have a say on the way their neighbourhood is run.
- 12.15** The diversity of local communities must be taken into account to promote social inclusion and maximise life chances and independence. People with disabilities, older people and the young are less mobile than the majority of the population but need access to a wide range of facilities, therefore, provision has to be made to include services and facilities that are accessible to all in order to create sustainable communities. Policy DBE5 of this local plan will require developments to meet the highest standards of accessibility and inclusion and sets out 4 criteria to achieve this.

## Village Facilities and Services

- 12.16** Village facilities and services are important for serving and meeting local needs. These village facilities in the parished areas often provide the focal point for the communities they serve and help to enhance village life. The City Council is concerned at the increasing loss of village facilities such as the village shop, post office, public house and village hall. This can have an adverse effect on the well-being of the local community and can result in an increase in the need to travel to the nearest available facility. This often puts the least mobile groups of society at a disadvantage. The loss of these facilities can dramatically change the character of the village or area as they often serve a wider catchment than just the settlement they are located in.

- 12.17** The loss of these services also has an impact on rural employment and the wider rural economy. The City Council therefore aims to protect such services and facilities unless there are strong reasons to show that this is unrealistic.

### Policy QL2 Village Services and Facilities

**Within the villages, the City Council will permit the use or extension of existing residential properties or farm or other appropriate buildings such as village halls and churches, to provide convenience shops or other local services, unless there is an overriding conflict with other policies in the Local Plan.**

- 12.18** In order to establish genuine proposals for the loss of existing village facilities to other uses, the City Council will require the applicant to demonstrate that there is no longer a need or demand for the particular facility by considering how the existing facility has been managed, marketed and operated for 2 years.
- 12.19** Village shops and post offices provide for the essential day to day convenience shopping needs of the local community. They offer important retail facilities in particular for the elderly and less mobile. Village halls and public houses often provide a focus for community life and reduce the need to travel. Rural communities should have reasonable access to such facilities particularly as public transport is limited in these areas.
- 12.20** The City Council will seek to resist the loss of local shops and services where this would result in a significant or absolute loss of facilities to a community. The City Council will also seek to retain the shop front in circumstances where permission for a change of use is granted to enable the premises to be reinstated as a shop should the future opportunity arise or to ensure that the building remains in keeping with the area, such as a conservation area.

### Policy QL3 Loss of Village and Community Facilities

**The City Council will permit the loss of village and community facilities in the parishes, such as village halls, public houses, shops and post offices to other uses if it can be demonstrated that:**

- a. The use is no longer viable, the business has been actively marketed for 2 years with no genuine interest or there is no longer a continuing demand for the use or facility; or,**
- b. There is alternative provision for a similar type of use within an acceptable walking distance; and**
- c. There would be no detrimental impact on the rural character and community.**



## Farm Shops

- 12.21** Farm shops are one possible form of farm diversification and can provide a new source of employment in the rural area. They are also important for promoting the purchase of locally grown produce and regional speciality foods and other rural wares. When assessing applications for farm shop buildings of this nature, consideration will be given to their scale and location, visual impact and their impact on local villages and the surrounding area.
- 12.22** Farm shops can also contribute in providing a valuable community service for the elderly or less mobile by being encouraged to adopt box delivery schemes or collection points within settlements.

### Policy QL4 Farm Shops

**The City Council will grant planning permission for farm shops provided :**

- a. There is no detrimental impact on local shops or on the character of the surrounding area;**
- b. Access and parking provisions are acceptable and the use does not significantly increase traffic to the detriment of the rural area or highway safety;**
- c. There is no detrimental impact on residential amenity;**
- d. There is no overriding conflict with other Policies in the Plan.**

## Transport, Community Services and Community Buildings

- 12.23** The Transport Strategy will have proper regard to people with disabilities, and those who for whatever reason are limited in their travel options. The strategy looks to address the reasons for social exclusion and tackle the barriers through a range of measures that not only support the vulnerable but empower local communities to provide the transport they need.
- 12.24** The Transport Strategy aims to improve access to services, goods and opportunities to all through supporting independence and reducing social exclusion by improving transport links to key destinations and bringing services closer to communities through supported bus services, community transport, taxis and concessionary travel schemes.
- 12.25** Kent County Council has a major county wide project, Supporting Independence Programme, aimed at tackling dependency culture. There are various other schemes available to communities to enable them to access services and facilities and these are all set out in the draft transport strategy.

- 12.26** Parking facilities, access controls, public transport provision, highway design and the design, layout and physical environment are among the aspects which need to be considered. The City Council will also continue to improve the pedestrian environment by promoting access to all public areas. This will ensure equal access for all including people with disabilities.

### Policy QL5 Local Community Services

**Provision shall be made to accommodate local community services within new residential development and mixed use developments.**

**New community services should be located where they are accessible by walking or cycling and by public transport from the area they serve. Whenever practical they should be located within urban or local centre areas.**

**The required funding for the community services and facilities shall normally be identified and agreed prior to grant of planning permission for residential and mixed use developments.**

- 12.27** The Local Plan Strategic development sites are set out in Policy SP3 of this Local Plan and provision will be made to ensure that community services and facilities are integrated as part of these new development sites. Policy QL5 will apply to all strategic development sites as well as any other new development sites coming forward through the planning application process.
- 12.28** Some communities need more specialist services as a result of differences relating to their age, culture, disability, lifestyle, or other factors, which result in vulnerability. Examples of such communities include older people, young families, black and minority ethnic communities, people with disabilities, student campuses and people who live in deprivation. The Equalities Act 2010 has two main purposes, to harmonise discrimination law, and to strengthen the law to support progress on equality. Policy QL1 of this Local Plan supports new community facilities.
- 12.29** The City Council's Corporate Plan aims to put people first by understanding their needs, shaping their services around them, and doing our best to help improve the quality of life for all our residents.
- 12.30** The aim of the City Council's Corporate Plan is to involve local communities in planning sustainable communities for the future and to positively encourage the development of the right mix and type of homes to meet local needs.

### Policy QL6 Loss of Community Buildings and Community Sites

**Planning permission will be granted for development involving the loss of public or privately operated community buildings or sites, or uses for community purposes, if there is no demonstrable need for the use of the facilities within the locality, and it is demonstrated that other uses to serve the local community could not operate from the buildings or land.**

## Community Spaces and Facilities

- 12.31** The City Council's aim, as stated in the Corporate Plan, is to have made a significant contribution to improving health and well-being in our district and to have more people leading physically active lifestyles.
- 12.32** The City Council's objective is to improve the distribution, accessibility, quality and connectivity of open space. This is seen as a key component to raising the quality of life of the district's residents and visitors.
- 12.33** Urban green space is increasingly valued for its amenity value, social, economic and environmental benefits and the potential for improving public health, community well-being and quality of life. With the public health shift towards prevention rather than treatment, and growing understanding that health includes physical, mental and social well-being focus has increasingly turned to the environment and how the areas in which we live and interact can influence our health. Quality green space and visual amenity is widely regarded as a key feature of health promoting neighbourhood environments. The parks and green spaces in and around our towns and cities improve the health, well-being and quality of life of individuals.
- 12.34** The Canterbury District is fortunate to have a broad range of leisure facilities as well as many parks, open spaces and beaches. The benefits of safe, attractive and functional green space and visual amenity in communities include not only the direct benefits of providing a place for physical activity, but also those conferred through 'passive' use, i.e. psychological and social benefits of people engaging with nature and the social interactions that take place between people using green space and having access to visual amenity. Attractive neighbourhood greens have been shown to promote informal social interaction, strengthening social ties or social capital, which in turn, is conducive to better health.
- 12.35** The City Council is liaising with other local authorities and the North Kent Environment Group to produce a Green Infrastructure Strategy. As part of this strategy, green infrastructure should be designed and managed as a multifunctional resource capable of delivering those ecological services and quality of life benefits required by the communities it serves and needed to underpin sustainability.

- 12.36** The City Council recognises that it has an important role to play in supporting local people to increase lifelong participation in sport, physical activity and active lifestyle choices. Taking part in regular exercise not only improves physical health but also mental well-being. It contributes to improving broader public health and reduces the burden on local healthcare services. The City Council can increase participation in a number of ways, for example, through the planning system we should provide for a diverse range of sporting facilities as well as supporting our existing leisure facilities. The City Council will achieve this by promoting and encouraging the use of informal spaces, such as countryside, parks, open spaces and beaches, to improve physical activity levels.
- 12.37** When considering protection and provision for sporting, leisure and open space activities Policy DBE3 and the relevant Open Space Policies will apply.

### Policy QL7 Community Allocations

**Land is allocated on the Proposals Map for community purposes on :**

- **Land south of Greenhill, Herne Bay**
- **Land at end of Vauxhall Avenue, Canterbury**

**In this Policy, community purposes includes social and physical infrastructure provided to meet identifiable local need. This could include buildings for local groups and the community, playing fields, car and cycle parking, areas of open space, allotments, community gardens and affordable housing, depending on an assessment of local needs.**

### Health Facilities

- 12.38** High quality health facilities are a key element in supporting the well-being of the community. These form part of the District's social infrastructure and their provision and availability to the District's communities are an important element in the City Council's objectives for social well-being within them. The Local Plan seeks to contribute to enabling health and social care provision alongside the City Council's Community Plan. The Local Plan, therefore, looks to provide a link between the development process and the provision of health infrastructure.
- 12.39** Canterbury has a good network of primary health care facilities which, in the Council's view, must be safeguarded and enhanced. New development will bring new pressures on these facilities, and the City Council will ensure that provision for new and enhanced health and social care facilities form part of these new development proposals. Health facilities also play a key part in acting as a focus for the community in wider initiatives for community development, for example providing for 'health living/learning initiatives', support for community projects and dual use of facilities.

- 12.40** The City Council will continue to urge the providers of the District's health facilities to ensure continual investment and upgrading of these facilities to meet growing demand.

### Policy QL8 Health and Social Care Facilities

**The City Council will seek to improve facilities and ensure that adequate provision is made for health and social care facilities arising from the impact of new development, and that appropriate mechanisms are secured through legal agreements to deliver these facilities.**

- 12.41** Good quality health facilities (primary and acute) are also important to the wider economic well-being of the community, and are seen as a key factor in attracting investment and in catering for the needs of the large number of visitors to the District. Policy QL9 promotes and safeguards an area adjacent to the Kent & Canterbury Hospital for future health care development. Policy SP3 reserves land at Site 1 for the potential relocation of the Kent & Canterbury Hospital, if required in the future.
- 12.42** The City Council considers that the provision of new health and social care facilities should be supported as part of its Corporate Plan pledge to seek to create sustainable communities for the future, both at strategic sites in the Local Plan, where appropriate, but also as a more general approach. However, the ongoing changes to the management of health service functions and services makes it difficult to know exactly what new facilities will be needed in which specific locations. In order to address this uncertainty, Policy QL10 supports the provision of new medical and health and social care facilities, for which there is a known need, subject to environmental, transport and other considerations. This policy approach has been discussed with the Canterbury and Coastal Clinical Commissioning Group.
- 12.43** The Health and Well Being Board will also be consulted on future provision required for new health and social care provision and facilities.

### Policy QL9 Kent and Canterbury Hospital

**Land is allocated adjacent to the Kent & Canterbury Hospital as shown on the Proposals Map (Inset1) for health-related development.**

### Policy QL10 Medical Health and Social Care Facilities

**The City Council will support the provision of new medical, health and social care facilities subject to relevant design Policies of this Local Plan.**

## Air Quality

- 12.44** The City Council is strongly committed to ensuring the air quality within the District

remains at an acceptable limit, and will continue to monitor and assess air quality as part of this commitment. The Council also has a duty to submit a report on its findings to DEFRA on an annual basis.

- 12.45** Under the Environment Act 1995, the Government published the Air Quality Strategy in 2007. A new strategy was published for consultation in 2017. All local authorities have had to carry out a review and assessment of the air quality in their districts to see if Government limits for air quality for seven key pollutants would be met. In areas where these limits cannot be met, Air Quality Management Areas (AQMAs) would have to be established and ways of reducing air pollution considered and set in place. The City Council has been undertaking review and assessment work in line with the Air Quality Strategy since 1998.
- 12.46** As part of this review and assessment work, the City Council's 1st Air Quality Management Area (AQMA) was declared in May 2006 in Broad Street/ Military Road for exceedences of the annual Air Quality Objective for nitrogen dioxide. An Action Plan has been drawn up to improve air quality in the area.
- 12.47** During recent rounds of review and assessments additional areas where air quality objectives might not have been met have been identified. These areas include North Lane, St Peter's Place, Rhiems Way, Wincheap, Sturry Road and St Dunstan's Street. All of these hotspot areas have been studied further and this has resulted in the declaration of a new AQMA in November 2011, known as AQMA2 - Canterbury City Centre. AQMA 2 encompasses the original Broad Street/Military road AQMA.
- 12.48** The 2013 Annual Progress Report indicated that apart from one site (Herne village), all monitoring sites outside of the AQMA are below the objective levels. Additional monitoring has been implemented at Herne to further assess the possible exceedence.
- 12.49** It is essential therefore to consider air quality when making decisions with regard to future developments, transport and pollution control issues in order to protect public health and well-being. It will be particularly important to ensure that traffic conditions are not allowed to deteriorate as this could result in worsening air quality, possible future breaches of limits and the declaration of more AQMAs. Reference should be made to the Kent and Medway Air Quality Partnership's document "Air Quality and Planning Technical Guidance" when considering development that may have an impact on the AQMA. The City Council are working with Kent County Council Highways and Transportation in the scope of the Local Transport Plan and the Air Quality Action Plan to look at ways to reduce NO<sub>2</sub> levels within the AQMA. In addition, developments involving all types of residential accommodation and schools close to heavily trafficked roads must be looked at carefully to ensure that the occupants are not exposed to levels of pollutants above the air quality limits.

- 12.50** It is important that air quality is given due consideration in the planning process at the earliest possible stage. It is not sufficient to simply demonstrate that the impact of a development is no worse than the existing or previous land use on a particular site. Where developments are proposed within or that could impact on an Air Quality Management Area (AQMA) mitigation measures should be considered as standard practice, particularly in cases where the development is new and does not replace an existing use. This is especially important where the development has the potential to result in a deterioration of air quality or introduce new sensitive receptors to the area. For example, provision for a large number of parking spaces, significantly increasing the number of trips in and out of an area, significant heating plant or new residential houses close to a busy road.
- 12.51** In some instances, mitigation may not be appropriate or feasible and the development may be deemed to be unacceptable. Developer contribution may be required in some instances to assist planned or ongoing air quality improvement projects.
- 12.52** Air quality assessments will be required in many instances and in particular for the following:
- Development is likely to have a significant impact on an AQMA
  - Development has the potential to cause a deterioration in local air quality (i.e. once completed it will increase pollutant concentrations)
  - If the development is located in an area of poor air quality (exposing future occupiers high background levels of air pollution)
  - If the demolition/construction phase will have a significant impact on the local environment (for example through fugitive dust and exhaust emissions)
- 12.53** Planning considerations can help reduce exposure and allow a development to take place:
- Building layout – eg. moving the building line back from the street/creating gaps in the facades - avoiding street canyons
  - Building design – eg. not putting habitable rooms closest to the road, limiting residential to first floor or above.
  - Consideration of mechanical ventilation
  - The use of outside space
  - Car free/reduced car schemes or travel plans

### Policy QL11 Air Quality

**Development that could directly or indirectly result in material additional air pollutants and worsening levels of air quality within the area surrounding the development site or impact on the existing Air Quality Management Area will not be permitted unless acceptable measures to offset or mitigate any potential impacts have been agreed as part of the proposal. An air quality assessment will be required if the proposal is likely to have a significant effect taking account of the cumulative effects on individual sites.**

## Potentially Polluting Development

- 12.54** Some activities have the potential to result in the contamination or despoiling of the land on which they take place. In order that this does not cause problems in future years, planning permission for such potentially polluting uses will be conditional on suitable arrangements to ensure that appropriate remedial measures will be taken where necessary. The City Council will have regard to any new guidance relating to Planning and Pollution Control which will ensure necessary mitigation measures are put in place. The Kent and Medway Environment Protection Technical Group are in the process of producing guidance that will set out guidance and standards to be used throughout the Kent authorities.
- 12.55** The National Planning Policy Framework aims to minimise pollution and other adverse effects on the local and natural environment. It states that the planning system should contribute to and enhance the natural and local environment by preventing new and existing development from contributing to or being put at unacceptable risk from, or being adversely affected by unacceptable levels of soil, air, water or noise pollution or land instability and by remediating and mitigating despoiled, degraded, derelict, contaminated and unstable land where appropriate.
- 12.56** On some occasions new development may cause noise or light pollution or be proposed near to an existing noise or light pollution source, for example, the use of aircraft/helicopters or the use of floodlights near to residential properties. The City Council will seek to ensure that adjoining uses are compatible as far as the potential for noise and light pollution is concerned, and this will be considered under Policies DBE3 and DBE9 and the supporting text of this plan and in accordance with any new guidance relating to Planning and Noise. Applicants may be required to submit a noise assessment and/or a health impact assessment and/or a lighting strategy relating to the proposal to the Local Planning Authority.

### Policy QL12 Potentially Polluting Development

**When granting planning permission for development which could potentially result in pollution, the City Council will impose conditions or seek agreements to ensure subsequent mitigation measures are undertaken.**

## Waste Management and Recycling

- 12.57** Kent County Council is the Waste Planning and Waste Disposal Authority and therefore determines proposals relating to waste. However, the City Council is a consultee on any such proposal within the District.
- 12.58** The Kent Minerals and Waste Local Plan was adopted on 14 July 2016. The waste and minerals sites have been identified, an area is allocated as a safeguarded site at East Quay, Whitstable for a mineral transportation facility. Any proposals within this area will need to have regard to Policy CSM6 of the Kent Minerals and Waste Local Plan 2016.



