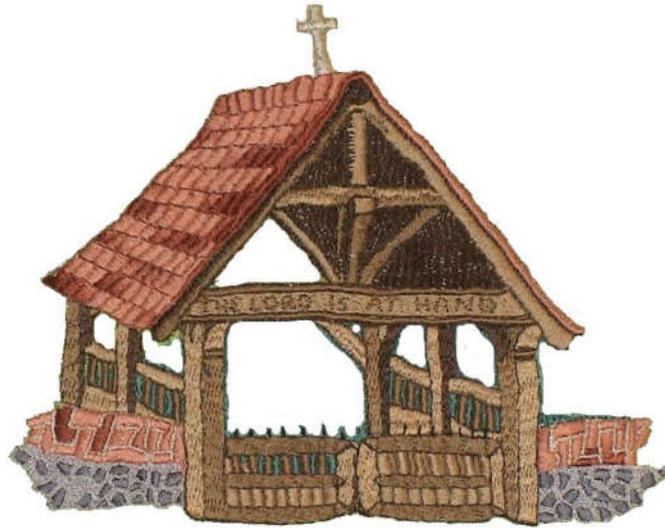


SUBMISSION DRAFT 2022 10 06



# Thanington Parish Council Neighbourhood Plan



## PLAN CONTENTS INDEX

Executive Summary	Page 4
Introduction	Page 6
Objectives	Page 6
Area covered by Neighbourhood Plan	Page 7
How this Neighbourhood Plan works & maybe read	Page 7
Statement of Local Authority notification	Page 8
Map of Thanington with mark up of land use	Page 9
Objective A. To promote a healthy community	Page 10
Objective B. Conserve the Natural and Historical Environment	Page 24
Objective C. Sustainable Transport	Page 44
Objective D Development	Page 57
APPENDICES LISTING	Page 67
Neighbourhood Plan Committee Members	Page 68
Consultation & Questionnaire Results	Page 69
INCL Public Comments	Pages 69-95 incl
Housing Survey	Page 96
Abbreviations & definitions	Page 97
Thanington History	Page 98
HCA Village Design Statement	Page 99
Statement of notification	Page 100
Conformity Test	Page 101
Canterbury City Council current CDLP Policies	Page 101-105
Selected references	Page 106

## THANINGTON NEIGHBOURHOOD PLAN BASIC CONTENTS PAGE

- Executive Summary
- Introduction
- Summary Objective sections of the TNP

### **A. Promote A Healthy Community**

### **B. Conserve The Natural And Historical Environment**

### **C. Promote Sustainable Traffic And Transport Infrastructure**

### **D. Promote Sustainable Development That Delivers Benefits For The Community**

## Appendices

1. Committee Members
2. Consultation Questionnaire results from Oct 2020
3. Housing Survey
4. Abbreviations and Definitions
5. A brief history of Thanington
6. Hilltop VDS
7. Statement of Local Authority Notification
8. Conformity Test including
  - a. Thanington neighbourhood Plan Policies
  - b. Canterbury Local Plan Policies
  - c. Thanington Neighbourhood Plan cross refs with CDLP Policies

## Executive summary

Thanington is a unique parish in many ways:

- It has a broad mix of area types with a wide variety of landscapes and amenities
- It has close ties to Canterbury city but is also separated from Wincheap and the city by the A2, maintaining its individual identity.
- It has a strong community spirit and community support ethos.

Thanington is currently facing a number of challenges, including maintaining community spirit and quality of life for residents as it undergoes two large scale developments in Saxon Fields and Cockerling Road which will:

1. **More than double the number of dwellings and increase the population by more than 100% over the next 5-8 years**
2. **Significant decrease in the proportion of agricultural land space in the parish, placing greater pressure on remaining and planned public open and green spaces. Estimated loss of this land more than 50%.**



**Map showing the development areas of Thanington**  
*(Source: Base Map GOOGLE EARTH mark-up Thanington Neighbourhood Plan Team)*

Coupled with these developments, is a well-known need for significant infrastructure to address particularly traffic flow and associated issues with air quality. Traffic congestion is a significant issue now in the parish, particularly relating to the A28, even before these new developments are in place.. There is also considerable concern, that the promised measures to mitigate these issues will not be sufficient, leading to major problems in the future, and are needed now. There is real concern that some may not even be delivered at all. **This is clearly highlighted in the Thanington Survey response Oct2020 where over 90% of responses considered this a problem (see Appendix ) and also the Plan consultation survey that over 95% supported the issues identified**

Planned developments in surrounding areas, e.g. Mountfield Park, and potential proposed developments, such as a 2000 home development at the KENT & CANTERBURY HOSPITAL site, will have an additional adverse impact on the parish. There is real concern of the effect of these

developments on Thanington. The Parish council will work with developers and the City Council on these concerns. Which mainly concern sustainable & deliverable provision of basic infrastructure to support any development, but which are needed now, even before these current developments have even taken place.

This neighbourhood plan will seek to support its residents' views for the development of Thanington, and present those views in its content, together with supporting consultation and evidential support for this.

## Public Consultation summary:

For the consultation process the Thanington Neighbourhood Plan carried out consultation, in summary:

- PRE PLAN CONSULTATION to determine what issues were viewed as important for Thanington
- The Plan progress and drafts were displayed and communicated regularly via the Parish council website and regular updates in local communications i.e. Newsletters
- On completion of the draft NEIGHBOURHOOD PLAN, public consultation was sought on its findings and contents from the local community to ensure correct presentation of views
- Public consultation meetings were held as support both of the above, at Thanington Resource Centre and Hilltop Community St Faith Hall and Ashford Road Community Hall
- Consultation results can be found in the appendix section.

## To summarise these findings re development in Thanington:

Until the effect of the current planned developments is assessed, the view is clearly that no further major development should take place in Thanington. The current developments have increased the dwelling numbers by over 100%, and population numbers by more than that figure, probably nearer 150%. (If you take an average occupancy of 2.3 persons per dwelling )

Significant infrastructure is needed of all sorts to support this. There is concern re the delivery and scope of the infrastructure planned already. Also there are concerns re sustainability of that expansion

Any further major development will significantly change the nature of the area and would need to be questioned as to regards its sustainability as defined in the NPPF.

***“Sustainable development is development that meets the needs of the present without compromising the ability of the future generations to meet their own needs”***

## 1 INTRODUCTION

### 1.1 VISION

This Thanington Neighbourhood Plan (TNP) sets out the vision for Thanington Parish until 2040. It enables us to set out aspirations, projects, and abiding policies to help achieve that vision under the provision of the Localism Act 2011, and in accordance with the Canterbury District Local Plan 2011-2031 and the National Planning Policy Framework 2019.

**THANINGTON NEIGHBOURHOOD PLAN MISSION STATEMENT:**

**Maintain Thanington as a unique identifiable entity and support the wishes of all the community thereby ensuring a thriving community in which residents can live healthy and happy lives**

### 1.2 OBJECTIVES

The Thanington Neighbourhood Plan (TNP) **OBJECTIVE SECTIONS** are listed below, and the TNP deals with each of those sections as individual discrete sections.