## Appendix 1: Garden City Principles

### Garden City Principles

- **Mixed-tenure homes and housing types that are genuinely affordable for everyone.**
- **A wide range of employment opportunities including local jobs within easy commuting distance of homes.**
- **Well-designed quality homes with gardens, combining the best of town and country to create healthy communities including opportunities to grow food.**
- **Development that enhances the natural environment, providing public open space and a comprehensive green infrastructure network and net biodiversity gains and energy-positive technology to ensure climate resilience.**
- **Strong cultural, recreational and shopping facilities in walkable, vibrant, sociable neighbourhoods.**
- **Integrated and accessible transport systems, with walking, cycling and public transport designed to be the most attractive forms of local transport.**



## Appendix 2: Schedule of Housing Allocations and Permissions

### Schedule of Housing Allocations and Permissions

#### Summary Table of Housing Land Supply

Components of Housing Land Supply	2015-16	2016-17	2017-18	2018-19	2019-20	2020-21	2021-22	2022-23	2023-24	2024-25	2025-26	2026-27	2027-28	2028-29	2029-30	2030-31	Total No. of units
Strategic Sites and Other Housing Allocations (inc PA)	0	105	395	1,247	1,494	1,465	1,269	1,220	1,030	811	736	560	500	460	370	370	12,032
Existing Allocations from 2006	0	5	28	106	159	0	40	40	189	5	0	0	0	0	0	24	596
Planning Permissions HIA 2015	182	247	270	274	153	30	30	27									1,213
Small Site Windfall Calculation				138	138	138	138	138	138	138	138	138	138	138	138	138	1,794
<b>Total</b>	<b>182</b>	<b>357</b>	<b>693</b>	<b>1,765</b>	<b>1,944</b>	<b>1,633</b>	<b>1,477</b>	<b>1,425</b>	<b>1,357</b>	<b>954</b>	<b>874</b>	<b>698</b>	<b>638</b>	<b>598</b>	<b>508</b>	<b>532</b>	<b>15,635</b>

**Strategic Allocations**

Site name	2015 -16	2016 -17	2017 -18	2018 -19	2019 -20	2020 -21	2021 -22	2022 -23	2023 -24	2024 -25	2025 -26	2026 -27	2027 -28	2028 -29	2029 -30	2030 -31	Total No. of units
Site 1 Land at South Canterbury	0	0	100	300	300	300	300	300	300	300	300	300	300	300	300	300	4000
Site 2 Land At Sturry/Broad Oak		0		140	150	150	150	150	150	90							1000
Site 3A Land at Hillborough, Heme Bay	0	0		80	130	90	70	70	70	70	70	70	70	70	70	70	1000
Site 3 B Hillborough A E Estates				40	60	70	70	60									300
Site 4 Land at Heme Bay Golf Course, Heme Bay			30	80	80	80	80	100	20	51	51						572
Site 5 Land at Strode Farm, Heme Bay				30	80	80	80	80	80	80	80	80	80	50			800
Site 6 Land at Greenhill, Heme Bay				50	50	50	50	50	50								300
Site 7 North of Thanet Way, Whitstable		20	95	95	95	95											400
Site 8 Land North of Hersden				70	75	75	75	120	120	120	125	20					800
Site 9 Land at Howe Barracks, Canterbury		0	60	90	100	100	100	50									500
Site 10 Land at Ridlands Farm/Hospital site, Cant				50	50	50	50	50	60								310
Site 11 A Land at Cockerling Farm, Thanington			30	100	100	100	100	100	100	100	20						750
Site 11 B Cockerling Road Thanington					50	90	90	90	80								400

Site name	2015-16	2016-17	2017-18	2018-19	2019-20	2020-21	2021-22	2022-23	2023-24	2024-25	2025-26	2026-27	2027-28	2028-29	2029-30	2030-31	Total No. of units
Site 12 Land South of Ridgeway (Grasmere pasture) Chestfield		20	100	100	80	0	0	0	0	0							300

### Other Housing Allocations

Site name	2015-16	2016-17	2017-18	2018-19	2019-20	2020-21	2021-22	2022-23	2023-24	2024-25	2025-26	2026-27	2027-28	2028-29	2029-30	2030-31	Total No. of units
St Martin's Hospital, Canterbury				55	55	54											164
Land at Bullockstone Road, Herne Bay	0									50	50	50	40				190
Spires, Land at Bredlands Lane, Sturry		40	40														80
Barham Court Farm, Barham	0	25															25
Land at Baker's Lane, Chartham	0	20															20
Kingsmead Field				15													15
HB Golf Driving range Greenhill (SHLAA 12)										20	20						40
Land adjacent to Herne Bay Golf Driving range Greenhill (SHLAA 199)										20	20						40
Land adjacent to Cranmer and Aspinall Close, Bekesbourne (SHLAA 171)				7	7												14

Site name	2015 -16	2016 -17	2017 -18	2018 -19	2019 -20	2020 -21	2021 -22	2022 -23	2023 -24	2024 -25	2025 -26	2026 -27	2027 -28	2028 -29	2029 -30	2030 -31	Total No. of units
Land to rear of 51 Rough Common Road, Rough Common adj to existing allocation (SHLAA 78)*					12												12

**Local Plan Allocations Carried forward from the District Local Plan (2006)**

Site name	2015 -16	2016 -17	2017 -18	2018 -19	2019 -20	2020 -21	2021 -22	2022 -23	2023 -24	2024 -25	2025 -26	2026 -27	2027 -28	2028 -29	2029 -30	2030 -31	Total No. of units
Canterbury																	
CA481 Adj Canterbury West Station, Canterbury									20								20
CA480 Kingsmead depot, Canterbury				20	20												40
CA282 St Johns Lane Employment Exch, Canterbury																24	24
CA482 Canterbury East Station (North Side) Car Park					24												24
CA278 Northgate Car Park, Canterbury									21								21
CA507 Castle Street Car Park, Canterbury									54								54
CA503 BT Car Park, Upper Chantry Lane, Canterbury				20													20
CA477 Holmans Meadow Car Park, Canterbury									20								20
CA043B Rosemary Lane Car Park, Canterbury					20												20
CA554 8-12 Pilgrims Way, Canterbury			20														20

Site name	2015 -16	2016 -17	2017 -18	2018 -19	2019 -20	2020 -21	2021 -22	2022 -23	2023 -24	2024 -25	2025 -26	2026 -27	2027 -28	2028 -29	2029 -30	2030 -31	Total No. of units
CA488 Land East of White Horse Lane, Canterbury					10												10
CA347 Ivy Lane North, Canterbury					10												10
CA500 Sea Cadets Centre, Canterbury			3														3
CA281 Hawks Lane, Canterbury					9												9
CA047 St Radigund's Place, Canterbury									7								7
CA479 Car Park adj Registry Office, Canterbury			5														5
CA286 St John's Lane Car Park, Canterbury										5							5
<b>Herne Bay</b>																	
CA340 Garage Site, Kings Road, Herne Bay									43								43
CA491 Herne Bay Station, Land at				15	20												35
HB1 Central Development Area (Herne Bay Area Action Plan), Herne Bay							40	40									80
HB2 Beach Street (Herne Bay Area Action Plan), Herne Bay				20													20
CA375/HB3 Herne Bay Bus Depot, Herne Bay					30												30
<b>Whitstable</b>																	
CA530 Ladysmith Grove (UCS Site W17), Land at				15	16												31

Site name	2015 -16	2016 -17	2017 -18	2018 -19	2019 -20	2020 -21	2021 -22	2022 -23	2023 -24	2024 -25	2025 -26	2026 -27	2027 -28	2028 -29	2029 -30	2030 -31	Total No. of units
CA524 Tankerton Rd car park & (garage - CA/03/0364), Whitstable									17								17
CA308 124 & adjoining Middle Wall, Whitstable									7								7
CA309 Sea Street (Green's Warehouse), Whitstable		5															5
<b>Rural</b>																	
CA559 Rough Common Rd, Rough Common				16													16



### Schedule of Planning Permissions (HIA 2015)

Application No	Address	Address	Locality	2015 -16	2016 -17	2017 -18	2018 -19	2019 -20	5-year Total	2020 -21	2021 -22	2022 -23
CA0400497	St Mildreds Tannery		Canterbury	5	14				19			
CA0701471	Former Huyck Factory Site Millstrood Road		Whitstable	15	17				32			
CA0701658	1 Blackburn Road		Herne Bay			1			1			
CA0801124	25 Broomfield Road Land Adjoining		Herne			1			1			
CA0900444	Whitstable Post Office	Gladstone Road	Whitstable				12		12			
CA0900999	Herne Bay Methodist Church	High Street	Herne Bay	9					9			
CA0901580	25 Island Road	Upstreet	Chislet		5	5			10			
CA0901692	The Forge	The Street	Ickham		1				1			
CA0901713	Barton Yard At Junction Of Diamond Road And Westmeads Road		Whitstable	14					14			
CA0901760	Land Rear Of 121 - 125 Sturry Road		Canterbury	8					8			
CA0901882	153 Ashford Road		Thanington	4					4			
CA1000503	Land West Of Mill Lane & North Of A299 Thanet Way		Herne Bay	2					2			
CA1000713	53 Joy Lane		Whitstable			0			0			
CA1001228	Land Rear Of 12 Gorse Lane		Herne			1			1			
CA1001299	Sweech Farm	Heme Bay Road	Broad Oak				2	2	4			

Application No	Address	Address	Locality	2015 -16	2016 -17	2017 -18	2018 -19	2019 -20	5-year Total	2020 -21	2021 -22	2022 -23
CA1001301	66 Eddington Lane		Herne Bay			2	2		4			
CA1001360	33a Borstal Hill		Whitstable				3		3			
CA1001644	Chestfield Farm	The Drove	Chestfield			2	2		4			
CA1001662	56-58 Central Parade		Herne Bay				5	5	10			
CA1100590	7-16 Stour Street		Canterbury				6	6	12			
CA1100660	Bigbury Gap Site	Land Between Bigbury House, Bigbury Cottage & Bigbury	Chartham Hatch				1		1			
CA1100747	55 Millstrood Road		Whitstable			2	4		6			
CA1100945	Comerstone Maypole Lane	Hoath	Hoath		0				0			
CA1101128	Freshfields Westcourt Lane	Woolage Green	Womenswold		1				1			
CA1101190	156 Tankerton Road	Tankerton	Whitstable			6			6			
CA1101610	23 Stanley Road		Herne Bay			1			1			
CA1101627	57 Grand Drive		Herne Bay			2			2			
CA1101727	10 Longport		Canterbury				7		7			
CA1101879	2 Sturry Hill		Sturry	4	8				12			
CA1101885	The Thatched House	Gravel Castle Road	Barham		0				0			
CA1101902	2-4 St John's Road	Swalecliffe	Whitstable				3	6	9			
CA1102032	Land Adjacent To	40 Park View,	Sturry	1					1			
CA1102145	Land Adjacent To 6 The Avenue	Hersden	Sturry			1			1			

Application No	Address	Address	Locality	2015 -16	2016 -17	2017 -18	2018 -19	2019 -20	5-year Total	2020 -21	2021 -22	2022 -23
CA1102170	Land Adjacent To No 1 Clare Road		Whitstable		1				1			
CA1200019	The Old Malt House	Malthouse Road	Canterbury			7	7		14			
CA1200022	Downland Cycles Ltd	Malthouse Road	Canterbury				5		5			
CA1200087	62 Sturry Hill		Sturry		1	1			2			
CA1200136	15 The Friars		Canterbury	-1					-1			
CA1200140	Ridgeway Farm Bungalow	Ridgeway Road	Herne		0				0			
CA1200161	Tankerton Evangelical Church,	154 Northwood Road	Whitstable			5	6		11			
CA1200213	66-68 Shalmsford Street		Chartham	1					1			
CA1200256	Land Adjacent To 10 Cogans Terrace		Canterbury	1					1			
CA1200559	The Old Farm House	The Drive	Chestfield			1			1			
CA1200621	Almonry House	Monastery Street	Canterbury		2				2			
CA1200678	38b St Dunstan's Street		Canterbury	1					1			
CA1200689	64 High Street		Whitstable		1				1			
CA1200690	64 Morfimer Street		Herne Bay		2				2			
CA1200720	65-65a London Road		Canterbury	12					12			
CA1200731	Land At Junction Of Farnleigh Rd Broad Oak Rd		Canterbury	2					2			
CA1200741	2 Chapel Street		Herne Bay			1			1			
CA1200810	7 Sea View Road		Herne Bay	0					0			

Application No	Address	Address	Locality	2015 -16	2016 -17	2017 -18	2018 -19	2019 -20	5-year Total	2020 -21	2021 -22	2022 -23
CA1200814	Land To The Rear Of Ivydene Montpellier Avenue		Whitstable			1			1			
CA1200831	34 St Anne's Road	Tankerton	Whitstable			2			2			
CA1200915	Land Adjacent To	38 Whitstable Road	Canterbury			3			3			
CA1200927	Land Adjacent To	31 Ulcombe Gardens And Rear Of 32 Ulcombe Gardens	Canterbury		2				2			
CA1200932	Coach House	55 London Road	Canterbury			2			2			
CA1201137	Bridge Methodist Chapel	Patricxbourne Road	Bridge	1					1			
CA1201138	The Coach House	Denne Hill Farm	Womenswold	1					1			
CA1201153	Land To Rear Of	137 Canterbury Road	Herne Bay			1			1			
CA1201169	Folly Farm	Headcorn Drive	Canterbury			4			4			
CA1201173	The Old Jolly Sailor	142 Joy Lane	Whitstable	1					1			
CA1201208	53 Dargate Road	Yorkletts	Whitstable			1			1			
CA1201405	Land Rear Of Homeside Farmhouse	The Street	Bossingham Upper Hard			1			1			
CA1201458	126 And Garages To Rear Of 128 Tankerton Road		Whitstable	8	5				13			
CA1201532	21-23 Whitstable Road		Canterbury		1				1			
CA1201608	38 Island Road	Sturry Road	Sturry		5				5			
CA1201615	140 Cromwell Road		Whitstable		1				1			

Application No	Address	Address	Locality	2015 -16	2016 -17	2017 -18	2018 -19	2019 -20	5-year Total	2020 -21	2021 -22	2022 -23
CA1201693	5 High Street		Whitstable		2	5			7			
CA1201698	Land At Sea Farm And Croft Farm	Dargate Road	Yorkletts		2	3			5			
CA1201715	Land At Farleigh Road		Canterbury		0	0			0			
CA1201722	North Barn	Home Farm House	Marshside		1				1			
CA1201775	National House	65 High Street	Herne Bay		6				6			
CA1201818	Neville House	90-91 Northgate	Canterbury	4	3				7			
CA1201865	Beltinge Lodge	Hillborough Road	Herne Bay		1				1			
CA1202029	The Local Ph	Cockering Road	Chartham			2			2			
CA1202037	35 Island Road		Sturry			2			2			
CA1202061	Denge Wood Farm	Flaxland Lane	Garinge Green, Petham	0					0			
CA1202062	Land Adjacent To	74 Wincheap	Canterbury			3			3			
CA1202086	120 Blean Common		Blean	1					1			
CA1202104	74 The Broadway		Herne Bay		0				0			
CA1202108	Land Rear Of	36 St Martin's Road	Canterbury			1			1			
CA1202135	Woodlands	Fox's Cross Hill	Yorkletts		0				0			
CA1202145	23 St George's Avenue		Herne Bay			1			1			
CA1202220	Land Adjacent To	133 Reculver Road	Herne Bay				1		1			
CA1202243	38 Western Esplanade		Herne Bay		0				0			

Application No	Address	Address	Locality	2015 -16	2016 -17	2017 -18	2018 -19	2019 -20	5-year Total	2020 -21	2021 -22	2022 -23
CA1300002	Land Adjacent To No 11 Lismore Road		Whitstable	1					1			
CA1300031	Former Wyevale Garden Centre	London Road	Upper Harbledown		5	7	7		19			
CA1300058	44 Honey Hill		Blean		-1				-1			
CA1300098	32 High Street		Herne Bay			4	4		8			
CA1300153	Jersey Dairy Farm	80 Mill Lane	Herne	3	2				5			
CA1300195	Herne Bay Court	Canterbury Road	Herne Bay			10	30	30	70	30	30	27
CA1300299	61 Lansdown Road		Canterbury		1				1			
CA1300301	2 Beer Cart Lane & 70 Stour Street		Canterbury		7	7			14			
CA1300421	3 Argyle Road		Whitstable			1			1			
CA1300432	Land Adjacent To	64 Warwick Road	Canterbury			8			8			
CA1300439	55 Millstrood Road		Whitstable		1				1			
CA1300484	80 Herne Avenue		Herne Bay	1					1			
CA1300576	Horton Chapel	Cockering Road	Chartham	1					1			
CA1300600	102 New Dover Road		Canterbury			-1			-1			
CA1300606	8 High Street		Canterbury			4			4			
CA1300694	Barham Methodist Chapel	Derrington Hill	Barham		1				1			
CA1300764	Folly Farm	Headcorn Drive	Canterbury			1			1			
CA1300773	Sea Pinks	Sunray Avenue	Whitstable	1					1			
CA1300787	37 Vauxhall Avenue		Herne Bay			0			0			

Application No	Address	Address	Locality	2015 -16	2016 -17	2017 -18	2018 -19	2019 -20	5-year Total	2020 -21	2021 -22	2022 -23
CA1300791	Bees End	Chapel Lane	Broad Oak		1				1			
CA1300833	226a And 226b	Tankerton Road	Whitstable			2	3		5			
CA1300853	Former Oil Depot	Union Road	Bridge		2	2			4			
CA1300868	190 Wincheap		Canterbury				5	5	10			
CA1301015	69-71 High Street		Whitstable		1				1			
CA1301033	Land Off Cranmer Close, Station Road		Bekesbourne			1			1			
CA1301110	Braymor House,	Queens Avenue	Canterbury			1			1			
CA1301132	Port & Starboard House	26 & 26a Admiralty Walk	Whitstable		-1				-1			
CA1301192	54 Sea View Road		Herne Bay			2			2			
CA1301205	10 Upper Bridge Street		Canterbury		8				8			
CA1301210	114a High Street		Herne Bay		1				1			
CA1301220	Broadway Green Farm	Broadway	Petham			1			1			
CA1301223	Land At Bakers Lane		Chartham			1			1			
CA1301266	St John Ambulance	St Marys Court, Church Lane	Canterbury			5	5		10			
CA1301269	The Marlowe Centre	St Peter's Lane	Canterbury		6	5			11			
CA1301335	Old Oast House	Hollow Lane	Canterbury			2			2			
CA1301336	Land At Woodside House	London Road	Harbledown			1			1			
CA1401386	Land Between The Sycamore And Chequer Tree Close	Island Road	Hersden		5	5			10			

Application No	Address	Address	Locality	2015 -16	2016 -17	2017 -18	2018 -19	2019 -20	5-year Total	2020 -21	2021 -22	2022 -23
CA1301391	Sparrow Court	Gravel Castle Road	Barham	0					0			
CA1301413	16 Dover Street		Canterbury		1				1			
CA1301491	12 Lower Chantry Lane		Canterbury			7	15	10	32			
CA1301521	Downland Cycles Ltd	Malthouse Road	Canterbury			7	7		14			
CA1301525	Springfield Nurseries	Bekesbourne Lane	Bekesbourne	0					0			
CA1301582	115 High Street		Herne Bay			2			2			
CA1301617	Land At Calcott Hall	Calcott Hill	Sturry		1	2			3			
CA1301700	Land Adjacent To Rosary Farmhouse	Church Road	Hoath			1			1			
CA1301717	62 Burgate		Canterbury		1				1			
CA1301718	Land And Garages At 41 Shalmsford Street		Chartham		1				1			
CA1301727	15 Albion Place		Canterbury		1				1			
CA1301729	Dempseys Removals	Diamond Road	Whitstable	22					22			
CA1301862	6 Teynham Road		Whitstable		1				1			
CA1301863	68 Old Dover Road		Canterbury					5	5			
CA1301865	73 Sweechgate		Broad Oak			2			2			
CA1301875	Oriel Lodge	3 Queens Avenue	Canterbury			1			1			
CA1301876	19 South Canterbury Road		Canterbury			1			1			
CA1301886	6 Dargate Road	Yorkletts	Whitstable			0			0			



Application No	Address	Address	Locality	2015 -16	2016 -17	2017 -18	2018 -19	2019 -20	5-year Total	2020 -21	2021 -22	2022 -23
CA1301945	Unit 3 Towergate House	Chaucer Business Park	Wraik Hill			5	10		15			
CA1301949	Land Adjoining 5 And 6 Thornden Wood Road		Herne Bay			2	2		4			
CA1302036	32 Jubilee Road		Littlebourne		2				2			
CA1302053	Units 1, 2 3 Hoath Farm	Bekesbourne Lane	Canterbury	1					1			
CA1302094	St Andrews House	Station Road East	Canterbury				10	15	25			
CA1302111	7 Vinten Close		Herne		1				1			
CA1302177	Buckholt Barn	Anvil Green Road	Waltham		1				1			
CA1302197	Ford Manor Farm Oast	Ford Hill	Hoath		1				1			
CA1302201	1-6 Manwood Hospital	St. Stephens Green	Canterbury		4				4			
CA1302245	Land Adjacent To Southern Water Pump House	Nethergong Hill	Chislet			1			1			
CA1302269	Sturry Fire Station	High Street	Sturry				7		7			
CA1302308	130-132 Tankerton Road		Tankerton		3				3			
CA1302353	Units 7 Hoath Farm	Bekesbourne Lane	Canterbury	1					1			
CA1302377	The Loft, Little Burstled Farm	Lynsore Bottom	Upper Hard		0				0			
CA1peter	Land At Gordon Road	Wincheap	Canterbury			7	7		14			
CA1302396	Beechmount	Conyngam Lane	Bridge		0				0			
CA1302403	47 Castle Street		Canterbury		0				0			
CA1400001	108 High Street		Herne Bay			6			6			

Application No	Address	Address	Locality	2015 -16	2016 -17	2017 -18	2018 -19	2019 -20	5-year Total	2020 -21	2021 -22	2022 -23
CA1400032	The Coach House	7 Mill Road	Sturry			3			3			
CA1400091			Canterbury	-1					-1			
CA1400172	Land Adjacent To 36 Bellevue Road		Whitstable		2				2			
CA1400276	26 Daytona Way		Studd Hill	1					1			
CA1400304	10 Station Road West		Canterbury	1					1			
CA1400311	32 Oxford Street		Whitstable			1			1			
CA1400319	212 Tankerton Road		Whitstable		1				1			
CA1400322	85 High Street		Herne Bay			1			1			
CA1400327	Land Adjoining 54 Mill Lane		Harbledown			1			1			
CA1400346	26 Golden Hill		Whitstable			1			1			
CA1400349	Anester Cottage	London Road	Harbledown						1			
CA1400479	St Joseph's Hall	River View	Sturry						3			
CA1400480	Land Adjacent To 7 West Cliff Gardens		Herne Bay	1					1			
CA1400499	Land Adjacent To 21 Pretoria Road		Canterbury			1			1			
CA1400549	93 Osborne Gardens			2	0				2			
CA1400550	Blackman House	6a St Peter's Lane	Canterbury			1			1			
CA1400580	Land Adjacent To 49 Queensbridge Drive		Herne Bay	1					1			
CA1400604	Barretts	Pound Lane	Canterbury			1	10		11			

Application No	Address	Address	Locality	2015 -16	2016 -17	2017 -18	2018 -19	2019 -20	5-year Total	2020 -21	2021 -22	2022 -23
CA1400621	Deeson's,	25-27 Sun Street	Canterbury		-1				-1			
CA1400654	Roseacre	Trenley Drive	Canterbury	0					0			
CA1400682	Land Rear Of 43 Old Dover Road		Canterbury			1			1			
CA1400716	Lesser Knowlesthorne	Barton Mill Road	Canterbury	9					9			
CA1400747	The Treasury	The Street	Ickham			1			1			
CA1400765	Marsh House	St Peter's Road	Whitstable			3			3			
CA1400861	Duckpitts Farm	Wingham Road	Bramling Ickham	1					1			
CA1400933	Artichoak Cottage	Island Road	Upstreet		-1				-1			
CA1400994LB	Flat 12/13 Chantry Hall	Dane John	Canterbury	2					2			
CA1400999	87 High Street		Herne Bay			1			1			
CA1401001	127 Spring Lane		Canterbury	1					1			
CA1401020	Ibis Rising		Canterbury	0					0			
CA1401025	54 Northgate		Canterbury	2					2			
CA1401028	15 William Street		Herne Bay			-1			-1			
CA1401066	56-58 Bentley Avenue		Herne Bay			1			1			
CA1401091	Mount Charles House, 5 Mount Charles Walk	Union Road	Bridge		1				1			
CA1401094	Northgate House	115-120 Northgate	Canterbury				10	14	24			
CA1401110	Hickling	Manwood Avenue	Canterbury	1					1			
CA1401113	St Aubins	60 Sturry Hill	Sturry			1			1			

Application No	Address	Address	Locality	2015 -16	2016 -17	2017 -18	2018 -19	2019 -20	5-year Total	2020 -21	2021 -22	2022 -23
CA1401125	159 Ashford Road		Thanington			2			2			
CA1401129	Land Rear Of Hollydene	Staines Hill	Sturry			1			1			
CA1401165	103b Tankerton Road		Tankerton			1			1			
CA1401173	40 Railway Avenue		Whitstable			1			1			
CA1401200	62 And 64 Blean Common		Blean	-1					-1			
CA1401207	Four Seasons	Bigbury Road	Chartham Hatch			1			1			
CA1401219	6-9 Larkey View,		Chartham Hatch			2			2			
CA1401333	2 Becketts Wood	Upstreet	Chislet				1		1			
CA1401347	The Retreat And Beach Cottage	Seasalter Beach	Whitstable			-2			-2			
CA1401357	7 Busheyfields Road	Herne	Herne	0					0			
CA1401422	Telephone Engineering Centre	Littlebourne Road	Canterbury	16	53	20	4		93			
CA1401493	103 St John's Road		Swalecliffe			1			1			
CA1401495	103 St John's Road		Swalecliffe			2			2			
CA1401501	Little Well Farm	Fleets Lane	Tyler Hill			1			1			
CA1401502	First Floor And Second Floor Flat	114 Whitstable Road	Canterbury	1					1			
CA1401503	Land At Farleigh Road		Canterbury		12				12			
CA1401506	11 Admiralty Walk		Whitstable		0				0			
CA1401527	Land Adjacent To The Royal Oak	Hatch Lane	Chartham		1	1			2			
CA1401551	Land At 7 Valkyrie Avenue		Whitstable			1			1			

Application No	Address	Address	Locality	2015 -16	2016 -17	2017 -18	2018 -19	2019 -20	5-year Total	2020 -21	2021 -22	2022 -23
CA1401569	8 Admiralty Walk		Seasalter	1					1			
CA1401594	Land Adjacent 1 Studds Cottages,	Whitstable Road	Herne Bay		1				1			
CA1401601	Seacroft	10a Dargate Road	Yorklets,			1			1			
CA1401609	Rear Of 10 Station Road West		Canterbury	1					1			
CA1401708	Land Rear Of Elliot Close And East Street,		Canterbury		5	5			10			
CA1401753	Melbury	Maypole Lane	Hoath			1			1			
CA1401762	11 Richmond Drive		Herne Bay	1					1			
CA1401774	Land Adjacent To 10 Brabourne Close		Canterbury		1				1			
CA1401861	Broomfield Orchard	Broomfield Road	Herne			0			0			
CA1401868	Herne Bay Musical Theatre Society,	28 Arkley Road	Herne Bay				3		3			
CA1401908	2 Victoria Road		Canterbury			1			1			
CA1401931	Land Adjacent To 40 Grasmere Road		Whitstabe			1			1			
CA1401937	Land Adjoining 140 Cromwell Road		Whitstable		1				1			
CA1401939	Park End	Station Chine	Herne Bay		1				1			
CA1401955	130 Tankerton Road		Tankerton			0			0			
CA1401969	111-113 Carlton Hill		Herne Bay			2			2			
CA1401980	Peggatty House	68 Marine Parade	Whitstable			1			1			

Application No	Address	Address	Locality	2015 -16	2016 -17	2017 -18	2018 -19	2019 -20	5-year Total	2020 -21	2021 -22	2022 -23
CA1401983	The Bungalow	North Stream	Marshside		0				0			
CA1402004	77-79 Castle Street		Canterbury		2				2			
CA1402054	11-12 Orchard Street		Canterbury	-1					-1			
CA1402071	Sydney House	Sydney Road	Whitstable			1			1			
CA1402072	Sercos Yard	St Peters Place	Canterbury	2	2				4			
CA1402075	Land Adj	2 Cobblers Bridge Road	Herne Bay			1			1			
CA1402094	47 Old Bridge Road		Whitstable			2			2			
CA1402157	Longshot	Maypole Lane	Hoath			0			0			
CA1402202	7 Bicknor Close		Canterbury			1			1			
CA1402203	Hillside Cottage	Wood Hill	Tyler Hill			0			0			
CA1402205	Woodways	Clapham Hill	Whitstable		0				0			
CA1402214	Methodist Church	Glenbervie Drive	Herne Bay			1			1			
CA1402235	Plot At Meadow View		Herne	1					1			
CA1402238	Durham House	69 Canterbury Road	Herne Bay				9		9			
CA1402244	Land To The Rear Of	19 And 21 Chestfield Road	Chestfield			1			1			
CA1402245	Westbrook Farmhouse	Sea Street	Herne Bay				7		7			
CA1402295	38 Whitstable Road		Canterbury				4		4			
CA1402299	49 Hillman Avenue		Herne Bay		0				0			

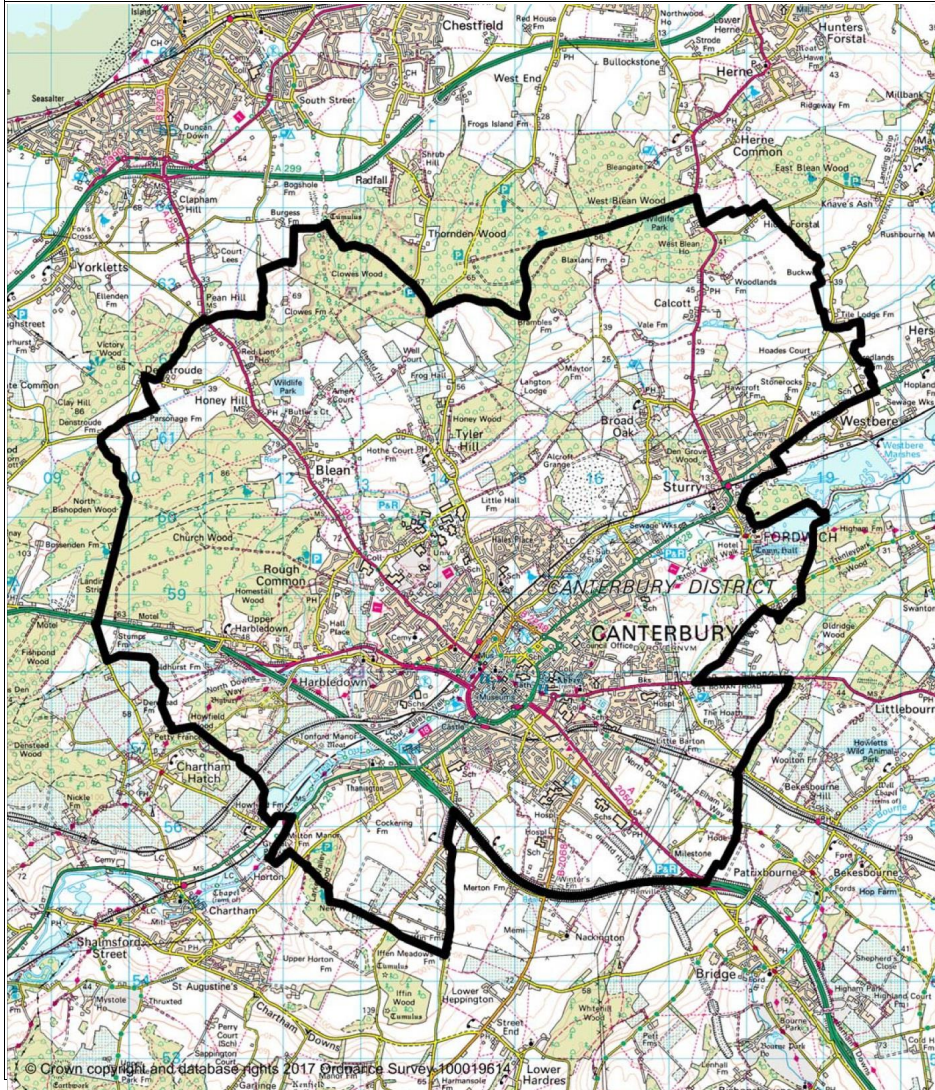
Application No	Address	Address	Locality	2015 -16	2016 -17	2017 -18	2018 -19	2019 -20	5-year Total	2020 -21	2021 -22	2022 -23
CA1402301	Victoria Lodge, Victoria Mews	Regent Street	Whitstable			1			1			
CA1402317	Two Ac	Hard Court Road	Upper Hard			1	3		4			
CA1402318	20 Talbot Avenue		Herne Bay	0					0			
CA1402333	Rear Of 115 High Street		Herne Bay		2				2			
CA1402382	2 The Halt		Whitstable		1				1			
CA1402408	57a New Dover Road		Canterbury		-1				-1			
CA1402428	49 Hillman Avenue		Studd Hill			1			1			
CA1402452	27-28 Burgate		Canterbury			2			2			
CA1402476	51 Wolsey Avenue		Studd Hill		0				0			
CA1402480	6 Preston Parade		Seasalter			1			1			
CA1402565	16 Grafton Rise		Herne Bay			1			1			
CA1402578	Land West Of Huntsman And Horn Public House	Margate Road	Broomfield		4	4			8			
CA1402582	66 Poplar Drive		Greenhill		1				1			
CA1402603	Sunnybank	Iffin Lane	Thanington		0				0			
CA1402653	Sydney House	Sydney Road	Whitstable	1					1			
CA1402679	Sunnyside	Rayham Road	Whitstable			2			2			
CA1402696	100 Queens Road		Whitstable	0					0			
CA1500008	Durleigh	1 The Circus	Herne Bay		1				1			
CA1500019	Talltrees	Albion Lane	Herne		1				1			

Application No	Address	Address	Locality	2015 -16	2016 -17	2017 -18	2018 -19	2019 -20	5-year Total	2020 -21	2021 -22	2022 -23
CA1500080	45 St Peters Street		Canterbury			2			2			
CA1500091	61 Wolsey Avenue		Herne Bay		0				0			
CA1500123	Land At Croft View	Dargate Road	Yorkletts			1			1			
CA1500153	97 Fairview Gardens		Sturry			1			1			
CA1500179	Land Adjacent, 9 The Fairway		Herne Bay	1	1				2			
CAE0300009	Blue Anchor Caravan Park (Beach Court)	Faversham Road	Seasalter	2	8				10			
CA1400801	62 London Road		Canterbury		1				1			
CA1401768	Brook House	Reeves Way	Chestfield				20	27	47			
CA1402270	Beckett House	New Dover Road	Canterbury				25	28	53			
CA1500185	Holme Lodge Farm	Pean Hill	Blean			3			3			
CA1402034	St James House	77-79 Castle Street	Canterbury		10				10			
CA1500065	The Coach House	7 Mill Road	Sturry			3			3			
			<b>Totals</b>	<b>182</b>	<b>247</b>	<b>270</b>	<b>274</b>	<b>153</b>	<b>1126</b>	<b>30</b>	<b>30</b>	<b>27</b>



## Appendix 3: Housing in Multiple Occupation - Article 4 Direction Area

**Appendix 3**  
**Housing in Multiple Occupation – Article 4 Direction Area**



## Appendix 4: Local Parking Standards

### Canterbury City Council - Local Parking Standards

The parking standards set out below are based on the Kent vehicle parking standards set out in KCC Supplementary Planning Guidance 4 (2006) and KCC Interim Guidance Note 3 (2008).