They are:

- A. Promote A Healthy Community**
- B. Conserve The Natural And Historical Environment**
- C. Promote Sustainable Traffic And Transport Infrastructure**
- D. Promote Sustainable Development That Delivers Benefits For The Community**

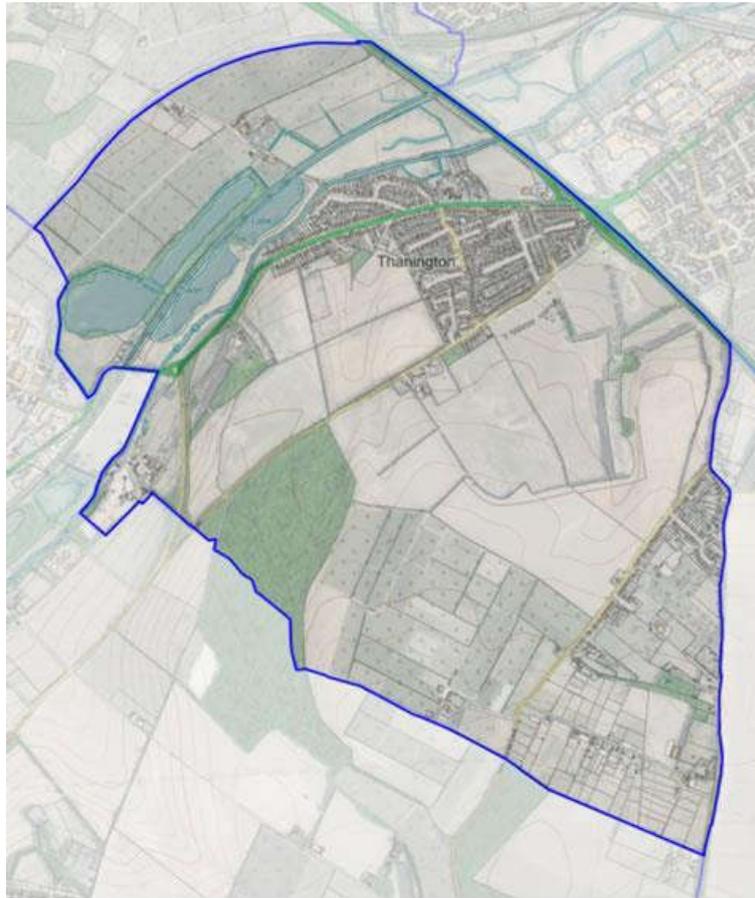
### 1.3 TIME SCALE

Thanington Neighbourhood Plan (TNP) policies shall be in effect until 2040

### 1.4 TIMING

To present the TNP to the Local Authority for Canterbury (CCC) for ratification in a timescale that allows CCC time to develop their LDP

## 1.5 AREA COVERED BY THE THANINGTON NEIGHBOURHOOD PLAN



**Thanington Parish Map**  
(Source Ordnance Survey with permission)

### 1.6 How this Neighbourhood Plan works & maybe read:

To work through this plan we have labelled the objectives into sections and numbered the policies in each section. These will be the guiding principles for any future development within the parish during the time frame of the TNP.

When reading each section:

- **OBJECTIVES** are highlighted and numbered in **BLUE**

**Yellow boxes list relevant CDLP POLICIES**

#### **Canterbury District Local Plan Policies:**

Shaded in yellow are the relevant Canterbury LP Policies for each objective of the TNP

## Green boxes

**TNP POLICIES relevant to each objective are highlighted in green**

Also listed with each proposal is the relevant Canterbury LP Policy reference

There is an **EXECUTIVE SUMMARY** included within the TNP providing a summary of its key points.

## 1.7 BACKGROUND

Thanington is a Civil parish proximity 2 miles from city centre by road, a suburb outside the city walls.

It covers a large area SSW of Canterbury of 4.8 sqkm (1.9sqmi), and has a population of 2662 residents (2011 parish census), 1055 households, and still growing. It extends to the south–west of the A2 from Wincheap out towards Chartham. Thanington North Ward follows the river Stour and A28, along which there is linear housing and a mixed housing estate to the south side of the A28. Thanington South Ward is made up of near linear settlements along New House Lane and Iffin Lane. Open agricultural land divides the North and South wards of Thanington. Thanington amenities include FOUR community centres:

- The Thanington Neighbourhood Resource Centre (TNRC) adjacent to a large playing field, parking and a playground.
- Hilltop Community Association (HCA) with a Community Hall in New House Lane.
- Ashford Road Community Association, (ARCA) with a community hall and parking
- St Nicholas Church & St Faith

There are a few small businesses operating within Thanington, but no commercial hubs.

Thanington has many important historical and natural features including eight registered listed buildings, Larkey Valley Wood a biological Site of Special Scientific Interest (SSSI) and Hambrook Marshes.

Thanington is an historic/ancient settlement significantly developed in the last 50years and is set to double the area developed in the next 10years.

**SEE MAPS BELOW**

## 1.8 INTENTION

The intention of the Neighbourhood Plan is to guide & influence, as appropriate, the operation of the statutory local planning framework. To provide a context for any new development based on the local environment, local wishes, and its continued sense of open space. The plan is written with the input of local opinion and knowledge, and its use is intended to help these inputs guide area planning decisions and details.

## 1.9 STATEMENT OF LOCAL AUTHORITY NOTIFICATION

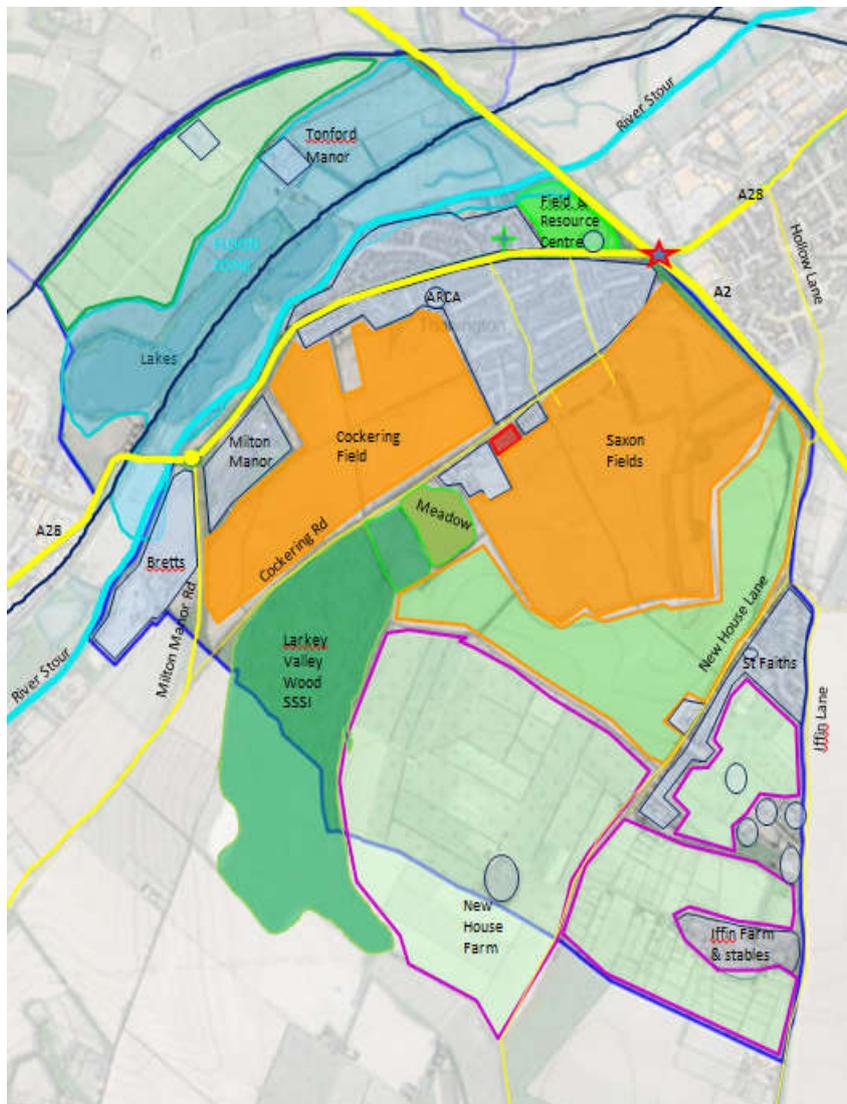
Thanington Parish was approved as a Neighbourhood area on 5/10/20 Canterbury City Council.