#### Land Use Class A1: Shops

Development of retail premises for the sale, display or provision of goods and services

(except hot food) to visiting members of the public. Such development includes:

- grocers, green grocers, butchers, supermarkets, superstores, hypermarkets
- non-food retail warehouses but excluding retail warehouse clubs
- electrical goods and hardware stores
- garden centres/DIY stores
- pet shops/stores
- post offices
- ticket sales or travel agencies
- sale of sandwiches or other cold food for consumption off the premises
- internet (cyber) cafes
- hairdressers/beauty salons
- funeral directors
- hire of domestic or personal goods
- washing or cleaning of clothes/fabrics on the premises

#### Maximum Goods Vehicle & Car Parking Standards

	Goods Vehicle Parking	Car Parking
Food retail up to 1,000m <sup>2</sup>	1 space per 500m <sup>2</sup>	1 space per 18m <sup>2</sup>
Food retail over 1,000m <sup>2</sup>	1 space per 500m <sup>2</sup>	1 space per 14m <sup>2</sup>
Non food retail	1 space per 500m <sup>2</sup>	1 space per 25m <sup>2</sup>

Notes:

1. Car parking provision includes spaces for staff.
2. For Garden Centres: greenhouses that are used predominantly for growing and are not open to members of the public should not be included as part of the gross floor space for determining the level of car parking provision. Up to 50% of the car parking spaces required can be provided as overflow car parks, which would not have to be constructed to as high a standard as the main car park.
- 3 For all large retail establishments the provision for goods vehicles only applies up to a maximum of 6 spaces. For sites where more provision is required, a minimum of 6 spaces should be provided with the actual number being determined by consideration of the operational requirements and demonstrated through a Transport Assessment.

**Minimum Cycle Parking Standards**

	Short to medium stay (collection/ delivery/ shopping)	Medium to long stay (staff)
Up to 1,000m <sup>2</sup>	1 space per 200m <sup>2</sup>	1 space per 200m <sup>2</sup>
Up to 5,000m <sup>2</sup>	1 space per 400m <sup>2</sup>	1 space per 400m <sup>2</sup>
Over 5,000m <sup>2</sup>	Minimum of 12 spaces	

**Land Use Class A2: Financial and Professional Services**

Uses include:

- banks, building societies, bureaux de change
- estate agents
- employment agencies
- solicitors and accountants
- betting offices
- tourist information centres
- travel agencies

Most Class A2 uses are located in town centres where the provision of dedicated on-site car or cycle parking may not be appropriate or possible. Such developments will be assessed on a case by case basis taking into account the public parking provision available.

**Maximum Car Parking Standards**

	Car Parking
All developments	1 space per 20m <sup>2</sup>

Note

1.	Car parking provision covers spaces for both staff and visitors/ customers.
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**Minimum Cycle Parking Standards**

	Short to medium stay (collection/ delivery)	Medium to long stay (staff)
All developments	1 space per 1,000m <sup>2</sup>	1 space per 200m <sup>2</sup>

	Minimum of 2 spaces to be provided
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### Land Use Class A3: Restaurants and Cafés

Class A3 uses may be located in town centres where the provision of dedicated on-site car or cycle parking may not be appropriate or possible. Such developments will be assessed on a case by case basis taking into account the public parking provision available.

#### Maximum Goods Vehicle & Car Parking Standards

	Goods Vehicle Parking	Car Parking	
		Employees	Customers
Restaurants and Cafés <sup>(2)</sup>	See note 1	1 space per 2 staff	1 space per 6m <sup>2</sup>
Transport Cafés <sup>(3)</sup>	1 lorry space per 5m <sup>2</sup>	1 space per 2 staff	1 space per 15m <sup>2</sup>

Notes:

<p>1. Adequate facilities should be provided to enable delivery vehicles to park and manoeuvre clear of the highway.</p> <p>2. Includes roadside restaurants</p> <p>3. Car parking provision for customers should be contained within the allocated space for lorry parking</p>
---

#### Minimum Cycle Parking Standards

	Short to medium stay (collection/ delivery)	Medium to long stay (staff)
All developments	1 space per 10 seats	1 space per 20 seats
	Minimum of 2 spaces to be provided	

### Land Use Class A4: Drinking Establishments

Class A4 uses may be located in town centres where the provision of dedicated on-site car or cycle parking may not be appropriate or possible. Such developments will be assessed on a case by case basis taking into account the public parking provision available.

**Maximum Goods Vehicle & Car Parking Standards**

	Goods Vehicle Parking	Car Parking	
		Employees	Customers
Public Houses, Licenced Bars and Banqueting Halls <sup>(2)</sup>	See note 1	1 space per 2 staff	1 space per 10m <sup>2</sup>

Notes:

1. Adequate facilities should be provided to enable delivery vehicles to park and manoeuvre clear of the highway.
2. Includes bars open to non-residents in hotels and non-diners in restaurants.

**Minimum Cycle Parking Standards**

	Short to medium stay (collection/ delivery)	Medium to long stay (staff)
All developments	1 space per 10 seats	1 space per 20 seats
	Minimum of 2 spaces to be provided	

**Land Use Class A5: Hot Food Takeaways**

This use class caters specifically for takeaways and fast food premises and are differentiated from A3 uses as they raise different traffic and parking demands

Class A5 uses may be located in town centres where the provision of dedicated on-site car or cycle parking may not be appropriate or possible. Such developments will be assessed on a case by case basis taking into account the public parking provision available.

**Maximum Goods Vehicle & Car Parking Standards**

	Goods Vehicle Parking	Car Parking	
		Employees	Customers
Takeaways <sup>(2)</sup>	See note 1	1 space per 2 staff	1 space per 8m <sup>2</sup>

Notes:

1. Adequate facilities should be provided to enable delivery vehicles to park and manoeuvre clear of the highway.
2. Includes drive-in or drive-through restaurants. These establishments must also provide sufficient on-site waiting space for vehicles to wait clear of the public highway.

### **Minimum Cycle Parking Standards**

	Short to medium stay (collection/ delivery)	Medium to long stay (staff)
All developments	1 space per 10 seats	1 space per 20 seats
	Minimum of 2 spaces to be provided	

### **Land Use Class B1: Business**

This use class includes office development, other than the uses which are set out in use class A2, research and development and light industrial uses which could be carried out in a residential area without detriment to the amenity of the area. Offices will normally have a higher employment density and therefore a higher parking requirement than light industry or research uses. In particular B1 uses outside town centres will normally require a higher parking provision than general industrial uses in use class B2.

The variations in employment density between the use classes incorporated with the B1 use class and the location of the development will mean that there is scope for each case to be assessed individually taking into account the public parking provision available.

### **Maximum Goods Vehicle & Car Parking Standards**

	Goods Vehicle Parking	Car Parking
Offices up to 500m <sup>2</sup>	See note 1	1 space per 20m <sup>2</sup>
Offices 500m <sup>2</sup> to 2,500m <sup>2</sup>	See note 1	1 space per 25m <sup>2</sup>
Offices over 2,500m <sup>2</sup>	See note 1	1 space per 30m <sup>2</sup>
High Tech/ Research/ Light Industrial	1 space per 200m <sup>2</sup>	1 space per 35m <sup>2</sup>

Notes:

1. Adequate facilities should be provided to enable delivery vehicles to park and manoeuvre clear of the highway.

2. For large developments the provision for goods vehicles applies up to a maximum of 6 spaces. For sites where a greater provision is likely to be required the actual number should be determined through the consideration of operational requirements and demonstrated through a transport assessment.

### **Minimum Cycle Parking Standards**

	Short to medium stay (collection/ delivery)	Medium to long stay (staff)
All developments	1 space per 1,000m <sup>2</sup>	1 space per 200m <sup>2</sup>
	Minimum of 2 spaces to be provided	

### **Land Use Class B2: General Industrial**

This use class covers development of any size to accommodate industrial processes which do not meet the residential amenity test of use class B1. The standard should be applied with discretion to industrial premises that will demonstrate a high employee density, comparable, for example with B1 High Tech and Research.

### **Maximum Goods Vehicle & Car Parking Standards**

	Goods Vehicle Parking	Car Parking
Development up to 200m <sup>2</sup>	See note 1	3 spaces
Development over 200m <sup>2</sup>	1 space per 200m <sup>2</sup>	1 space per 50m <sup>2</sup>

Notes:

1. Adequate facilities should be provided to enable delivery vehicles to park and manoeuvre clear of the highway.

2. For large developments the provision for goods vehicles applies up to a maximum of 6 spaces. For sites where a greater provision is likely to be required the actual number should be determined through the consideration of operational requirements and demonstrated through a transport assessment.

### **Minimum Cycle Parking Standards**

	Short to medium stay	Medium to long stay
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	(collection/ delivery)	(staff)
All developments	1 space per 1,000m <sup>2</sup>	1 space per 200m <sup>2</sup>
	Minimum of 2 spaces to be provided	

### Land Use Class B8: Storage and Distribution

This use class covers storage and distribution of food and other products and wholesale trade of those products, but excluding retail to the general public or shopping discount clubs which are covered by A1 uses.

The standard should be applied with discretion to industrial premises that will demonstrate a high employee density, for example with sophisticated storage and tracking of high value products. The office component of use class B8 should be assessed as B1 development in addition.

### Maximum Goods Vehicle & Car Parking Standards

	Goods Vehicle Parking	Car Parking
Storage and Distribution	1 space per 300m <sup>2</sup>	1 space per 110m <sup>2</sup>
Wholesale trade distribution	1 space per 300m <sup>2</sup>	1 space per 35m <sup>2</sup>

Notes:

1. Parking provision for associated office space to be determined using the standards set out in Land use class B1.
---

### Minimum Cycle Parking Standards

		Medium to long stay (staff)
All developments		1 space per 200m <sup>2</sup>
	Minimum of 2 spaces to be provided	

### Land Use Class C1: Hotels

This use class covers development providing accommodation for payment (including self-catering accommodation) which cannot be classed as residential and where there is no significant element of care provided. This includes caravan or chalet parks, but not individual premises which are classed under use class C3. Residential hostels are excluded and are considered to be unclassified and dealt with on a case by case basis.

Where hotels are proposed to be located in town centres the provision of dedicated on-site car or cycle parking may not be appropriate or possible. Such developments will be assessed on a case by case basis taking into account the public parking provision available.

The use class includes:

- hotels, motels, boarding and guest houses.
- Holiday/ touring caravan sites and campsites

### **Maximum Goods Vehicle & Car Parking Standards**

	Goods Vehicle and Coach Parking	Car Parking	
		Employees	Guests/ visitors
Hotels, Motels, Boarding and Guest Houses	See notes 1 and 2	1 space per 2 staff	1 space per bedroom (see note 3)
Other C1 development	See note 1	1 space per 2 staff	1 space per unit/ pitch + 1 space per 3 units of 5 person capacity or greater.

Notes:

1. Adequate facilities should be provided to enable delivery vehicles to park and manoeuvre clear of the highway.

2. For developments exceeding 20 bedrooms suitable provision should be made for coaches by either:

Facilities to drop off and pick up guests off the public highway or by utilisation of the car parking area, or

Off street coach parking provision of 1 space per 20 bedrooms contained within the allocated space for car parking.

3. An additional provision should be made where bars and restaurant facilities are open to the general public of one third of the appropriate standard under Class A3.

For bars this equates to 1 space per 12m<sup>2</sup> and for restaurants 1 space per 15m<sup>2</sup>

### **Minimum Cycle Parking Standards**

All developments	1 space per 10 beds, units or pitches.
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### **Land Use Class C2: Residential Institutions**

This use class covers development providing residential accommodation which includes an element of care, hospitals and residential accommodation for an educational establishment

### **Maximum Goods Vehicle & Car Parking Standards**

	Goods Vehicle and Coach Parking	Car Parking	
		Employees	Residents/ visitors
Nursing/ Residential care homes	Minimum of 1 space for an ambulance and  See note 1	1 space per resident staff + 1 space per 2 other staff	1 space per 6 beds or residents
Hospitals and Hospices	See notes 1 and 2	1 space per 2 staff	2 spaces per 3 beds
Residential schools, colleges or training centres	See notes 1 and 3	1 space per resident staff + 1 space per 2 other staff	1 space per 15 students

Notes:

1. Adequate facilities should be provided to enable delivery vehicles to park and manoeuvre clear of the highway.
2. Sufficient ambulance bays and/or parking should be provided to meet the operational needs of the development. Site specific details should be agreed with the Local Planning Authority
3. At special schools there is a need to include appropriate additional spaces for ambulances, taxis and coaches.

### **Minimum Cycle Parking Standards**

Hospitals and other residential units offering a level of care	1 space per 10 beds
Residential schools, colleges or training centres	1 space per 5 students

### **Land Use Class C3: Dwellings**

This use class covers dwellings for occupation by single persons or families, shared

accommodation where up to 6 people live together as a single household, self-contained individual accommodation with a resident warden (sheltered accommodation) and static residential caravan sites.

### **Car Parking Standards**

Location	Town Centre	Edge of Centre	Suburban	Suburban Edge/ Village/ Rural
On-street controls	On street controls preventing long stay parking	On street controls, residents' scheme or existing saturation (Note 3)	None, or very limited	None or very limited
Nature of Guidance	Maximum	Maximum	Minimum (Note 6)	Minimum
1 and 2 bed flats	1 space per unit  Controlled (Note 2)	1 space per unit  Not allocated	1 space per unit  Not allocated	1 space per unit  Not allocated
1 and 2 bed houses	1 space per unit  Controlled (Note 2)	1 space per unit  Allocation possible	1 space per unit  Allocation possible	1.5 spaces per unit  Allocation of 1 space per unit possible
3 bed houses	1 space per unit  Controlled (Note 2)	1 space per unit  Allocation possible	1.5 spaces per unit  Allocation of 1 space per unit possible	2 independently accessible spaces per unit  Allocation of one or both spaces possible
4+ bed houses	1 space per unit  Controlled (Note 2)	1.5 spaces per unit  Allocation of 1 space per unit possible	2 independently accessible spaces per unit  Allocation of both spaces possible (Note 7)	2 independently accessible spaces per unit  Allocation of both spaces possible (Note 7)

Are garages acceptable? (Note 4)	Yes	Yes, but not as a significant proportion of the overall provision	In addition to standards given above	In addition to standards given above
Additional visitor parking (Note 5)	Public car parks	Communal areas 0.2 per unit max.	On- street areas 0.2 per unit	On- street areas 0.2 per unit

## Notes:

<p>1. Reduced or nil provision is encouraged in support of demand management and efficient use of land.</p> <p>2. Parking or garage courts with controlled entry.</p> <p>3. Reduced or nil provision is acceptable in rented properties subject to tenancy controls</p> <p>4. Open car port or car barns are acceptable at all locations, subject to good design</p> <p>5. Visitor parking may be reduced where the main provision is not allocated. May not be required for flats</p> <p>6. A lower provision may be acceptable if vehicular trip rate constraints are to be applied in connection with a binding and enforceable travel plan.</p> <p>7. Best provided side by side or in another independently accessible form. Tandem parking arrangements are often under- used.</p>
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**Minimum Cycle Parking Standards**

Individual residential dwellings (1)	1 space per bedroom
Flats and maisonettes (2)	1 space per unit
Sheltered accommodation (2)	1 space per 5 units

## Notes:

<p>1. Cycle parking should normally be provided within the curtilage of the dwelling. Where a garage is provided it should be of a suitable size to accommodate the cycle parking provision.</p> <p>2. Cycle parking should be provided as a secure covered communal facility if a suitable individual alternative is not available.</p>
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### Land Use Class D1: Non Residential Institutions

This use class covers development where there is no residential element, which is not used principally as a place of entertainment but where members of the public have access eg education and health facilities. It includes day centres, adult training centres and other premises for the provision of non-resident social services as well as non-residential schools and colleges. The car parking standards are maxima, and more stringent provision may be appropriate for the allocation of spaces to pupils and students.