Further detail is available in the decision notice in Appendix 7 and at

<https://democracy.canterbury.gov.uk/ieDecisionDetails.aspx?ID=985>

**MAP showing the makeup of Thanington including land types, key features and areas currently being developed**

	A2/A28 Junction		Area under development was agricultural land
	River Stour and Riverside Walk		Area owned by Pentland
	Flood zone		But no plan to develop as yet
	Railway		Extension to Wood
	A road		New Meadow – ownership?
	B road		Area already built
	Minor Road or Country Lane		Agricultural privately owned
	St Nicholas Church		64 bed Care Home under construction
	Agricultural land with significant barriers to access including two railway lines and the river Stour		



Source : Map annotation Thanington Neighbourhood Plan Team

## **OBJECTIVE A: TO PROMOTE A HEALTHY COMMUNITY CONTENT:**

### **A1: INTENTION:**

The objectives of this section are:

- To protect the high standard of living in the community of Thanington.
- Support and protect the existing sense of community within the Parish
- To maintain the low crime rate for the Parish
- To preserve and enhance the leisure and community facilities of the Parish
- To protect and preserve open and green spaces of the Parish
- Support and promote groups that enhance the sense of community within the Parish
- Encourage support and maintain the use and enjoyment of the facilities and open spaces of the Parish

The current CDLP policies that cover this topic are:

QL1 Support for social infrastructure /community facility uses and buildings

QL2 Improvements to village services and facilities to be approved, unless there are overriding conflicts.

QL3 Retention of village and community facilities in the rural area

QL 5 New local community services to be provided within new residential developments

QL 7 Land allocated for community purposes

**In summary the issues for Thanington in his topic are:**

- 1. Increasing levels of light and noise pollution**
- 2. Poor provision of sustainable transport and infrastructure.**
- 3. Increasing levels of waste, litter and fly tipping**
- 4. Increasing levels of air pollution**
- 5. Removal of “green” space land and hence access to this land for recreational activities**
- 6. Lack of provision for primary health care in the locality**
- 7. Access to local education facilities**

**Our Plan Consultation response showed 72 to 92% strongly agreed or agreed with above issues**

**To summarise the action points required on the above in this section:**

- 1. Ensure that light and noise pollution are assessed in development, mitigates against light and noise pollution using the latest standards and technology.**
- 2. Assess and provide sustainable transport infrastructure that addresses the needs and service levels required from Thanington**
- 3. Ensure that current air pollution does not continue to worsen by adequately assessing the impact of development on current and future levels**
- 4. Ensure that “green” space land in Thanington is not lost and its level maintained to a level that maintains all the benefits it brings**
- 5. Ensure sufficient local education facilities are provided that match the current population and any future population growth**

**A2: THANINGTON COMMUNITY SPIRIT**

Thanington has a strong sense of community supported by strong local associations and community support facilities. These include:

- **St Nicolas Church Thanington & St Faith Thanington (C of E)**
- **The Thanington Neighbourhood Resource Centre (TNRC),**
- **The Ashford Road Community Association (ARCA)**
- **Hilltop Community Association (HCA)**
- **Thanington Parish Council (TPC)**
- **Canterbury & District Neighbourhood Watch Schemes (C&DNHW)**
- **Thanington residents**

Each of these, along with local individuals, support and contribute to the sense of community in their area and perform a vital function with and for the community. All such groups and individuals in the Parish will be supported in the work they do in developing and maintaining community identity and spirit.

## 1/ ST NICOLAS CHURCH THANINGTON



*Source: St Nicolas Church Thanington*

St Nicholas Church offers a potentially unifying presence in Thanington. For example, in terms of :

- historic building and churchyard offering a connection with past generations
- role in significant life events (baptisms, weddings, funerals)
- inter-generational gatherings
- Nurturing of Christian values which include that of loving service in the community
- Presence of a local vicar in the community.

St Nicholas Church seeks to nurture faith, can have a positive contribution to mental health and wellbeing; personal resilience; and community involvement. In addition, through pastoral visiting and a monthly community lunch the church offers care to a number of elderly and housebound members of the community.

The church has regular requirements, and these cannot always be met by funds or support services from the church fiscal structure. So these should be considered in any development proposals, in consultation with the local vicar the church body and the local community. These may include the church can be used in ways apart from its normal secular function and also support for maintaining and improving its traditional roll. Some churches now have exhibitions, functions and facilities like kitchens that broaden their use and involvement in the community. These are just ideas, but by consultation they can be developed specifically for the church in Thanington. This has been missed in the pas

## 2/THANINGTON RESOURCE CENTRE, (TRC)



*Source: Thanington Resource Centre.*

This resource centre was developed from funding in 2000 to provide needed support to the community. It has grown into a very valued community facility that supports all aspects of the Thanington area and has made a very significant contribution to this community support.

It has developed its facilities and continues to develop its business base and to meet the changing needs of society. It has to ensure that it maintains its business viability and financial sustainability by this and also by the hard work of its staff.

The facilities are modern but need regular maintenance which is done via Canterbury City Council, who to all intents the Landlords for the centre. Funding has been made available for its development as part of the S106 agreement on Thanington Park.

As with the church, it would be beneficial if the centre is consulted, together with the community, to determine what could be added or improved. One example, extending it to include a health centre.

### **3/ASHFORD ROAD COMMUNITY ASSOCIATION (ARCA)**



***Source: Ashford Road Community Assoc.***

This is another vibrant and active community centre. It is sited on the Ashford Road along from the Thanington Resource Centre and run and managed by the local community. It is well equipped, modern, well maintained well supported and well managed by local people.

It performs a valued function for the area with a facility for Hall Hire, local functions and a community centre. Like Thanington Resource Centre, it should be consulted re potential improvements and potential effect of future development, and supported in its operation.

#### 4/HILLTOP COMMUNITY ASSOCIATION. (HCA) & ST FAITH



***Source: Hilltop Community Association***

Hilltop Community Association St FAITHS Hall is situated in New House Lane. The hall was built by local people and donations in 1950. The hall forms a dual function as a Church together with a community hall for the local area.

It is very well supported in all ways by the local community, and has carried out a series of improvements in the last 2-3 Years. New Roof, new Kitchen and new windows. All self-funded. The ongoing work on this improvement development includes a new toilet block, new storage areas and new internal and external insulation and cladding.

It received no funding as part of the Thanington Park contributions and again as with the previous community facilities, should be consulted as part of any considered further development its impact and potential support from this.

#### **4/ THANINGTON PARISH COUNCIL**

This is the local parish council for the area and has basically North and South ward councillors for the Parish. It carries out all the usual civil functions of a local parish council, and tries hard to inform and support the community in its affairs. That includes the recent development of the THANINGTON NEIGHBOURHOOD PLAN. It also informs the community on issues, information, and contact details for local services, and communication with Canterbury City Council and local ward councillors. It has in recent times, been very involved with planning proposals and

trying to ensure that local views are taken into account when applications are considered.

New community support facilities should be developed alongside and integrated with existing resources rather than be developed in isolation. There is also the need for adequate and informed consultation with them regarding possible improvements and involvement.

There are areas in Thanington that suffer from fly tipping. This can be caused by simply a lack of suitable bins or disposable sites. The problem could be addressed by ensuring these areas and any issues are identified by local organisations and actioned proportionally. The community spirit would be an aid in that. Local litter picking, being already in place

Thanington is a community of mixed area type, and therefore mixed requirements, so there is also the need to allow each defined area to develop its own statement of needs and wishes. For example THE HILLTOP VILLAGE DESIGN STATEMENT.

## POLICIES:

A2.1 Support Local organisations, community groups to be consulted, supported and enhanced by any development.

**RELEVANT CDLP POLICIES: QL1 QL2 QL3 QL5 QL7**

## A3 HEALTH, COMMUNITY & PLACE

A **healthy community** can be defined as one in which all residents have:

- access to quality education
- safe and healthy homes
- adequate employment, transportation, physical activity, and nutrition,
- access to quality health care
- access to appropriate social amenities and support

Unhealthy communities lead to chronic diseases, such as diabetes, heart disease, cancer etc.

A **healthy place** is one that supports and promotes healthy behaviours and environments, and results in a reduction in health inequalities for people of all ages. It will provide the community with opportunities to improve their physical and mental health, and support community engagement and wellbeing.

It is a place which is inclusive and promotes interaction.

The community facilities, the Church HCA TRC & ARCA listed below in section A4, all support the above and TNP will support any proposals in this area.

Taking the above requirements for a healthy community and place then reviewing them for Thanington:

#### A4 ACCESS TO EDUCATION:

There is a need to ensure that there will be sufficient local school provision for local residents and their families.

Currently Thanington has NO school, primary or secondary, within the Parish.

The closest primary school is Wincheap Primary School, but many Thanington Primary children attend the next closest in Chartham, Bridge and others across town and even further afield including Ash.

The closest secondary schools are The Langton, Canterbury Academy, Barton Court. All these requiring a travel service of some form.

The existing community facilities have the potential to support the existing education requirements

The church has the potential to contribute to local educational provision through school visits to enrich both the RE curriculum and the History curriculum. (n.b. the head at Wincheap Primary expressed an interest in this)

The need for local children travel to non- local schools increases traffic volume, and adds to the impact on air quality and other pollution issues.

A new primary school, as promised on the Saxon Field, site will be a welcome addition to the Parish. Consideration should be given to the provision of facilities that allow for school run parking and drop off and its impact on the local area.

**One objective of this neighbourhood plan is to ensure that local school age residents have access to adequate educational provision in any future development.**

There is a requirement for local place provision to match the predicted uplift in numbers from proposed developments.

New developments must take account of the constraints of the local educational facilities. Education and planning decisions must take these constraints into account when considering new developments and proposals must ensure that suitable provisions are delivered.

This should all be considered in conjunction with the local education authority, at an early stage, to identify requirements and ensure resources are available to manage proposed provision and that it is delivered.

Such planning will reduce the need for travel and lower the negative impact on environmental and health issues.

Provision of a morning and afternoon bus shuttle-service for pupils living beyond a reasonable walking distance from the school in order to reduce the number of private vehicles travelling to and from the school should be considered and would be supported.

The existing community facilities/services could, and should, be used to support further additional education and social needs. These facilities could be utilised for this purpose and could be used to support the local needs for these provisions.

The main points in achieving the goal of good education can be defined as:

1. **Acknowledge and address overcrowding**
2. **Make funding schools a priority**
3. **Address the school to prison pipeline**
4. **Raise standards for teachers**
5. **Put classroom running and curriculum building decisions in the hands of the community**

## **POLICIES:**

A4.1 Development must provide for sufficient parking for all uses, staff parents etc. at the education facilities, such that it does not negatively impact on traffic movement in the local area

**RELEVANT CDLP POLICIES: QL1 QL2 QL3 QL5 QL7**

A4.2 Future development must review what educational provision and/or developer contribution are required for their proposals.

**RELEVANT CDLP POLICIES: QL1 QL2 QL3 QL5**

A4.3 Land adjacent to schools should be protected to allow for future expansion of an existing school should future needs require it

**RELEVANT CDLP POLICIES: QL1 QL2 QL3 QL5 QL7**

## **A5 SAFE & HEALTHY HOMES:**

The “**BUILDING FOR A HEALTHY LIFE**” July 2020 (BHL), a report backed by the UK Government, by **HOMES ENGLAND**, is used as reference for national guidance on building for Safe & Healthy Homes. Key elements in this report are identified **as being critical to building both for healthy homes and ultimately a healthy community.**

TNP requires that the key points in this report be followed when considering future developments in Thanington. If that it is found to be lacking then it should be rejected, until they have been addressed and rectified.

**Key headings sourced from the BHL report are:**

1. *Create places that are well integrated into the site and their wider natural and built surroundings. Avoid creating isolated and disconnected places that are not easy places to move through and around.*

2. *Short trips of up to three miles can be easily made on foot or bicycle if the right infrastructure is in place helping to improve public health and air quality whilst also reducing local congestion and carbon emissions*
3. *Places that offer social, leisure and recreational opportunities a short walk or cycle from their homes.*
4. *A range of homes that meets local community needs*
5. *Understand [the site] and respond [to its constraints and opportunities]*
6. *Create places that are memorable [inspired by local character]*
7. *Create a network of streets and spaces, taking care that front doors and the principle facades of buildings face streets and public spaces.*
8. *Use legible features that help people find their way around a place.*
9. *Streets are different to roads. Streets are places where the need to accommodate the movement of motor vehicles is balanced with the need for people to move along and cross streets with ease. Activity in streets is an essential part of a successful public realm.*
10. *Well-designed developments will make it more attractive for people to choose to walk or cycle for short trips helping to improve the level of physical activity, air quality, congestion, and the quality of the street scene. Well-designed streets will also provide well-integrated car parking.*
11. *Creative surface water management such as rills, brooks and ponds enrich the public realm and help improve a sense of well-being and offer an interaction with nature. As the richest habitat for flora and fauna, they are also a key play in achieving the net gain in biodiversity as sort by the 2020 environment bill*
12. *Garden cities, towns and suburbs used hedges to define public and private spaces, helping to create characterful and biodiverse places. The space between the back of the pavement and the face of buildings has a significant impact on the quality of a space. Clear demarcations between public and private spaces can encourage people to personalise the front of their homes whilst also offering opportunities to integrate level changes, utility boxes and waste storage.*

The TNP supports these key points. They form a solid basis when considering future development in Thanington. Even with the current developments, they be taken into account when consideration is given for approval of the detail submissions regarding these.

## **POLICIES**

A5.1 All new homes and converted homes should have access to green space, even a balcony  
**RELEVANT CDLP POLICIES: QL1**

A5.2 All new homes should have access to fresh air, daylight and insulation against the transmission of noise  
**RELEVANT CDLP POLICIES: QL1**

A5.3 Space standards should reflect working from home needs  
**RELEVANT CDLP POLICIES: QL1 QL3 QL5**

## A6: EMPLOYMENT, TRANSPORTATION, PHYSICAL ACTIVITY, & NUTRITION:

Local employment provision plays an important part in many aspects of a healthy community. So its provision, retention and safe guarding should not be overlooked. This can take the form of developing and then losing existing employment facilities and businesses for domestic development. Also many new developments do not provide sufficient local employment, which are provisions to prevent excessive travel requirement, poor work life balance and excessive travel demand being some obvious examples. This leads to unsustainability.

Any new significant developments should provide sufficient community facilities such as shops, schools, workplaces, health facilities, co working spaces, recreational and sport facilities, parks, play spaces, cafes and other meeting places that respond to community needs. These should be situated close to best location for those walking cycling and using public transport. These should also be considered as priority requirements, not just linked to development. The requirement is there now.

Existing facilities should be looked at to see if they can be improved and add value to the local community rather than adding new ones.

Leisure and sport facilities should be identified and provided for people of all ages. Spaces should be created where people can meet each other, such as public spaces leisure facilities, community buildings, cafes, restaurants, allotments, gardens. They provide an opportunity to improve public health by encouraging physical activity and social interactions both key in maintaining physical and mental health.

The recent COVID pandemic has highlighted the need for these facilities and services to support the health and mental wellbeing of the population. There is a need to give them more consideration.

A6.1 Improve existing local facilities to add value to the community as part of any area development plans as a priority over new development.

**RELEVANT CDLP POLICIES: QL1 QL2 QL3 QL5 QL7**

A6.2 Local facilities should be supported in the role they play in the mental wellbeing of both the local and general population. Especially regards the protection of existing open and green recreational spaces

**RELEVANT CDLP POLICIES: QL1 QL2 QL3 QL5 QL7**

A6.3 Local employment should not be removed, due to the benefit it brings to all aspects of the health of the local community, and it should be protected and supported. New developments should should show preference for this by not consulting on proposed commercial additions

**RELEVANT CDLP POLICIES: QL1 QL2 QL3 QL5 QL7**

## A7: ACCESS TO QUALITY HEALTH CARE:

There is **NO** medical facility of any type in Thanington or within reasonable walking distance. The closest GP surgeries are at New Dover Road, Ethelbert Rd (KCH), Northgate & Chartham.