#### Maximum Vehicle Parking Standards

	Goods Vehicle Parking	Car Parking	
		Employees	Pupils, visitors, clients
Primary and Secondary Schools	See notes 1, 2, 3 and 6	1 space per staff + 10%	
Further and Higher Education	See notes 1, 2 and 3	1 space per 1 staff	1 space per 7 students
Libraries, art galleries, museums, public exhibition halls	See note 1	1 space per 60m <sup>2</sup>	
Places of worship	See note 1	1 space per 5 seats	
Medical Centres/ Clinics/ Surgeries (including veterinary surgeries)	See notes 1 and 4	1 space per 2 staff	4 spaces per consulting/ treatment room
Nurseries/ Crèches/ Playschools	See notes 1 and 3	1 space per 2 staff	1 space per 4 children
Day care centres	See notes 1 and 5	1 space per 2 staff	1 space per 4 attendees

#### Notes:

1. Adequate facilities should be provided to enable delivery vehicles to park and manoeuvre clear of the highway.
2. Provision should be made to accommodate school/ public transport vehicles delivering and picking up children.
3. Appropriate provision should be made for the setting down and picking up children in a safe environment and in a manner that does not unduly interfere with the operation and use of the public highway.
4. Provision should be made to accommodate ambulances where appropriate.

5. Provision within the overall allocation for car parking should be made for mini buses where these are used to transport people to and from day care centres.

6. At special schools there is a need to include appropriate additional spaces for ambulances, taxis and coaches

### **Minimum Cycle Parking Standards**

Junior Schools	1 space per 50 pupils
Secondary schools, further and higher education	1 space per 7 students rising to 1 space per 5 students as demand dictates
Medical centres, surgeries	1 space per 2 consulting/ treatment rooms
Other non-residential institutions	1 space per 50 seats or per 100m <sup>2</sup>

#### Notes

Cycle parking that is intended for long stay use at schools or for staff at other establishments should be secure and covered.

### **Land Use Class D2: Assembly and Leisure**

This use class covers development of sites for leisure, recreation and entertainment purposes (excluding libraries, art galleries, museums and exhibition halls which are covered by use class D1, and theatres and casinos which are unclassified)

### **Maximum Vehicle Parking Standards**

	Car Parking
Cinemas, concert halls, conference centres, bingo halls	1 space per 5 seats
Social Clubs, discos, dance halls, ballrooms	1 space per 22m <sup>2</sup>
Multi activity sports and leisure centres, swimming pools, ice rinks, health and fitness centres, gymnasiums	1 space per 22m <sup>2</sup> + 1 space per 15 seats if appropriate
Marinas and other boating facilities	1 space per mooring or berth
Stadia	1 space per 15 seats or 1 coach space per 300 seats

Bowling greens/ centres/ alleys, snooker halls, tennis/ squash/ badminton clubs	3 spaces per lane/ court/ table + 1 space per 15 spectators if required
Outdoor sports facilities, playing fields	1 space per 2 participants + 1 space per 15 spectators
Golf courses and driving ranges	3 spaces per hole/ bay
Equestrian centres, riding stables	1 space per stable
Historic house and gardens, country parks	1 space per 400 visitors per annum + 1 coach space per 5000 visitors per annum
Theme parks, leisure parks	1 space per 200 visitors per annum + 1 coach space per 5000 visitors per annum
Other uses	1 space per 22m <sup>2</sup>

## Notes:

1. Adequate facilities should be provided to enable delivery vehicles to park and manoeuvre clear of the highway.

**Minimum Cycle Parking Standards**

	Short stay (visitors, spectators)	Long stay (staff)
Leisure and entertainment venues	1 space per 300 seats	1 space per 300 seats
Sports facilities and venues	1 space per 10 participants + 10%	1 space per 10 staff

## Notes

Cycle parking that is intended for long stay use should be secure and covered.

**Unclassified Land Uses**

There are miscellaneous developments that do not fall into any of the main use classes.

Some of these unclassified uses may be located in town centres where the provision of dedicated on-site car or cycle parking may not be appropriate or possible. Such developments will be assessed on a case by case basis taking into account the public parking provision available.

**Maximum Vehicle Parking Standards**



	Car Parking	
	Employees	Customers/ visitors
Car sales (including auctions)	1 space per 2 staff	1 space per 50m <sup>2</sup>
Petrol filling stations	1 space per 20m <sup>2</sup> (see note 2)	
Night clubs/ casinos	1 space per 22m <sup>2</sup>	
Theatres	1 space per 5 seats	
Retail warehouse clubs	1 space per 25m <sup>2</sup> + 1 HGV space per 500m <sup>2</sup>	
Amusement arcades	1 space per 22m <sup>2</sup>	
Residential hostels	1 space per resident staff + 1 space per 2 other staff	1 space per 6 residents
Vehicle servicing and repair	1 space per 2 staff	4 spaces per service bay
Taxi and Vehicle hire, coach and bus depots	1 space per 2 staff	1 space per 4 registered vehicles
Open commercial use (eg scrap yards, recycling centres (see note 3))	1 space per 2 staff	To be assessed individually
Law courts	1 space per 2 staff	6 spaces per courtroom

## Notes:

1. Adequate facilities should be provided to enable delivery vehicles to park and manoeuvre clear of the highway.
2. Applies to retail areas only and not to filling station forecourts
3. Provision for goods vehicle parking to be determined on a site by site basis

**Minimum Cycle Parking Standards**

Cycle parking will be determined on a site by site basis.

**Parking at Railway Stations**

Provision for parking at or close to railway stations and integrated with public transport access is considered to be appropriate including at rural stations. Any increase in parking should be part of a package that also seeks to enhance access by bus, cycling and walking so that railway stations can become integrated transport hubs.

**Design Guidance**

This guidance is provided to ensure that new developments, or extensions to existing developments, incorporate the determined level of vehicular parking in a manner that is safe, easy to use and does not unduly interfere with the operation and use of the public highway.

The aim of this design guidance is to enable a consistent approach to parking provision whilst allowing sufficient flexibility for developers and local authorities to adapt the guidance to local circumstances and individual site constraints.

### Garages

Experience has shown that garages provided for individual residential dwellings are unlikely to be used for the parking of a vehicle unless sufficient space is also incorporated within the garage for storage. This may have less relevance for garages that are provided as a communal facility for residential accommodation. However, the needs of the mobility impaired, either as a driver or as a passenger, should also be considered in the design of garages and sufficient space should also be allowed to enable a garage to be used as a secure location for any cycle parking provision.

Taking these factors into account the preferred internal dimensions of a garage that should be considered for residential developments are:

Preferred garage size for a single car	5.5m length x 3.6m width
Preferred garage size for 2 cars	5.5m length x 6.0m width

Where it can be demonstrated that cycle parking is provided elsewhere width of garage can be reduced.

## Driveways and Manoeuvring on Site

The provision of driveways for residential dwellings needs to be treated with caution and take into account the principles of Kent Design. Driveways that are provided need to consider:

- (a) The impact on the setting of the property
- (b) Its relationship to garage provision
- (c) The impact of its use on the public highway

Driveways that are provided as an alternative to a garage should have the same dimensions as the preferred size of a car parking bay. This should ensure that vehicles parked on driveways do not cause any obstructions to footways, verges or the carriageway. Where driveways are provided in front of garages these should be of sufficient length to allow a vehicle to be parked whilst the garage doors are opened or closed. Otherwise, during such manoeuvres the vehicle may cause a temporary obstruction of the carriageway or any footway or verge situated between the road and the property.

Where parking or garaging for more than two cars is provided this should not be met by constructing the garage or parking area one vehicle wide by the number of vehicles long. Driveways associated with garages and parking areas for two cars should be double width.

Where developments require access by goods vehicles site layouts should include adequate standing and manoeuvring space for vehicles waiting to unload. This may utilise areas provided for car parking if the peak times for cars and goods vehicles do not coincide. To eliminate reversing movements onto the public highway, space for the manoeuvring of goods vehicles should ideally be provided clear of the highway.

## Parking Bay Sizes

The dimensions of a car vary considerably with current vehicles ranging from 2.5m to 5.6m in length and 1.7m to 2.4m in width. The average dimensions of a car based on those currently available on the market is around 4.4m in length and 2.0m in width. Design Bulletin

32 (DB32) sets a minimum parking bay for cars of 4.8m x 2.4m. This would provide approximately 0.2m (8 inches) clearance around an average car. There are circumstances, particularly those involving the loading and unloading of vehicles, when a larger parking bay size than that set out in DB32 would be preferable.

The preferred sizes for parking bays to be provided as part of development proposals are:

	Length	Width
Powered 2 wheelers (1)	2.5m	1.5
Cars (2)	5.0m	2.5m
Disabled badge holders	5.5m	3.6m
Light goods vehicles	7.5m	3.5m
Minibuses (3)	8.0m	4.0m

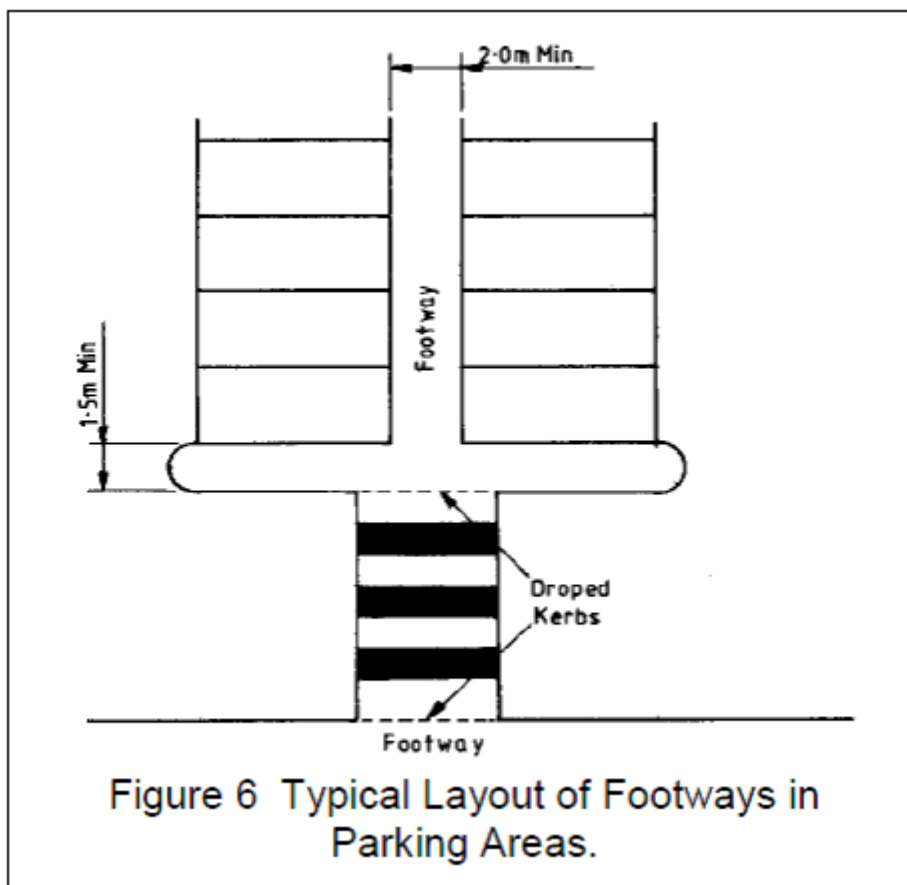
Coaches (3)	14.0m	4.0m
Rigid heavy goods vehicles	12.0m	3.5m
Articulated heavy goods vehicles	16.0m	3.5m
<b>Notes</b> <ol style="list-style-type: none"> <li>1. A minimum space of 1.0m should be allowed between each motorcycle</li> <li>2. Where car parking spaces are provided parallel to and abutting a carriageway, aisle or drive the preferred bay size should be 6.0 x 2.5m to allow vehicles to manoeuvre into the bay when adjoining bays are occupied. The width of end spaces abutting an enclosed boundary should be increased to 2,7m</li> <li>3. A width of 4.0m is the minimum necessary to allow passengers to embark and disembark safely.</li> </ol>		

### Planning for Pedestrians

The needs of pedestrians should be taken into account when designing the layout of parking areas. This should include both those who have parked within the car park and those who are accessing the development by foot. Pedestrian access both to the development and across a car park should, wherever possible, be provided along the pedestrian desire lines.

Within the car park, provision should be made to allow pedestrians to walk through it easily and safely. The provision of raised footways through the car park and crossing points across main vehicle routes will help to alleviate conflict between pedestrians and vehicles. A typical layout is shown below. Pedestrian routes should also incorporate measures to assist the mobility impaired.

Typical layout of footways in parking areas.



### Access/Egress to Parking Areas

Access to car parks from the public highway will require the provision of adequate sight lines to ensure that highway safety is not compromised. Suitable provision should also be made to enable pedestrians, especially the mobility impaired, to cross a car park access.

Within the parking area developers will need to provide a balance between the following conflicting requirements:

- Adequate visibility for the safe manoeuvring of vehicles.
- Safety of any pedestrian movements that are likely to occur.
- Landscaping of the parking area
- Personal security issues.
- Efficient operation of the parking area.

When parking is proposed immediately adjacent to the public highway, either at the rear of the footway or carriageway, right angled parking spaces with direct access should not be used, except in the case of private dwellings.

## Cycle Parking

The parking needs of cyclists vary depending on the purpose of their trip:

- **Collection & Delivery** – parking for short stay users needs to be near the entrance to, or inside, the place visited, and may be less secure than long stay provision.
- **Shopping** – Groups of cycle stands should be located at regular intervals so that the bicycle does not have to be parked more than a short walk from the final destination and ideally should be within sight of the owner.
- **Meetings & Appointments** – use is often irregular and can be for long periods, up to a whole day. Users favour locations where lighting and surveillance are perceived to be good, usually at or near to main building entrances and preferably covered.
- **Workplace** – use is generally all day and on a regular basis. Demand is more likely to justify grouping of racks, often within areas where there is controlled access, CCTV monitoring or individual lockers.
- **Residential** – requires high standards of security and should avoid the need to take bicycles a long way into a building.

In addition to the provision of secure cycle parking, developers will be required to consider the additional needs of cyclists (such as lockers, changing and shower facilities where appropriate), the access to cycle parking and the interaction between cyclists and other highway users.

The location of cycle parking provides a key role in persuading cyclists to use it. Cycle parking that is not convenient to the cyclist's ultimate destination or where security is perceived to be poor will often stand empty and be subject to vandalism. Depending on the purpose of the trip the following locational requirements should be considered:

- Obvious and well signed
- Near to the entrance of the premises being visited
- Visible and attractive
- Well lit
- An appropriate level of surveillance and security
- Good weather protection
- Off street location with good and safe access, separated from parking vehicles
- Situated close to well used thoroughfares
- Well maintained

Where a development provides more than one access to a building, or group of buildings, it may be preferable to have small groups of cycle parking facilities spread around the development rather than a single central location. The emphasis should be on providing the most convenient locations for the users.

The location of cycle parking facilities should not present a hazard to pedestrians, especially the mobility impaired. There are several measures that can be taken to minimise the conflict between pedestrians and cyclists:

- Tactile surfaces around cycle parking.
- Raised plinths with a feathered edge in contrasting colours to the existing footway.
- Cycle parking placed on the median zone between the carriageway and the footway.
- Hoops to deflect pedestrian flow around cycle stands.
- Providing a tapping rail (with a maximum height above ground of 150mm) so that an empty rack cannot be walked into.
- Incorporating advertising and lighting with stands.

The provision of cycle parking facilities should fully complement cycle access opportunities to the development. This should include appropriate links to any local cycle network that either already exists or is proposed in an adopted local transport strategy.

A variety of devices and systems are currently available to meet the needs of cyclists.

In general the equipment used to provide secure cycle parking should have the following requirements:

- Easy to use.
- Enable bicycles to be supported without being damaged.
- Vandal proof.
- Have a good finish, clean and with no sharp edges.
- Allow use of cyclist's own locks where appropriate.
- Have the ability to secure the frame and both wheels.
- Allow storage of helmet and other accessories where appropriate.

### **Wall Loops**

These are a simple, cheap and convenient alternative to stands which can be used where there is limited space and a substantial length of wall. A relatively low level of maintenance is generally required. They should be set 700–750mm from the ground, project no more than 50mm from the wall and set at a minimum pitch to park a bicycle every 1800mm. They are not a suitable option for long stay parking.

### **Sheffield Stands.**

These have the virtue of simplicity and value for money and are ideal for short-term parking. They are not always the best option for long stay and/or high-density parking.

Stands with heights over 800mm should be avoided, as they do not support smaller bicycles.

A lower crossbar or panel can be provided to support smaller children's bicycles.

Stands should be 900–1200mm long to support the bicycle at or near axle centres. Suitable space should be provided between stands to allow cyclists to get alongside the bicycle to lock it.

When considering the location of cycle parking using this type of stand it is important to remember how far the bicycle will extend beyond the stand itself. The angling of stands can reduce their width as an obstacle.

### **Lockable Cycle Stands**

These secure both the frame and wheels of a bike and generally have a lower parking density than Sheffield stands. They offer greater levels of security and can be quicker to use.

### **Lockers**

These combine speed of parking with weather protection and high levels of security. They require the greatest level of management commitment and opportunities for abuse can be greater. The liability for securing contents must be clearly defined. The most widely preferred system is a medium/long term hire regime, which requires an explicit agreement with users. A clearance under the units will help to make the locker unattractive for warehousing or sleeping, assist in cleaning operations and provide ventilation.

### **Staffed Facilities**

There is little potential for such facilities to be commercially viable and they are mainly associated with a bike shop or some other compatible outlet.