Transportation plays a major part in accessing both primary and secondary health care and as Thanington does not have facilities. This issue needs to be given serious consideration in the planning and supply of these services with new developments. The current situation being, that to access them from Thanington requires a significant degree of travel with its consequential issues.

The importance of easy access to these services can have a beneficial effect on general health in a number of ways if an effective provision is made. The TNP asks that this be given due consideration in development planning and transport services provision.

The Parish is due to have **100% increase in its dwellings**, and associated increase in population, this situation needs to be, addressed and fully understood re its impact on Health Care in Thanington. This has not been done, despite a promise of a Health Care facility when these developments were granted planning permission.

One of the issues is the centralisation of general and acute health services in large hospitals and this has had an impact on local primary care services. Making it more difficult for people to access these due to their transport needs, and in some cases even a lack of these services. So provision of these locally will alleviate these issues.

Examples of required local primary care services are, the need for a local GP service, the need for local pharmacy facilities, and the need for local wellbeing services. These additional services might be part of a GP facility, or as a separate facility in any local development provision.

The focus should be on bringing these primary services closer to the people, rather than getting the patients to the services. These services should then be adequately provided locally, so that they can relieve the demand on the main hospital hubs. The local existing social and support facilities as listed above could be made use of in that.

A7.1 Provision of a suitable primary health care facility is needed, due to the increasing size of the area following recent developments. This may be by using existing facilities or ring fencing any contribution from development for the Local area.

**RELEVANT CDLP POLICIES: QL1 QL2 QL3 QL5 QL7**

An amenity can be described as ***“any feature that provides comfort or pleasure”***



***Typical Green and natural amenity space in Thanington***  
***Source: Thanington Neighbourhood Plan***

One of the key amenities for Thanington is the access to amenity “green” space, and this needs to be maintained and supported. Green amenity spaces benefit everyone but appear to disproportionately benefit disadvantaged groups, and related inequalities in health are lower in areas with access to green spaces. Evidence shows that living in a greener environment can protect and promote good health and aid in recovering from illness and managing poor health.

Various pressures are putting accessible green space under threat and we should not lose sight of the growing population’s need for it.

Greenspace such as parks, woodlands, fields, and allotments, as well as natural elements including green walls, roofs and incidental vegetation are increasingly being recognised as an important asset for supporting health and wellbeing.

In supporting the delivery of local health, social, environmental, and economic priorities good quality greenspace has the potential to deliver substantial benefits for public health and for wider local priorities at a relatively low cost.

This is as relevant to Thanington as many other localities, and hence its importance in being maintained for the future and consideration in proposed developments.

The impact of connectivity should not be underestimated in the world today. On factor being, access to internet and mobile phone coverage. Whereas these services are provided by outside commercial companies the infrastructure for these services should be included in any development proposals.

There is a general acceptance that people living in rural communities and older housing stock, tend to have more of a community feeling than those living in apartment block or post 2010 housing developments.

**In the Neighbourhood plan consultation 93 % of respondents expressed concern about the pressure of development in Thanington**

Wider pavements and areas for cycling are a valued amenity and should have a high consideration and priority in development design.

The recent pandemic has highlighted these issues, and Thanington is no different in that respect. An increase in visitor numbers to the green space areas being noted.

**POLICIES:**

A8.1 Social housing should be designed and located to enjoy the same basic amenities as other housing within a new development sites

**RELEVANT CDLP POLICIES: QL1 QL2 QL3 QL5 QL7**

A8.2 All new and converted homes should be built to national space standards or better

**RELEVANT CDLP POLICIES: QL1 QL2 QL3 QL5 QL7**

A8.3 Planning contributions sort for facilities for walking and cycling i.e. wider pavements should be included in both in the existing community structure where possible and also in any new development layout.

**RELEVANT CDLP POLICIES: QL1 QL2 QL3 QL5 QL7**

## OBJECTIVE B: CONSERVE THE HISTORICAL AND NATURAL ENVIRONMENT

### Objective Sections:

- B1 Overview
- B2 Historical sites
- B3 Landscape and Biodiversity
- B4 Visual Impact
- B5 Light and Noise pollution
- B6 Allotments
- B7 Climate Change
- B8 PROWs: Riverside area, Footpaths, Cycle ways, Bridleways and other Public Rights of Way

### B1 Introduction

Thanington has a mixed variety of environmental make up throughout the parish. It ranges between urban and rural designated areas. Thanington has many important Historical and Environmental sites within its boundaries, including eight registered listed buildings, Larkey Valley Wood (a biological site of special scientific interest) and Hambrook Marshes. areas.

### The issues identified with this topic are:

1. The gradual negative erosion of the rural character and also urban character of the area
2. Loss of the area's unique mix of landscape and specific identity
3. The detrimental effect of traffic on many aspects of the area's way of life
4. Pressure of development, leading to a long term negative impact on the environment and character of the area

**Our Consultation response showed 93 to 97% strongly agreed or agreed with above issues**

### To summarise the action points to address the above issues in this section:

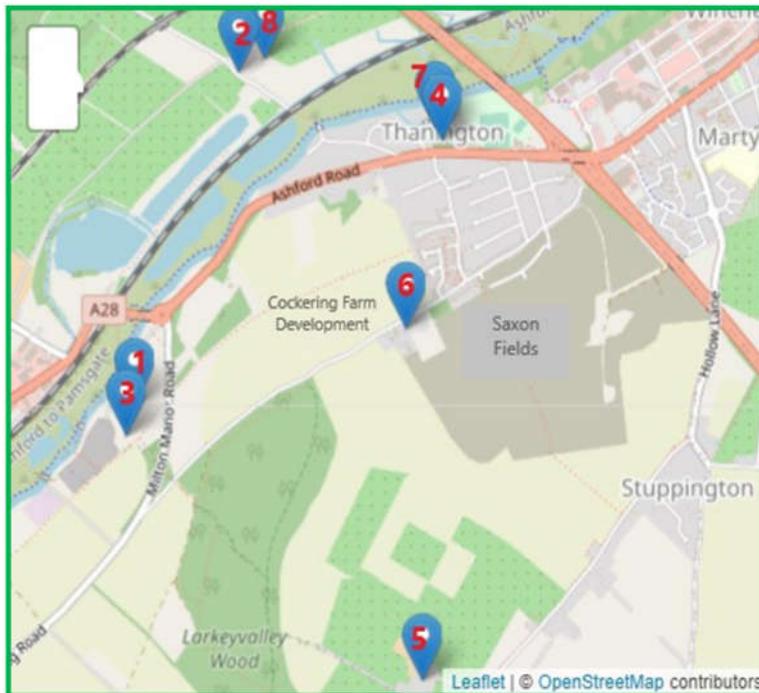
1. To prevent erosion of the rural character and the urban area by ensuring that overdevelopment does not allow this to occur.
2. To preserve the mix of landscape and identity by ensuring any development maintains this mix and it is not lost by overdevelopment
3. To prevent the effect of traffic increase from development causing a detrimental impact on the way of life in Thanington .
4. Ensure any development provisioned is assessed for its true impact on the environment, and preservation of the landscape and character of the area, thereby preserve the many benefits of that feature of Thanington

## B2 Historical Sites

Thanington has eight Grade 2 Listed Buildings and Sites of historical interest. These locations can be seen on the map below

See Photos A B C D & E below:

1. II Barn at Milton Manor
2. II Barn at Tonford Manor
3. II Chapel of St John the Baptist Milton
4. II Church of St Nicholas
5. II New House Farmhouse
6. II Old Manor
7. II Thanington Court Farmhouse
8. II Tonford Manor



*Source: Thanington Neighbourhood plan team*

Details of Thanington history are available in APPENDIX but to summarise the historical sites:

## Tonford Manor



**PIC A**



**PIC B**

**Source: *Thanington Neighbourhood Plan team***

Situated to the north side of the River Stour, this half ruined flint building with its brick walls, flanking towers, timbered roof, and a carved corbels of the 15<sup>th</sup> century, a Tudor gateway. Records show dwellings on this site date back to the Henry III. The house today is half 15<sup>th</sup> century and half Queen Ann era. King Henry the VIII and Queen Kathrine of Aragon paid a visit and stayed for three nights. Later a well-known writer Christopher Hassall who died in 1963 was a resident and had a local road name after him.