### **Unstaffed Facilities**

These are mostly associated with provision for employees although they could potentially also be used at public transport boarding points. They generally consist of secure cages or buildings with access allowed through the use of a key or swipe card. Full enclosure of such facilities will offer better weather protection and it is prudent to limit the number of users of the facility. Where a large number of parking spaces are required then more than one facility should be considered, which could then be sited at more convenient locations within the development compared with a larger centrally located facility.

### **Parking for the Mobility Impaired**

Parking bays for the mobility impaired should be conveniently located and clearly signed. Their location should take into consideration the distances that potential users may be capable of walking to reach the facilities they desire. The generally accepted guidelines of walking distances for different degrees of mobility are:

Visually impaired 150 metres

Wheelchair users 150 metres

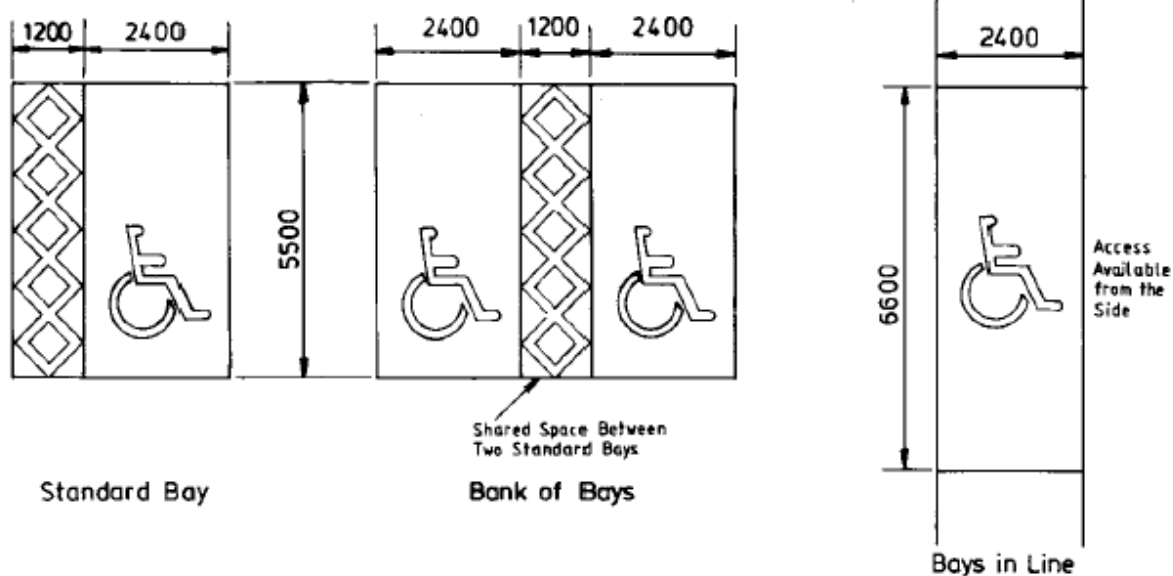
Ambulatory impairment without a walking aid 100 metres

Ambulatory impairment with a walking aid 50 metres

Parking bays for the mobility impaired should be designed so that drivers and passengers, either of whom may be impaired, can get in and out of the vehicle easily and safely. They need to be designed to encompass a wide range of mobility impairments. They should also ensure easy access to and from the side and rear of the vehicle and protect the mobility impaired from moving traffic.

Typical layouts of parking bays for the mobility impaired are shown below:





Off-street parking bays that are parallel to the access aisle, making access available from the side, should be at least 6.6m long and 2.4m wide. The additional length will allow access to the rear of the vehicle where wheelchairs are often stored. Access from the side should be unencumbered by street furniture.

Off-street parking bays that are perpendicular to the access aisle should be at least 5.5m long and 2.4m wide with an additional width of at least 1.2m along one side. This should allow sufficient width for wheelchair access between vehicles and enable vehicle doors to be fully opened. Where bays are adjacent to each other the 1.2m access area can be utilised to serve parking bays on either side.

Parking bays for the mobility impaired should be located as near as possible to a suitably designed entrance/exit to the development. Access to and from the parking bays should also be free from steps, obstructions and steep slopes.

The minimum standards for the provision of parking for people with impaired mobility are as follows:

For Employees and Visitors to Business Premises (Land Use Classes A2, B1, B2 & B8)	
Car Parks up to 40 spaces	2 designated spaces + 1 space of sufficient size but not specifically designated.
Car Parks with 40 to 200 spaces	4 designated spaces or 5% of the total capacity, whichever is greater
Car parks with greater than 200 spaces	6 designated spaces + 2% of the total capacity
For Shopping, Recreation and Leisure (Land Use Classes A1, A3, A4, A5, C1, D1, D2 & Unclassified)	
Car Parks up to 50 spaces	1 designated space + 2 spaces of sufficient size but not specifically designated.
Car Parks with 50 to 200 spaces	3 designated spaces or 6% of the total capacity, whichever is greater
Car parks with greater than 200 spaces	4 designated spaces + 4% of the total capacity
Notes	
<p>1. The provision of parking spaces for the mobility impaired will be part of the overall level of parking provision for the development as opposed to an additional requirement.</p> <p>2. The use of spaces allocated for the mobility impaired should be regularly monitored to ensure that the allocation is correct and that the system is working well.</p>	

Any new development which includes off-street parking should have at least one parking space that is either designated for the mobility impaired or, if not specifically designated, is of sufficient size to be used by the mobility impaired. Where provision for the mobility impaired is not to be provided as part of the development the local planning authority may seek a contribution from the developer towards the provision, operation and maintenance of parking bays either on-street or in public off-street car parks.

## Motorcycle Parking

Provision should be made for motorcycle parking at all new developments in order to enable the use of this mode of transport. As with cycle parking the level of provision required will vary depending on the purpose of the trip. The availability of secure parking is particularly important in areas where medium to long term parking is anticipated.

Motorcycle parking standards are a separate and additional requirement to the vehicle and cycle parking standards. As a **minimum** the following standard of provision should be made for motorcyclists within non- residential developments:

Non-residential developments	1 space + 1 space for every 20 car parking spaces provided
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Where communal parking facilities for residential developments are provided the above standards will also apply.

In locating motorcycle parking, sites should be chosen that are well drained, particularly if ground anchors are provided. The surface should, as far as practical, have no, or only a slight, gradient, have a non-slip surface and be firm enough to prevent stands sinking into the ground. Parking areas should only be provided to the rear of footways in exceptional circumstances and under the condition that they would not interfere with pedestrian movements or jeopardise pedestrian safety.

Motorcyclists are prone to the same personal security concerns as other transport users. Hence, good lighting will increase confidence in both personal and vehicle security. Where possible the parking should be located in areas that will regularly be observed and consideration should be given to protecting areas with bollards or some similar restriction to discourage theft.

It is often not possible to pass a lock through a motorcycle frame. Hence any anchor point needs to be at a suitable height for locking the wheel. Two basic types of anchor points can be used to provide secure parking for motorcyclists:

**Ground Level** – the anchor point remains below the surface, often concealed by a hinged steel plate set flush with the surface. The plate is raised by the user allowing a loop to be lifted up and the users own lock passed through. Consideration should be given to the potential hazard that could be caused as a result of the anchor being left upstanding or jammed in the raised position. Anchor points of this type will require regular maintenance.

**Raised** – a horizontal bar is provided at a height of approximately 400-600mm above ground. This is generally provided at the edge of the carriageway. It can represent a trip hazard or impediment if installed along the edge of footways. Provision should be integrated with pedestrian railings or protected by means to safeguard pedestrians, particularly those with impaired vision.

## Appendix 5: Outdoor Lighting

### Outdoor Lighting Design Guidance

It is recommended that developers have regard to the Obtrusive light limitations set out below and advice is sought from a professional lighting designer before installing any exterior lighting.

### Obtrusive Light Limitations for Exterior Lighting Installations – General Observers

Environmental Zone	Sky Glow ULR [Max %](1)	Light Intrusion (into Windows) Ev [lux] (2)		Luminaire Intensity I [candelas] (3)		Building Luminance Pre-curfew (4)
		Pre-curfew	Post-curfew	Pre-curfew	Post-curfew	Average, L [cd/m <sup>2</sup> ]
E0	0	0	0	0	0	0
E1	0	2	0 ( 1*)	2,500	0	0
E2	2.5	5	1	7,500	500	5
E3	5.0	10	2	10,000	1,000	10
E4	15	25	5	25,000	2,500	25

**ULR = Upward Light Ratio of the Installation** is the maximum permitted percentage of luminaire flux that goes directly into the sky.

**Ev = Vertical Illuminance in Lux** - measured flat on the glazing at the centre of the window.

**I = Light Intensity in Candelas (cd)**

**L = Luminance in Candelas per Square Metre (cd/m<sup>2</sup>)**

**Curfew = the time after which stricter requirements (for the control of obtrusive light) will apply;** often a condition of use of lighting applied by the local planning authority. If not otherwise stated - 23.00hrs is suggested.

**\* = Permitted only from** Public road lighting installations

**(1) Upward Light Ratio** – Some lighting schemes will require the deliberate and careful use of upward light, e.g. ground recessed luminaires, ground mounted floodlights, festive lighting, to which these limits cannot apply. However, care should always be taken to minimise any upward waste light by the proper application of suitably directional luminaires and light controlling attachments.

**(2) Light Intrusion (into Windows)** – These values are suggested maxima and need to take

account of existing light intrusion at the point of measurement. In the case of road lighting on public highways where building facades are adjacent to the lit highway, these levels may not be obtainable. In such cases where a specific complaint has been received, the Highway Authority should endeavour to reduce the light intrusion into the window down to the post curfew value by fitting a shield, replacing the luminaire, or by varying the lighting level.

**(3) Luminaire Intensity** – This applies to each luminaire in the potentially obtrusive direction, outside of the area being lit. The figures given are for general guidance only and for some sports lighting applications with limited mounting heights, may be difficult to achieve.

**(4) Building Luminance** – This should be limited to avoid over lighting, and related to the general district brightness. In this reference building luminance is applicable to buildings directly illuminated as a night-time feature as against the illumination of a building caused by spill light from adjacent luminaires or luminaires fixed to the building but used to light an adjacent area

Table 2 – Obtrusive Light Limitations for Exterior Lighting Installations – Road Users

Road Classification (1)	Threshold Increment (TI)	Veiling Luminance (Lv)
No road lighting	15% based on adaptation luminance of 0.1cd/m <sup>2</sup>	0.04
ME6/ ME5	15% based on adaptation luminance of 1cd/m <sup>2</sup>	0.25
ME4/ ME3	15% based on adaptation luminance of 2cd/m	0.40
ME2 / ME1	15% based on adaptation luminance of 5cd/m <sup>2</sup>	0.84

**TI = Threshold Increment** is a measure of the loss of visibility caused by the disability glare from the obtrusive light installation

**Lv = Veiling Luminance** is a measure of the adaptation luminance caused by the disability glare from the obtrusive light installation

**(1) = Road Classifications** as given in BS EN 13201 - 2: 2003 Road lighting Performance requirements. Limits apply where users of transport systems are subject to a reduction in the ability to see essential information. Values given are for relevant positions and for viewing directions in path of travel. For a more detailed description and methods for determining, calculating

## Appendix 6: Kent Compendium of Parks and Gardens

### Kent Compendium of Parks and Gardens

Garden	Compendium No.
Barham Park	7
Barton Court, Canterbury	8
Bourne Park, Bishopsbourne	24
Broome Park	32
Castle Street, 1 and 2, Canterbury	38
Castle Street, 68, Canterbury	39
Charlton Park	42
Cobham Court, Bekesbourne	57
Dane John, Canterbury	73
Elbridge House, Elbridge, Stodmarsh	90
Flint Cottage, Bishopsbourne	101
Harbledown Lodge	129
Havisham House, Harbledown	134
Howletts	147
Kenfield Hall, Nr Petham	158
Masters Lodge, Canterbury	188
Memorial Park, Herne Bay	190
Mystole House	199
Old Dover Road, 35, Canterbury	210
Oswalds, Bishopsbourne	216
Petham House	229
Precincts, The, 29, Canterbury	240
Quaives, The, Wickhambreaux	246
St Dunstons Street, 45, Canterbury	281
St John's Hospital, Canterbury	282

Street End Place	293
Strode Park, Herne	295
Vernon Holme, Harbledown	321
Watling Street, 26 and 27, Canterbury	339
Westfield, Fordwich	346
Westgate House, Canterbury	347
Westgate Gardens, Canterbury	348
Whitstable Castle	352
Woodlands, Adisham	360



## Appendix 7: List of Superseded Policies

### List of Superseded Policies

(6)

Adopted 2006 Local Plan Policy	2006 Local Plan Policy Title	Superseded by 2014 Local Plan Policy	2014 Local Plan Policy Title
H1	Residential development on allocated sites	HD1	Housing Allocations
H2	Reserve Housing Allocation		
H4	Affordable Housing	HD2	Affordable Housing
H6	Loss of Residential Accommodation	HD8	Retention of Housing Accommodation
H7	Empty homes back in use	HD9	Empty Residential Property
H9	Residential development in excess of minor development in villages on PDL		
ED1	Employment Clusters- retention of employment land	EMP4	Protection of Employment Sites
ED2	Highland Court	EMP1	Employment Land Allocations
ED3	St Augustines Hospital		
ED5	Canterbury East Regeneration Zone office sites		
ED6	New employment land – Eddington Lane Herne Bay	EMP4	Protection of Employment Sites
ED7	New /extended/protection of existing touring caravan sites	TV4	Touring and Static Caravan Tourist Sites
ED8	UK Business Innovation Park	EMP1	Employment Land Allocations
ED9	Office Nodes Policy	EMP4	Protection of Employment Sites
ED10	Protection of office accommodation	EMP4	Protection of Employment Sites

6 **Key:** Shaded boxes = no equivalent policy in 2014 Local Plan

<b>Adopted 2006 Local Plan Policy</b>	<b>2006 Local Plan Policy Title</b>	<b>Superseded by 2014 Local Plan Policy</b>	<b>2014 Local Plan Policy Title</b>
ED11	General economic development policy		
TC1	Town Centre vitality and viability	TCL1	Town Centres
TC2	Out of town centre development	TCL(A)	Retail Hierarchy and Network
TC3	Mixed use developments in and adjacent to town centres	TCL2 TCL3	Primary Shopping Frontages Mixed Shopping Frontages
TC4	Mixed use allocations	TCL10	Mixed Use Development
TC5	Retail Core areas	TCL(A)	Retail Hierarchy and Network
TC6	Local centres	TCL5	Local Centres
TC7	New tourism development	TV2	New Tourism Development
TC8	Loss of visitor accommodation	TV3	Visitor Accommodation
TC10	Town centre night time and evening development	TCL12	Evening and Night-time Economy
TC11	Accessibility across and to town centres		
TC12	Canterbury West Regeneration Zone		
TC13	Kingsmead and Riverside Regeneration Zone	TCL10	Mixed Use Development
TC14	St Georges to Canterbury East Regeneration Zone	TCL10	Mixed Use Development
TC15	Wincheap Regeneration Zone	TCL7	Wincheap Retail Area
TC16	New Developments in targeted neighbourhoods		
TC17	Retail development in Canterbury	TCL1	Town Centres
TC18	Local centres of Wincheap, St Dunstons and Northgate	TCL5	Local Centre
TC20	Leisure and tourism proposals for Herne Bay		

<b>Adopted 2006 Local Plan Policy</b>	<b>2006 Local Plan Policy Title</b>	<b>Superseded by 2014 Local Plan Policy</b>	<b>2014 Local Plan Policy Title</b>
TC21	Hotel allocation at Herne Bay golf club		
TC25	Whitstable harbour	TCL10	Mixed Use Development
TC26	Herne Bay and Whitstable Green gap	OS7	Herne Bay and Whitstable Green Gap
TC27	Retail development (Herne Bay and Whitstable)	TCL1	Town Centres
R1	Conversion of rural buildings	HD5	Conversion of Rural Buildings
R2	New agricultural buildings	HD4	New Dwellings in the Countryside
R3	Conversion of existing rural buildings for diversification	TV7 TV8	Rural Tourism Rural Tourist Accommodation, Attractions and Facilities
R4	New rural buildings for diversification	TV8	Rural Tourist Accommodation, Attractions and Facilities
R5	Farm shops	QL4	Farm Shops
R6	Special landscape areas	LB2	Areas of High Landscape Value
R7	Area of High Landscape Value	LB2	Areas of High Landscape Value
R8	Green Gaps	OS6	Green Gaps
R9	Rural tourist accommodation	TV8	Rural Tourist Accommodation, Attractions and Facilities
R10	Loss of village and community facilities	QL3	Loss of Village and Community Facilities
R11	Use of properties for shops and local services	QL2	Village Services and Facilities
R12	Sports and recreation facilities	OS8	Sports and Recreation in the Countryside

<b>Adopted 2006 Local Plan Policy</b>	<b>2006 Local Plan Policy Title</b>	<b>Superseded by 2014 Local Plan Policy</b>	<b>2014 Local Plan Policy Title</b>
R13	Reculver	TV6	Reculver Country Park
R14	Keeping and riding of horses	EMP15	Horse-related Development
BE1	Design and sustainability	DBE1	Sustainable Design and Construction
BE2	Public realm	DBE11	Public Realm
BE3	Design statement and Developments briefs	SP3 SP4	Strategic Site Allocations Strategic approach to location of development
BE4	World Heritage Site	HE2 HE3	World heritage Site and Buffer Zone Significant Views of the City and World Heritage Site
BE5	Listed and locally locally listed buildings	HE4 HE5	Listed Buildings Development Affecting and Changes to Listed Buildings
BE6	Listed buildings	HE4 HE5	Listed Buildings Development Affecting and Changes to Listed Buildings
BE7	Development in conservation areas	HE6	Conservation Areas
BE8	Demolition in Conservation areas	HE1	Historic Environment and Heritage Assets
BE9	Article 4.1 and 4.2 directions		
BE10	Historic Landscape	HE13	Historic Landscapes, Parks and Gardens
BE11	Shopfronts of visual or historic interest	HE10	Shopfronts

<b>Adopted 2006 Local Plan Policy</b>	<b>2006 Local Plan Policy Title</b>	<b>Superseded by 2014 Local Plan Policy</b>	<b>2014 Local Plan Policy Title</b>
BE12	Advertisements	HE9	Advertisements Affecting Heritage Assets
BE13	Blinds, awnings and security shutters	HE9	Advertisements Affecting Heritage Assets
BE14	Scheduled Ancient Monument	HE1	Historic Environment and Heritage Assets
BE15	Potential site of Archaeological Interest	HE12	Area of Archaeological Interest
BE16	Archaeological sites	HE11	Archaeology
NE1	Protected habitats or species	LB9	Protection, Mitigation, Enhancement and Increased Connectivity for Species and Habitats of Principal Importance
NE2	Loss of semi-natural habitats	LB9	Protection, Mitigation, Enhancement and Increased Connectivity for Species and Habitats of Principal Importance
NE3	Enhancement of biodiversity	LB9 OS12	Protection, Mitigation, Enhancement and Increased Connectivity for Species and Habitats of Principal Importance  Green Infrastructure
NE4	Seasalter and Graveney levels		
NE5	Retention of trees, hedgerows, woodland and other landscape features	LB10	Trees, Hedgerows and Woodland
C1	The Canterbury District Transport Action Plan	T1	Transport Strategy
C2	Bus and Rail Transport	T3 T4	Bus Improvement Measures Rail Improvement Measures

<b>Adopted 2006 Local Plan Policy</b>	<b>2006 Local Plan Policy Title</b>	<b>Superseded by 2014 Local Plan Policy</b>	<b>2014 Local Plan Policy Title</b>
C3	Cycling and Walking	T2	Pedestrian and Cycle Routes
C4	Travel Plans	T17	Transport Assessments and Travel Plans
C5	Road Building	T11 SP3	Wincheap Traffic Management Scheme  Strategic Site Allocations
C6	Park and Ride Harbledown		
C7	Park and Ride Sturry Road Extension	T6	Sturry Road Park and Ride
C8	Park and Ride at the coast	T8	Whitstable Park and Ride
C9	Public and private parking – vehicle parking standards	T9	Parking Standards
C10	Public and private parking- Town centres and park and ride contributions	T9	Parking Standards
C11	Buildings or uses to provide social infrastructure	QL1	Social Infrastructure
C12	Land allocated for community purposes	QL7	Community Allocations
C13	Loss of buildings or uses for community purposes	QL6	Loss of Community Buildings and Community Sites
C14	Provision of health facilities	QL10	Medical Health and Social Care Facilities
C15	Land allocated for health related development	QL9	Kent and Canterbury Hospital
C16	Provision for education needs arising from housing developments	SP3	Strategic Site Allocations
C18	Safeguarding sites for education purposes	EMP10	Hadlow College
C19	Land allocated for college campus		

<b>Adopted 2006 Local Plan Policy</b>	<b>2006 Local Plan Policy Title</b>	<b>Superseded by 2014 Local Plan Policy</b>	<b>2014 Local Plan Policy Title</b>
C20	Development at University of Kent at Canterbury	EMP7	University of Kent
C21	Development of new higher education campus or expansion of existing campus	EMP8	Canterbury Christ Church University
C22	Proposals involving the loss of institutional land or buildings		
C24	Proposals that would involve the loss of existing local space	OS9 OS10	Protection of Existing Open Space  Loss of Open Space
C25	Land allocated as proposed open space		
C26	Protection of riverside corridor. Open space footpath allocations.	OS13	Riverside Strategy
C27	Proposals that would result in the loss of playing fields	OS2	Playing Fields
C28	Provision of new outdoor playing space as a result of development	OS11	Outdoor Space Provision
C29	Land allocated for a future allotments site	OS14	Allotment Allocation
C30	Proposals that would involve the loss of allotment land	OS15	Allotments
C31	Drainage impact assessments	CC4	Flood Risk
C32	Development of land not previously developed in zones 2 or 3 or within overtopping hazard zones.	CC5 CC7	Flood Zones  Overtopping Hazard Zones
C35	Coastal protection zone	CC10	Coastal Protection Zones
C36	Undeveloped Coast	LB3	Undeveloped Coast
C37	Provision of water and sewerage infrastructure	CC11	Sustainable Drainage Systems

<b>Adopted 2006 Local Plan Policy</b>	<b>2006 Local Plan Policy Title</b>	<b>Superseded by 2014 Local Plan Policy</b>	<b>2014 Local Plan Policy Title</b>
C38	Renewable energy sources	CC1	Renewable and Low Carbon Energy Development
C39	Development that could result in worsening air quality	QL11	Air Quality
C40	Development which could potentially result in pollution	QL12	Potentially Polluting Development
C41	Proposals for waste disposal, incineration, energy generation from waste etc.		
C42	Proposals for telecommunications development	EMP6	New Digital Infrastructure
IMP1	Use of CPOs and partnership working		
IMP2	Development Contributions	SP3	Strategic Site Allocations



## Glossary

<p><b>Affordable Housing</b></p>	<p>Social rented, affordable rented and intermediate housing, provided to eligible households whose needs are not met by the market. Eligibility is determined with regard to local incomes and local house prices. Affordable housing should include provisions to remain at an affordable price for future eligible households or for the subsidy to be recycled for alternative affordable housing provision.</p> <p>Social rented housing is owned by local authorities and private registered providers (as defined in section 80 of the Housing and Regeneration Act 2008), for which guideline target rents are determined through the national rent regime. It may also be owned by other persons and provided under equivalent rental arrangements to the above, as agreed with the local authority or with the Homes and Communities Agency.</p> <p>Affordable rented housing is let by local authorities or private registered providers of social housing to households who are eligible for social rented housing. Affordable Rent is subject to rent controls that require a rent of no more than 80% of the local market rent (including service charges, where applicable).</p> <p>Intermediate housing is homes for sale and rent provided at a cost above social rent, but below market levels subject to the criteria in the Affordable Housing definition above. These can include shared equity (shared ownership and equity loans), other low cost homes for sale and intermediate rent, but not affordable rented housing.</p> <p>Homes that do not meet the above definition of affordable housing, such as “low cost market” housing, may not be considered as affordable housing for planning purposes.”</p>
<p><b>Air Quality Management Areas (AQMA)</b></p>	<p>An AQMA is an area designated by a Local Authority, which is unlikely to achieve national air quality objectives by the relevant deadlines. A strategy to improve the air quality within the area is prepared and implemented.</p>
<p><b>Amenity</b></p>	<p>Amenity refers to an element that makes a positive contribution to the appearance and/or character of an area; and which can also improve the quality of the life for those living or working within the locality. This may include, open space, trees, historic buildings and the inter-relationship between them, or less tangible factors such as tranquillity.</p>
<p><b>Ancient Woodland</b></p>	<p>Ancient woodland is an area identified by Natural England that has been wooded continuously since at least 1600 AD; possibly supporting rare and/or endangered species of fauna and flora.</p>

<b>Authority Monitoring Report (AMR)</b>	The Council prepares an AMR each year to assess the performance and effects of the Local Plan.
<b>Archaeological Site</b>	An archaeological site refers to a place where evidence of past activity is preserved, and which has been, or may be, subject to an archaeological investigation and represents part of an archaeological record. Sites may include those with few or no remains visible above ground, to buildings and other structures still in use.
<b>Area of Archaeological Importance (AAI)</b>	An AAI is an area designated to help prevent important archaeological sites from being damaged or destroyed without at least allowing for some investigation and recording first. It is a criminal offence to undertake any works that disturb the ground inside the boundaries of an AAI (including those that do not require planning permission) without prior notification to the Secretary of State. Canterbury is one of five areas designated as an Area of Archaeological Importance under the Ancient Monuments and Archaeological Areas Act 1979.
<b>Area of High Landscape Value (AHLV)</b>	An AHLV is a designation applied by the Local Planning Authority to define areas of high landscape importance within their administrative boundary. They are often designated for their intrinsic physical, environmental, visual, cultural and historical value in the contemporary landscape, which may be unique, exceptional or distinctive to the local authority area.
<b>Area of Outstanding Natural Beauty (AONB)</b>	An AONB is a national landscape designation. The primary purpose of which is to conserve and enhance the country's natural beauty and finest landscapes. AONBs are designated by Natural England.
<b>Article 4 Direction</b>	An Article 4 Direction restricts the permitted development rights either in relation to a particular area or site, or a particular type of development anywhere in the Local Planning Authority's area. Article 4 directions are used to control works that could threaten the character of an area of acknowledged importance, such as a conservation area.
<b>Assessing Regional Habitat Change (ARHC)</b>	ARHC is an Interreg IVA-Two Seas Cross Border Co-operation Programme aimed at pursuing improved knowledge and monitoring of habitats and key species in Kent and Nord-Pas de Calais. The Interreg programme itself is a European Territorial Cooperation Programme covering England, France, the Netherlands and Belgium (Flanders). The Programme is part-financed by the European Regional Development Fund.
<b>Biodiversity</b>	The number, abundance, variety and variability of different species (including organisms, animal and plants) living within a particular habitat and/or area. A Biodiversity Action Plan (BAP) can be prepared for these areas aimed at conserving and enhancing its biological diversity.
<b>Buffer Zone</b>	An area of land that is applied as a protective measure separating certain types of development from adjoining sensitive land uses to avert the effect of negative environmental or human influences.

<b>Carbon Compliance</b>	<p>Carbon compliance forms part of the Government's strategy for zero carbon new homes by 2016. It refers to the maximum permitted CO<sub>2</sub> emissions (and other greenhouse gases) that a new home's heating, cooling, hot water use, fixed lighting and ventilation systems must not exceed.</p> <p>New houses can achieve carbon compliance by ensuring an energy efficient approach to building design and by reducing CO<sub>2</sub> emissions on-site through low and zero carbon technologies.</p>
<b>Carbon Sequestration</b>	The process of capture and long-term storage of atmospheric carbon dioxide.
<b>Change of use</b>	A change in the way that land and/or buildings are used. Planning permission is usually necessary in order to change from one 'use class' to another (Refer to the Use Classes Order for more information).
<b>Combined Heat and Power (CHP)</b>	CHP plants integrate the production of usable heat and power, in one single, highly efficient process. They generate electricity whilst also capturing usable heat that is produced in this process; such CHP plants can reach in excess of 80% efficiency at the point of use.
<b>Climate Change</b>	<p>The long-term change in the Earth's climate patterns. This may be a change in the average weather conditions or the distribution of weather events with respect to an average, for example, greater or fewer extreme weather events. This is attributed largely to the increased levels of atmospheric carbon dioxide produced by the use of fossil fuels.</p> <p><b>Climate Change Adaptation refers to the</b> adjustments to natural or human systems in response to actual or expected climatic factors or their effects, including changes in rainfall and rising temperatures, which moderate harm or exploit beneficial opportunities.</p> <p><b>Climate Change Mitigation is</b> action taken to reduce the impact of human activity on the climate system, primarily through reducing greenhouse gas emissions.</p>
<b>Clinical Commissioning Groups</b>	NHS organisations set up by the Health and Social Care Act 2012 to organise the delivery of NHS services in England - taking over the responsibility for the decision-making process from the PCT (Primary Care Trust). The Canterbury and Coastal Clinical Commissioning Group (CCG) is made up of local GPs and other health professionals representing 22 practices across the Canterbury district, Faversham, Whitstable, Herne Bay, Sandwich, Ash and the surrounding rural areas.
<b>Coalescence</b>	The merging or coming together of separate towns or villages to form a single entity.
<b>Coastal Change Management Area</b>	Coastal Change Management Areas refer to an area identified as likely

	to be affected by coastal change (physical change to the shoreline through erosion, coastal landslip, permanent inundation or coastal accretion).
<b>Committed Development</b>	Committed development refers to all land with a current planning permission attached to it or that is allocated in adopted development plans for development (particularly residential development).
<b>Community Infrastructure Levy (CIL)</b>	CIL is a financial levy introduced by the Planning Act 2008, which Local Planning Authorities are empowered, but not required, to charge on certain types of new development to help deliver the necessary supporting infrastructure in their area. It is based on a simple formula, which relates the size of the charge to the size and character of the development paying it.
<b>Community facilities</b>	Community facilities refer to any facility that is used by the local community for leisure and social purposes, including health and community centres, day centres, care centres, education and training facilities, public halls, leisure centres, playing fields and playgrounds; and public conveniences.
<b>Compulsory Purchase Order (CPO)</b>	A CPO grants the Local Planning Authority the power to acquire land compulsorily in the public interest, in order to help deliver social and economic change, where the landowner or occupier is not willing to sell by agreement.
<b>Conservation Area</b>	A conservation area is a designation applied by the Local Planning Authority to define areas of special architectural or historic interest. Conservation Areas are afforded extra powers to control works and demolition of buildings to protect or improve the character or appearance of the area.
<b>Cumulative Impact</b>	Cumulative impact refers to a number of developments in a locality or a continuous activity over a period of time that together may have an increased impact on the environment, local community or economy.
<b>Curtilage</b>	The area normally within the boundaries of a property surrounding the main building and used in connection with it.
<b>Density</b>	Density refers to a measurement of either the number of dwellings per hectare or the number of habitable rooms per hectare.
<b>Design and Access Statement</b>	A Design and Access Statement may be prepared as part of a planning application that explains how a proposed development is a suitable response to the site and its setting, and demonstrate that it can be adequately accessed by prospective users.
<b>Designate</b>	The identification and selection of a site and assigning a specific purposes or status upon it. A designation is usually applied to an area(s) considered to be of particular value for the conservation of selected species, habitats, historic and cultural assets as well as landscapes of great value and/or scenic beauty. Designation provides a long term solution to support the introduction of management measures which

	secure the conservation of those features considered being of particular value, or which might otherwise find it difficult to survive under normal circumstances.
<b>Development</b>	Development refers to the carrying out of building, engineering, mining or other operation in, on, over or under land, or the making of any material change in the use of any building or other land.
<b>Development Briefs</b>	A Local Planning Authority may decide to prepare a Development Brief for future development sites, prior to a planning application coming forward. The Development Brief sets out the general guidance to promote the comprehensive redevelopment of the site by identifying the most appropriate mix of land uses and form of development. Development Briefs are regarded as a material consideration in determining any planning application for the site.
<b>Development Plan Documents (DPD's)</b>	<p>Development Plan Documents (DPD's) outline the key development goals for an area.</p> <p>The Local Plan and the Herne Bay Area Action Plan are both DPD documents. The Proposals Map accompanies the Local Plan and consists of a series of maps which help to illustrate policies geographically. All DPD's are subject to rigorous procedures of community involvement, consultation and independent examination, and adopted after receipt of the inspector's binding report. Once adopted, development management decisions must be made in accordance with DPD's, unless material considerations indicate otherwise.</p>
<b>Drainage Impact Assessment</b>	A Drainage Impact Assessment may be prepared as part of a planning application to demonstrate how a proposed development would seek to deal with any waste water generated as well as protect against any adverse effects of increased surface run-off on flood risk within, upstream or downstream of the development, without causing ground water or watercourse pollution.
<b>Ecological Network</b>	An ecological network refers to the creation of larger and better connected areas of natural habitat which is recognised as a key strategy for maintaining and conserving biodiversity and enabling wildlife to adapt to climate change.
<b>Environment Agency</b>	The Environment Agency is a non-departmental public body which aims to prevent or minimise the effects of pollution on the environment and issues permits to monitor and control activities that handle or produce waste. It also provides up-to-date information on waste management matters and deals with other matters such as water issues including flood protection advice.
<b>Environmental Impact Assessment (EIA)</b>	An EIA is a formal process that is used to predict the environmental consequences (positive or negative) of a plan, policy, or project prior to the implementation decision. Its purpose is to ensure that decision

	makers consider the environmental impacts when deciding whether or not to proceed with a project and to propose measures to adjust impacts to acceptable levels or to investigate new technological solutions.
<b>Environmentally Sensitive Area (ESA)</b>	An ESA is an area that has been identified as requiring special protection because of its landscape, wildlife or historical value that would otherwise be threatened by unregulated development. There are 22 ESA's in England (including the North Kent Marshes), which are managed under the Natural England's 'Environmentally Sensitive Areas Scheme'. The scheme offers incentives to encourage farmers to adopt agricultural practices, which would safeguard and enhance these areas.
<b>Environmental Statement (ES)</b>	The Environmental Statement is the product of the Environmental Impact Assessment (EIA) process in a formal document.
<b>Evidence Base</b>	The information and data gathered by Local Planning Authorities to justify the "soundness" of the policy approach set out in the Local Plan, including physical, economic, and social characteristics of an area.
<b>Examination</b>	An enquiry held by one or more independent inspectors, appointed by the Secretary of State to examine objections to the soundness of a Development Plan Document. Note: the Inspector for a Neighbourhood Plan is appointed by the Local Authority, instead of by the Secretary of State.
<b>Exceptions Test</b>	A test with three criteria, set out in the NPPF, Flood Risk, which need to be passed before development can be considered in areas at risk of flooding.
<b>Flood Risk Assessment (FRA)</b>	A Flood Risk Assessment gauges the likelihood of flooding in a particular area so that development needs and mitigation measures can be carefully considered.
<b>Flood Zone (1,2 &amp; 3)</b>	Flood Zones indicate the probability of flooding. Flood Zone 1 has the lowest probability of flooding and Flood Zone 3 has the highest. Zones 2 and 3 are shown on the Environmental Agency Flood Map with Flood Zone 1 being all the land falling outside Zones 2 & 3.
<b>Geodiversity</b>	Geodiversity refers to the variety of rocks, minerals, fossils, soils, landforms and natural processes.
<b>Green Corridors</b>	Green corridors link housing areas to the national cycle network, town centres, employment areas and community facilities. They help to promote environmentally sustainable forms of transport such as walking and cycling within urban areas and can also act as vital linkages for wildlife dispersal between wetlands and the countryside.
<b>Green Infrastructure</b>	Green infrastructure refers to a network of multi-functional green space, urban and rural, which is capable of delivering a wide range of environmental and quality of life benefits for local communities.
<b>Green Gap</b>	A green gap refers to a wedge of land between settlements that is