**PIC C** Milton church is a small 12<sup>th</sup> century church located within the Brett quarry site, the church is now redundant.

**Source: *Thanington Neighbourhood Plan team***



**Pic D** St Nicolas Church Thanington  
**Source: St Nicolas Church Thanington**



**PIC E** Old Manor Cockering Road is mentioned in documents dated 1235.  
**Source: Thanington Neighbourhood Plan team**

Current CDLP policies that cover this topic include:

HE1: Historic environment & Heritage Assets

HE4: Listed buildings alteration & extensions and development affecting setting of listed buildings

The TNP survey has identified that **99.17% agree** that SSSI and ancient monuments should be considered in any new developments. It is vital that these special sites need to be preserved, enhanced, and is crucial that any harm to these sites must be avoided.

Policy B2.1 Historical sites and their surrounding area enhanced & preserved and any future development shall ensure it enhances and does not impact on these sites.

**Relevant CDLP POLICY: HE1 HE4**

Policy B2.2: An archaeological assessment be undertaken by developers before any proposed new development begins if a development site identifies archaeological & historical evidence

**Relevant CDLP POLICY: HE1 HE4**

Policy B2.3: Any development which may causes substantial harm to the historic environment and its heritage asset not be supported.

**Relevant CDLP POLICY: HE1 HE4**

## B3 Landscape and Biodiversity

### Current CDLP policies that cover this topic include:

- LB9: All developments to avoid a net loss of biodiversity and pursue opportunities to achieve a net gain
- LB8: Ecological Improvements to be incorporated into new developments to improve connectivity
- OS1: Proposals to protect and enhance sites designated as Local Green Space
- OS9: Protected open space to be safe guarded unless specific criteria met
- OS15: Permission is only be granted for the loss of allotments/community garden if criteria are met
- OS5: Stuppington Lane green gap
- OS11 Outdoor space provision
- OS6: Green Gaps

There has been a very significant loss of excellent or very good agricultural land in Thanington to date and further loss would have a detrimental affect on the general location and amenities for local people. Any further loss would not be acceptable.

The MAPS below show the designation of land in the area, and the impact the current developments have had on adverse affect on the amount of agricultural land in the area.

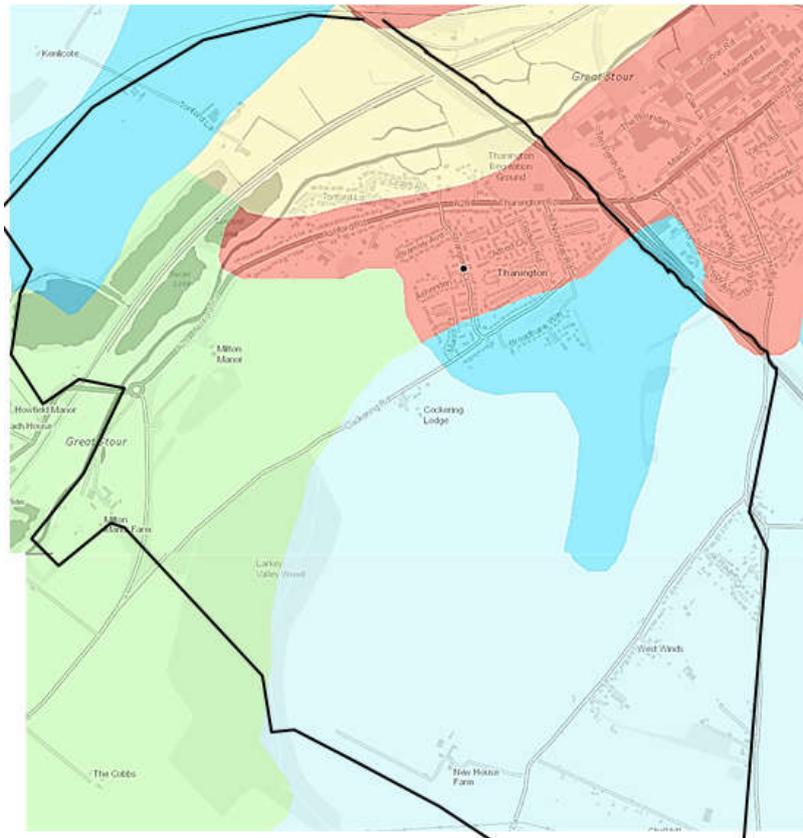
### [Map Designations of agricultural land grading for Canterbury](#) [\(Ref. Canterbury Landscape & Biodiversity Appraisal Report Aug.2021\)](#)

<b><i>Grade</i></b>	<b><i>Description</i></b>
1	 Excellent
2	 Very Good
3	 Good to Moderate
4	 Poor
5	 Very Poor

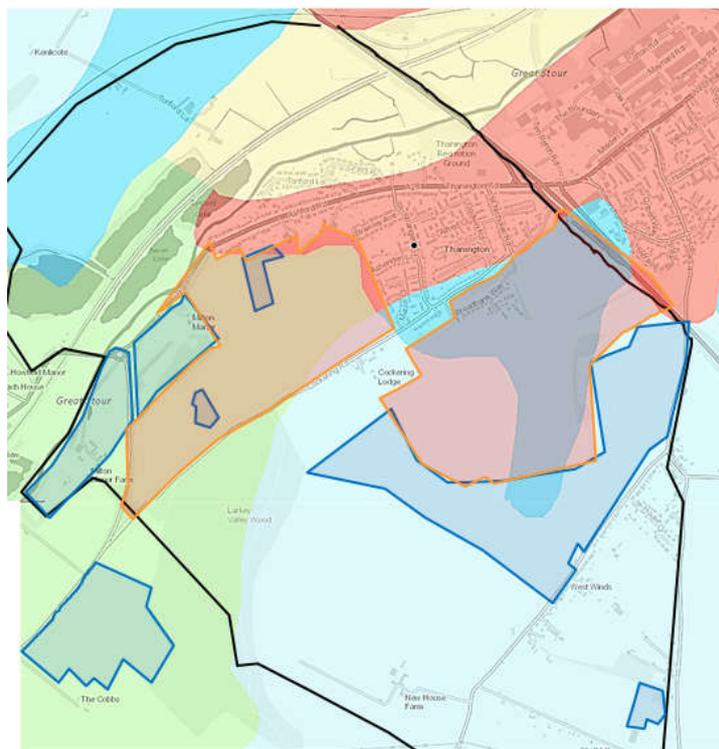
### ***Non-Agricultural Land***

-  Other land primarily in non-agricultural use
-  Land predominantly in urban use