	protected from development in order to maintain the distinction between built up areas and prevent the merging of adjacent places; can also provide recreational opportunities.
<b>Greenfield</b>	Land, often farmland that has not been previously developed.
<b>Habitat</b>	Habitat refers to the environment that is occupied by a particular species of plant, animal or any other kind of organism.
<b>Heritage Assets</b>	A heritage asset is a building, monument, site, place, area or landscape positively identified as having a degree of significance meriting consideration in planning decisions. Heritage assets are the value components of the historic environment. They include designated heritage assets and assets identified by the Local Planning Authority during the process of decision-making or through the plan-making process (including local listing).
<b>Heritage Partnership Agreement</b>	A non-statutory agreement which sets out an understanding of the significance of a heritage asset or assets and in particular what is not of special interest in listed buildings. Reaching an agreed and fuller understanding of significance reduces doubt, aids better management and increases the prospect of success for a consent application where it is still required.
<b>Highways England</b>	The Highways England is a government company responsible for operating, maintaining and improving the strategic road network of England.
<b>High Speed 1</b>	High Speed 1 is a 67 mile high speed railway line running from London to Kent.
<b>Historic England</b>	Historic England (formally English Heritage) is the Government's statutory adviser and a statutory consultee on all aspects of the historic environment and its heritage assets. It has responsibility for protecting and promoting the historic environment including the listing of buildings.
<b>Historic Environment</b>	The historic environment refers to all aspects of the environment resulting from the interaction between people and places through time, including all surviving physical remains of past human activity, whether visible, buried or submerged.
<b>Infrastructure</b>	Infrastructure is the basic set of services necessary for development to take place, for example, transport (airports, ports, road network, cycling and walking infrastructure, rail network), affordable housing, education (further and higher education, secondary and primary education, nursery school), health (acute care and general hospitals, mental hospitals, health centres/primary care trusts, ambulance services), social infrastructure (supported accommodation, social and community facilities, sports centres, open spaces, parks and play space), green infrastructure (see separate definition), public services (waste management and disposal, libraries, cemeteries, emergency

	services, places of worship, prisons), utility services (gas supply, electricity supply, heat supply, water supply, waste water treatment, telecommunications infrastructure) and flood defences.
<b>Knowledge-Based Industry</b>	High technology industries (such as computers and office equipment, and pharmaceuticals) and knowledge-based services (for example, telecommunications, information technology, finance, insurance and business services), which are important to economic development.
<b>Landscape Appraisal</b>	A landscape appraisal is the method of assessing the appearance and essential characteristics of a landscape.
<b>Landscape Character</b>	A distinct, recognisable and consistent pattern of elements, be it natural (soil / landform) and/or human (settlement / development) in the landscape that makes one landscape different from another, rather than better or worse.
<b>Listed Building</b>	A building of special architectural or historic interest. Listed buildings are graded I, II* or II with grade I being the highest. Listing includes the interior as well as the exterior of the building, and any buildings or permanent structures (e.g. wells within its curtilage).
<b>Local Development Scheme (LDS)</b>	The LDS outlines what the Council is going to do to prepare new and revise existing planning policy for the Canterbury District and the timescales for doing this (including consultation milestones) over the next three years.
<b>Local Geological Sites</b>	A Local Geological Site is a non-statutory designation applied by the Local Planning Authority to define areas of local importance for geodiversity. Geological sites may be designated for educational purposes, their historical and aesthetic value in the landscape in relation to promoting public awareness and appreciation of Earth sciences.
<b>Local Listed Building</b>	A building considered as having local historic and architectural value that makes a positive contribution to its local character and sense of place, but is not statutory listed  (i.e. not of national importance).
<b>Local Nature Reserve (LNR)</b>	A LNR is a site that has been designated by the Local Planning Authority for its importance to local wildlife and geology. They are established to protect sensitive features as well as to provide opportunities for education and/or public enjoyment.
<b>Local Plan</b>	The Plan for the future development of the local area, drawn up by the Local Planning Authority in consultation with the community. It comprises of a written document detailing the policies and proposals for the development and use of land; as well as a Proposals Map.
<b>Local Wildlife Site (LWS)</b>	A LWS is a site that has been designated by the Local Planning



	Authority to define areas that support both locally and nationally threatened wildlife. Many of these sites will contain habitats and species that are priorities under the UK Biodiversity Action Plans (BAP).
<b>Marine Conservation Zones (MCZs)</b>	A MCZ is an area that is important for the conservation of the diversity of nationally rare or threatened habitats and/or species and those places containing habitats and/or species that are representative of the biodiversity in our seas.
<b>Marine Protected Area (MPA)</b>	A MPA is a zone of sea and coast where wildlife is protected from damage and disturbance, essential for ensuring healthy, functioning and resilient marine ecosystems. The Government is committed to establishing a well-managed ecologically coherent network of MPAs in our seas.
<b>National Nature Reserves (NNR)</b>	A NNR is a site that has been designated by Natural England for being one of the finest in terms of wildlife and/or geology in the country. They are established to protect sensitive features as well as to provide opportunities for education and research.
<b>National Planning Policy Framework (NPPF)</b>	The NPPF is the national planning policy guidance issued by Central Government, which has replaced Planning Policy Guidance (PPG) and Planning Policy Statements (PPS).
<b>National Planning Practice Guidance</b>	The National Planning Practice Guidance is a web-based resource launched in March 2014, which brings together, condenses and represents all planning practice guidance. It is linked to the National Planning Policy Framework, in a new usable and accessible format available entirely online.
<b>Natura 2000</b>	European Union governments adopted legislation designed to protect the most seriously threatened habitats and species across Europe. This legislation is called the Habitats Directive. At its heart is the creation of a network of sites called Natura 2000 made up of Special Protection Areas and Special Areas of Conservation.
<b>Natural England</b>	Natural England is the Government's statutory adviser on landscape in England, with responsibility for landscape designations such as National Parks, Areas of Outstanding Natural Beauty and Heritage Coasts. It also has involvement in a range of environmental land management projects.
<b>Neighbourhood Plan</b>	Parish and town councils and neighbourhood forums can write a Neighbourhood Plan (NP) (also called a Neighbourhood Development Plan) for their area. The NP can set out policies and plans for that area, like a Local Plan, but cannot contain strategic policies. It must be in general conformity with national policies, as well as the Local Plan policies for the area. It will be adopted by the Local Authority, as a formal part of the development plan, if it has received a majority vote from the local community for that area via a local referendum. This means that planning decisions will then have to be made in accordance with the neighbourhood plan unless material considerations indicate otherwise.

<b>Open Space</b>	Open space refers to all space of public value, including public landscaped areas, playing fields, parks and play areas. They can also include areas of water such as rivers, canals, lakes and reservoirs, which can offer opportunities for sport and recreation or can also act as a visual amenity and a haven for wildlife.
<b>Planning Application</b>	A planning application can take three forms: (1) <i>Outline permission</i> : submitted to establish the basic principles of a proposed development, but still requiring approval of reserved matters of detail. (2) <i>Full planning application</i> : includes all the details of the proposed development - site/building plans and types of building materials to be used. (3) <i>Reserved matters</i> : the matters of detail which have to be approved following the grant of outline planning permission.
<b>Primary and Mixed Shopping Frontages</b>	Primary shopping frontages are located in town centres and are likely to include a high proportion of A1 retail uses which might include food, drinks, clothing and household goods. Mixed Shopping Frontages are also located in town centres and provide greater opportunities for a mix of retail uses, including restaurants (A3), drinking establishments (A4) and hot food takeaways (A5).
<b>Primary Shopping Area</b>	A primary shopping area is a defined area where retail development is concentrated, comprising the Primary Shopping Frontages and those Mixed Shopping Frontages which are adjoining and closely related to the Primary Shopping Frontage.
<b>Proposals Map</b>	Plans of the District showing the land use allocations and policy notations referred to in the Local Plan.
<b>Ramsar Sites</b>	Ramsar sites are wetlands of international importance, designated under the Ramsar Convention of 1971. The Ramsar Convention is an international agreement, which provides for the conservation and good use of wetlands.
<b>Renewable Energy</b>	Renewable energy refers to that which occurs naturally and repeatedly in the environment, for example from the wind, water flow, tides or solar.
<b>River Basin Management Plan (RBMP)</b>	A RBMP sets out measures to improve the water in rivers, lakes, estuaries, coasts and in groundwater. RBMP's are drawn up for the ten river basin districts in England and Wales as a requirement of the water framework directive.
<b>Roadside Nature Reserve</b>	RNR's refer to roadside verges, which have been designated because they support a large number of declining native grassland species, which have largely avoided the applications of pesticides, herbicides and fertilisers. They also by their very nature tend to be linear habitats, which makes them particularly important as ecological corridors for many species of insects and small mammals.
<b>Rural Diversification</b>	The expansion, enlargement or variation of the range of products or fields of operation of a rural business (branching out from traditional farming activities, for example new income generating enterprise like renewable energy, tourism and food processing).

<b>Scheduled Monument (SM)</b>	A SM is a nationally important monument (usually archaeological remains) which enjoys greater protection against inappropriate development through the Ancient Monuments and Archaeological Areas Act 1979.
<b>Section 106 Agreement</b>	A legal agreement (under Section 106 of the 1990 Town & Country Planning Act) between a Local Planning Authority and a developer, or undertakings offered unilaterally by a developer, that ensure that certain extra works related to a development are undertaken.
<b>Sequential Test</b>	A planning principle that refers to the process of going through a sequence of tests when considering the location of new development. This is to ensure that development is located in the most sustainable location first, before other, less sustainable locations are chosen.
<b>Settlement Hierarchy</b>	The grading of settlements based on the number of their services and facilities. This is used to guide future development.
<b>Site of Special Scientific Interest (SSSI)</b>	A SSSI is a site that has been designated under the Wildlife and Countryside Act 1981 for its unique and varied habitats, which hold some of our rarest and most threatened wildlife and geology.
<b>Social Housing</b>	<p>The Housing and Regeneration Act 2008 definition of social housing is:</p> <p>s.68 Basic principle</p> <p>(1) In this Part “social housing” means —</p> <p>(a) low cost rental accommodation (defined by section 69), and</p> <p>(b) low cost home ownership accommodation (defined by section 70).</p> <p>s.69 Low cost rental</p> <p>Accommodation is low cost rental accommodation if —</p> <p>(a) it is made available for rent,</p> <p>(b) the rent is below the market rate, and</p> <p>(c) the accommodation is made available in accordance with rules designed to ensure that it is made available to people whose needs are not adequately served by the commercial housing market.</p> <p>s.70 Low cost home ownership</p> <p>(1) Accommodation is low cost home ownership accommodation if the following conditions are satisfied.</p> <p>(2) Condition 1 is that the accommodation is occupied, or made available for occupation, in accordance with —</p> <p>(a) shared ownership arrangements,</p>

	<p>(b) equity percentage arrangements, or</p> <p>(c) shared ownership trusts.</p> <p>(3) Condition 2 is that the accommodation is made available in accordance with rules designed to ensure that it is made available to people whose needs are not adequately served by the commercial housing market.</p> <p>(4) “Shared ownership arrangements” means arrangements under a lease which —</p> <p>(a) is granted on payment of a premium calculated by reference to a percentage of either the value of the accommodation or the cost of providing it, and</p> <p>(b) provides that the tenant (or the tenant's personal representatives) will or may be entitled to a sum calculated by reference to the value of the accommodation.</p> <p>(5) “Equity percentage arrangements” means arrangements under which —</p> <p>(a) the owner of a freehold or leasehold interest in residential property (“the seller”) conveys it to an individual (“the buyer”),</p> <p>(b) the buyer, in consideration for the conveyance —</p> <p>(i) pays the seller a sum (the “initial payment”) expressed to represent a percentage of the value of the interest at the time of the conveyance, and</p> <p>(ii) agrees to pay the seller other sums calculated by reference to a percentage of the value of the interest at the time when each sum is to be paid, and</p> <p>(c) the liability to make any payment required by the arrangements (apart from the initial payment) is secured by a mortgage.</p> <p>(6) Shared ownership trusts has the same meaning as in Schedule 9 to the Finance Act 2003 (c. 14) (stamp duty land tax).</p> <p>s.71 Shared ownership low cost rental</p> <p>Accommodation which is both low cost rental accommodation and low cost home ownership accommodation is to be treated as the latter and not as the former.</p>
<p><b>Special Area Of Conservation (SAC)</b></p>	<p>A SAC is a site that has been designated to protect internationally important natural habitats and species under the European Union’s Habitats Directive, which was transposed into UK law by the Habitats and Conservation of Species Regulations in 2010.</p>

<b>Special Protection Area (SPA)</b>	A SPA is an area which has been identified as being of international importance for the breeding, feeding, wintering or the migration of rare and vulnerable species of birds found within European Union countries. They are European designated sites, classified under the Birds Directive.
<b>Statement of Community Involvement (SCI)</b>	Sets out the processes to be applied by the Local Planning Authority in involving the community in the preparation, alteration and continuing review of all development plan documents and development management decisions.
<b>Strategic Flood Risk Assessment (SFRA)</b>	The assessment of flood risk on a catchment-wide basis for proposed development in a District.
<b>Strategic Housing Land Availability Assessment (SHLAA)</b>	The SHLAA's primary role is to identify sites with potential for housing, identify any issues affecting the development of sites such as access problems and estimate when they are likely to come forward which may be affected by issues such as policy constraints or site conditions. The SHLAA is therefore of considerable value in being able to demonstrate that sufficient developable sites are available.
<b>Strategic Housing Market Assessment (SHMA)</b>	The SHMA helps local authorities to understand their local housing markets and assist them in developing their planning and housing policies, particularly policies for affordable housing.
<b>Supplementary Planning Document (SPD)</b>	Supplementary Planning Documents add further detail to the policies included in the Local Plan. They can be used to provide further guidance for development on specific sites, or on particular issues, such as design. SPD's are capable of being a material consideration in planning decisions but are not part of the development plan.
<b>Sustainability Appraisal (SA)</b>	An appraisal of the economic, environmental and social effects of a plan from the outset of the preparation process to allow decisions to be made that accord with sustainable development.
<b>Sustainable Transport Modes</b>	Any efficient, safe and accessible means of transport with overall low impact on the environment, including walking and cycling, low and low emission vehicles, car sharing and public transport.
<b>Sustainable Urban Drainage (SUDs)</b>	SUDs are designed to reduce the potential impact of new and existing developments with respect to surface water drainage. It seeks to replicate natural systems to drain away surface water run-off through collection, storage, and cleaning before allowing it to be released slowly back into the environment, such as into water courses.
<b>Tranquil Areas</b>	Areas sufficiently remote from the visual or audible intrusion of development or traffic to be considered unspoilt by urban influences.

<b>Transport Assessment</b>	An assessment of the transport impacts of a development and the proposed interventions or improvements that will mitigate those impacts.
<b>Travel Plan</b>	A document setting out how the end uses of the development will be encouraged to travel sustainably either within the site or outside it.
<b>Tree Preservation Order (TPO)</b>	A mechanism for securing the preservation of single or group of trees of acknowledged amenity value. A tree subject to a tree preservation order may not normally be topped, lopped or felled without the consent of the Local Planning Authority.
<b>Urban Capacity Study</b>	A study produced for a Local Planning Authority examining the potential capacity of urban areas to accommodate extra housing on new or redeveloped sites at various densities, or by the conversion of existing buildings.
<b>Use Classes</b>	A classification of land uses for development management purposes defined by the Town and Country Planning (Use Class) Order 1987 and subsequent amended orders.
<b>Viability</b>	Refers to the ability of a development to meet its costs including planning obligations, while ensuring an appropriate site value for the landowner and a market risk adjusted return to the developer.
<b>Water Resources Management Plan</b>	A plan that outlines how a sustainable balance between water supplies and demand will be achieved over a 25 year period through improved efficiency and metering. It must take account of an increasing population and support economic growth as well as considering climate change and the need to protect the environment.
<b>Windfall Site</b>	Windfall sites refer to those that have not been specifically allocated for development in the Local Plan process. They normally comprise sites that have unexpectedly become available, but which are considered suitable for development in relation to Local Plan policy.
<b>World Heritage Site</b>	A cultural or natural site of outstanding universal value designated by the International Council on Monuments and Sites (ICOMOS). Canterbury Cathedral and Precinct, St Augustine's Abbey and St Martin's Church was designated as a World Heritage Site in 1988 because of its visual record of the introduction of Christianity to Britain.