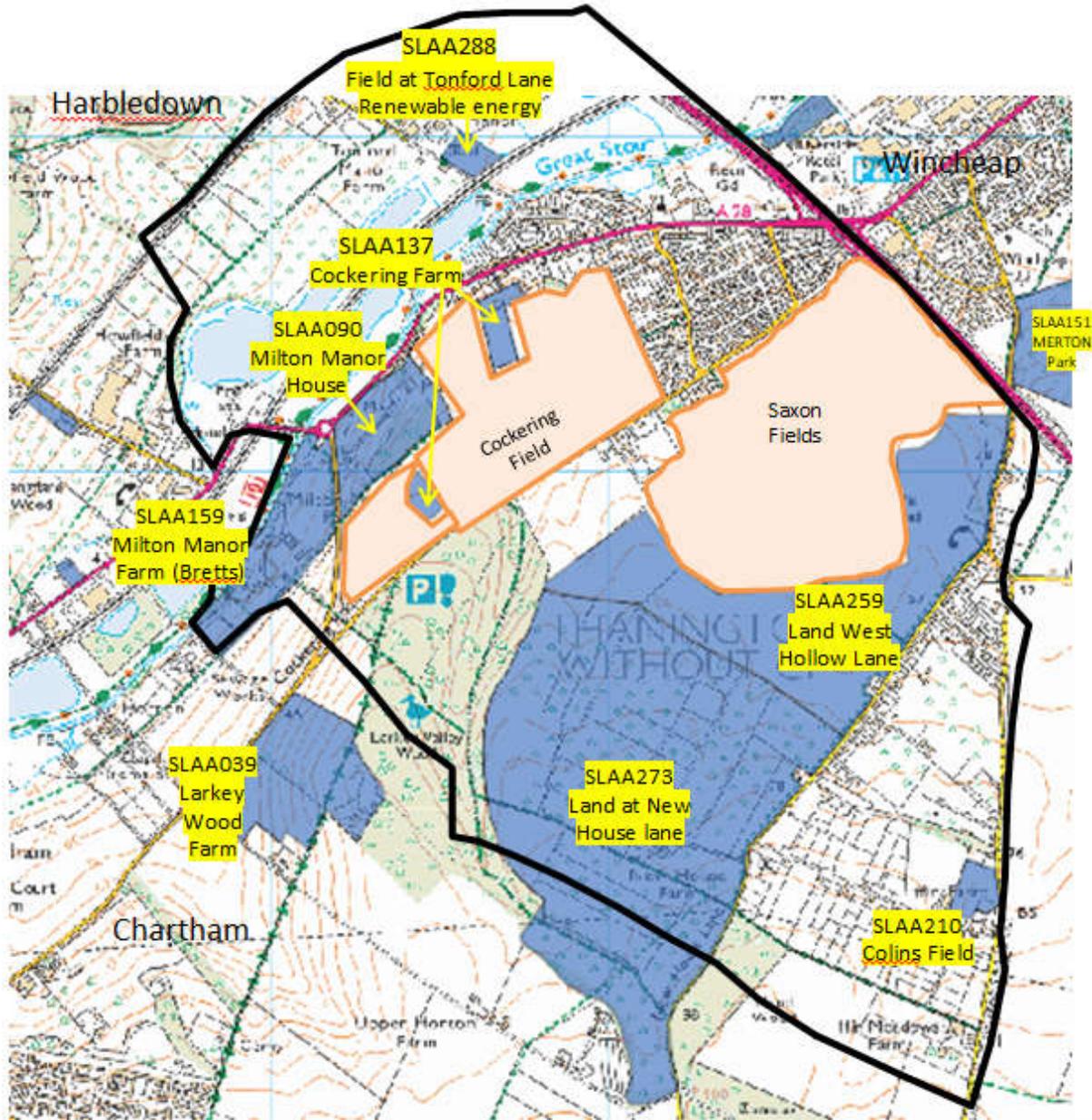
**LAND DESIGNATION MAPS FOR THANINGTON AREA**



**1/ Land designation for Thanington area**



**2/ land use designation showing current (BROWN) & POSSIBLE development in Thanington (BLUE)**  
*Source: Canterbury Landscape & Biodiversity Appraisal Report (JACOBS) Mark up TNP Team*



**3/Map showing POTENTIAL loss of good agricultural land lost to the current developments in Thanington, and the proposed submitted sites in the Local Development Plan under consultation**  
**Source: Canterbury City Council Request for sites. Mark up by TNP TEAM**

B 3.1 Thanington has areas of open space and natural and semi natural green space including

- Larkey Valley Wood SSSI/ Iffin Woods
- Meadow on Cockering Road
- Hambrook Marshes
- Fishing Lakes
- Stour Riverside footpath/cycleway
- Thanington Recreation field with its outdoor sport facilities
- Amenity green space includes play park, skateboard park and cycle ramps
- Allotments
- Agricultural land

- Green corridors including footways, cycle ways, bridleways and hedgerows providing crucial links between biodiversity sites.

## POLICIES

Policy B3.1: Good quality open land, grade 1&2 farmland and playfield and amenity “green” spaces be protected due to their value to the community. NPPF policies to be followed.

**Relevant CDLP Policy: LB9 LB8 OS1 OS9 OS15 OS6**

Policy B3.2: Development be given to open space and new high quality green open space for strategic sites. Without impacting on housing density

**Relevant CDLP Policy: OS1 OS9 OS15 OS11 OS6**

Policy B3.3: Development to provide sufficient green open space for recreation sports, provisions and to protect, maintain and enhance these assets to ensure they meet the needs of the community and positively influence physical, mental and social well-being of residents.

**Relevant CDLP Policy: OS1 OS9 OS15 OS11 OS6**

Policy B3.4 The ecological impact of development must be thoroughly analysed, including concerns from local residents. The developer must identify appropriate mitigation and assessment measures for local concerns. Ensuring a valid impact assessment is delivered

**Relevant CDLP Policy: LB9 LB8 OS1 OS9 OS6**

Policy B3.5: New major development make appropriate provision for open space, which will include the following, as appropriate to the type, size and location of the development: semi-natural areas, green corridors, strategic urban parks, children play parks and open space for recreation amenity, and allotments.

**Relevant CDLP Policy: LB9 OS15 OS11 OS6**

Policy B3.6: Thanington recognises the importance of the green buffer space, and seek to include a green buffer to maintaining open spaces within Thanington from becoming a built up settlement. (See potential development map above. Gap is the area between NEWHOUSE LANE & THE CURRENT DEVELOPMENTS)

**Relevant CDLP Policy: LB9 OS1 OS9 OS6**

Policy B3.7 Any new developments which pose a risk of coalescence of existing settlements, e.g. Thanington South Ward towards Stuppington, and Thanington North Ward towards Chartham will be difficult to support. If they reduce the green buffers in the parish. This is supported by: “CDLP Green Gaps 11.42 states “The objective of the green gap policy is to retain separate identities of existing settlements, by preventing their coalescence through development”

**Relevant CDLP Policy: OS1 OS9 OS6**

Policy B3.8 Support the Council’s Green Infrastructure Strategy to provide new, and enhance existing high quality open spaces with opportunities for active recreation which are crucial to help address current public health issues.

**Relevant CDLP Policy :LB8 OS1 OS9 OS15 OS5 OS11 OS6**

Policy B3.9 Support for use of land not only established for farming, Thus encouraging and supporting wildlife and recreational access . Not allowing overdevelopment to occur.

**Relevant CDLP Policy: LB9 LB8 OS1 OS9 OS15 OS11 OS6**



**Pic A: Hambrook Marshes**

**Source: Thanington Neighbourhood Plan Team**



**Pic B: Hambrook Marshes with cattle grazing.**  
**Source: *Thanington Neighbourhood Plan Team***



**PIC C: Arable land with fruit trees and lined vegetation boundary. Location Tonford. (Thanington North Ward)**  
**Source: *Thanington Neighbourhood Plan Team***



**Pic D: Thanington Recreation field, play park/ skate park and Thanington Resource Centre.**  
**Source: Thanington Neighbourhood Plan Team**



**PIC E:**

**South Ward (PIC E) arable land with its boundary lined with vegetation important for the wildlife. Distant views of Canterbury Cathedral, these landscapes and views are important characteristics of Thanington. PIC F: Meadow field adjacent to Larkey Valley Wood SSSI.**



**PIC F:**

**Source: Thanington Neighbourhood Plan Team**

## **POLICIES**

**Policy B3.10: Protect and enhance wildlife and biodiversity in this and surrounding areas. Not support any new development which poses a risk or may cause damage.**

**Relevant CDLP POLICY: LB9 LB8 OS1 OS9 OS15 OS5 OS11 OS6**

Policy B3.11: Acknowledge Larkey Valley Wood as a nationally designated conservation Site of Special Scientific Interest (SSSI), (under section 28 of the wildlife and countryside act 1981). Any new developments should avoid adverse impact and provide mitigation measures, as designated to do that on these protected sites.

**Relevant CDLP POLICY: OS9**

## B4 VISUAL IMPACT

Current CDLP policies that cover this topic include:

LB2: Impact of the development on Areas of High Landscape Value

LB10: Development to be designed to retain important trees, hedgerows and woodland

OS12: Green infrastructure to be planned, designed and managed to conserve and enhance the character of landscapes and settlement.

Measures to be implemented for new major development sites

HE13: Historic landscapes, parks, and gardens to be preserved and enhanced

TNP survey results show that **76% strongly agree** to retain the features and character of the parish in any new application. It is paramount to preserve any landscape view albeit the Hambrook marshes, arable land, and long views out towards Chartham. Views of Canterbury Cathedral World Heritage site must be retained. Retaining the visual/vista sights of existing vegetation, for example Poplar trees from past hop plantation. (Located in the south ward adjacent to the Saxon Field development) These contribute to the character and history of Thanington and it's urban to rural characteristic.



**PIC A: Shows typical mixed landscape**  
**Source: Thanington Neighbourhood Plan Team**



**PIC B: Shows the Cathedral from New House Lane South Ward across arable land.  
Source: *Thanington Neighbourhood Plan Team***



**Pic C: Views across from Larkey Valley Wood out towards Chartham Village Valley Wood out  
towards Chartham Village  
Source: *Thanington Neighbourhood Plan Team***



**PIC D: View of the Cathedral from the South ward New House Lane.**

*Source: Thanington Neighbourhood Plan Team*

## POLICIES

Policy B4.1: Developers required to assess impact on landmarks, ancient monuments and views on the local and surrounding areas

**Relevant CDLP POLICY: LB2 LB10 OS12 HE13**

Policy B4.2: Any proposed new development should minimise the impact on the existing heritage and landscape views for local residents.

**Relevant CDLP POLICY: LB2 LB10 OS12 HE13**

## B5 LIGHT AND NOISE POLLUTION

Current CDLP policies that cover this topic include:

DBE9: Outdoor lighting proposals, criteria for assessment

QL12: Mitigation of pollution from new development

APPX5: Outdoor lighting.

TNP questionnaire shows that **86% strongly agree** that lighting levels should be considered. The position of the lighting, the lighting levels and the height all contributes to the factors of light

pollution. Therefore any development must take in account the measures to counteract the impact of light pollution without compromising safety. Noise pollution should also be a factor considered in any planning application (see Appendix XXX resident survey comment 5).

TNP will expect an assessment on avoidance of negative impact and mitigation of light and noise pollution in residential areas and open spaces, including dedicated green spaces and SSSI Larky Valley Woods. Smart lighting systems are a revolutionary technology which can monitor and control street lighting; the right smart software cannot only detect faults, but can also monitor the output of individual streetlights and their energy performance. Sensors can detect the traffic flow, parking spaces, electrical outages and possibly accidents. Sensors can increase luminaires where there is more footfall and dim lighting when there are fewer people or cars around.

## POLICIES

Policy B5.1: Developers required to design new development so as to avoid and mitigate against Light pollution

**Relevant CDLP Policy: DBE9 QL12 APPX5**

Policy B5.2 Lighting shall be appropriately located, so as not to have a detrimental impact upon nearby quality of life.

**Relevant CDLP Policy: DBE9 QL12 APPX5**

Policy B5.3: Lighting shall be designed to enhance personal safety.

**Relevant CDLP Policy: DBE9 QL12 APPX5**

Policy B5.5: Development required to embrace new energy efficient lighting technology, including but not limited to high efficiency LED luminaires combined with Smart Street and management lighting system, embracing technology to help towards combating light pollution.

**Relevant CDLP Policy: DBE9 QL12 APPX5**

Policy B5.4 Development proposals shall have plans and details , which identify the location and height of lighting and lighting levels

**Relevant CDLP Policy: DBE9 QL12 APPX5**

## B6 ALLOTMENTS

Current CDLP policies that cover this topic include:

OS15: Permission to only granted for loss of allotments/community gardens if criteria are met  
QL4: Support for farm shops in appropriate locations

TNP supports provision and use of allotments and welcome the new allotments situated on Saxon Fields and with those proposed on Cockering Field. Allotments are beneficial to the community positively contributing to socio-economic factors. The social contact gained by gardeners in an allotment environment helps to ameliorate loneliness. Any new significant new development must make provisions for allotments which is supporting the CDLP green strategy plan.

## POLICIES

Policy B6.1: Local allotments and community gardens be preserved and enhanced. Removal of existing facilities will not be supported, unless they can be, 1) proven not to be needed. OR 2) Replaced in local proximity to the existing site.

**Relevant CDLP Policy: OS15 QL4**

Policy B6.2: Support for new Farm shops with a view to sell local produce encouraged.

**Relevant CDLP Policy: OS15 QL4**

## B7 CLIMATE CHANGE

Current CDLP policies that cover this topic include:

- CC1 Proposals for renewable and low carbon sources of energy to be encouraged in appropriate locations .Removal of installations required after use has ceased
- CC2 Development to include measures to reduce carbon emissions from energy use
- CC3 Strategic sites and large developments to provide site wide renewable or gas fired combined heat and power unless specific criteria met
- CC4 Development proposals within areas of high risk of flooding or increased surface water run- off to be subject to a FRA
- CC5 New development permitted on undeveloped sites within flood zones 2 and 3 only where sequential/exception tests passed
- CC6 Minor infill development on previously developed land in Flood zones 2 and 3 acceptable subject to other plan policies.
- CC7 No development within overtopping hazard zones
- CC11 Sustainable drainage systems to be utilised. Greenfield run- rates to be achieved where possible. Hierarchy for the management of surface water flows. Details of management of SUDS to be provided prior to commencement.
- CC12 Water quality to be safeguarded and enhanced where possible as part of new development proposals
- CC13 Development to be phased to ensure the provision of necessary water infrastructure works. Development to minimise water use and incorporate water efficiency and recycling measures.

TNP survey found that **80% of residents strongly agree** that new developments should be sustainable. Resident comments say “new development should have solar panels”. **86% strongly agree** that air quality should be considered. TNP would look for a Rebus air quality assessment in any new development. Views of local residents must also be taken into account. Any air quality assessment from the Thanington Parish Council must be taken into an account.

Concerns were received from residents regarding retaining our fields. Developing further remaining agricultural land and open spaces left in Thanington will exacerbate impact on climate change. The unpredictable heavy rain will run off the land and not be absorbed naturally into it. With this in mind TNP will continue to support retention of our remaining open space.

## POLICIES

Policy B7.1: Development to include the delivery of low carbon off set and energy efficient homes in general.

**Relevant CDLP Policy: CC1 CC2 CC3 CC11 CC12 CC13**

Policy B7.2: Development to include features that include modern energy and environmental conservation technologies to offset carbon emissions. For example but not limited to water recycling, recovery systems and solar energy systems.

**Relevant CDLP Policy: CC1 CC2 CC3 CC11 CC12 CC13**

Policy B7.3: Development should not be considered in the high flood risk areas along the river Stour route

**Relevant CDLP Policy: CC4 CC5 CC6 CC7 CC11 CC12 CC13**

Policy B7.4: Development not impact on air quality Consideration must include the surrounding area and to take account of the overall impact not just the impact of developments within the immediate area.

**Relevant CDLP Policy: CC1 CC2 CC3**

Policy B7.5: Development assess the impact on wastewater systems uses ,including, loss of green space for natural soak away, and changing climate with potential heavy rain. Then use modern techniques and technologies to offset impact

**Relevant CDLP Policy: CC4 CC5 CC6 CC7 CC11 CC12 CC13**

Policy B7.6: Development to ensure that their fresh water supply and wastewater service requirement can adequately meet demands. The local statutory authorities are responsible.

**Relevant CDLP Policy: CC4 CC5 CC6 CC7 CC11 CC12 CC13**

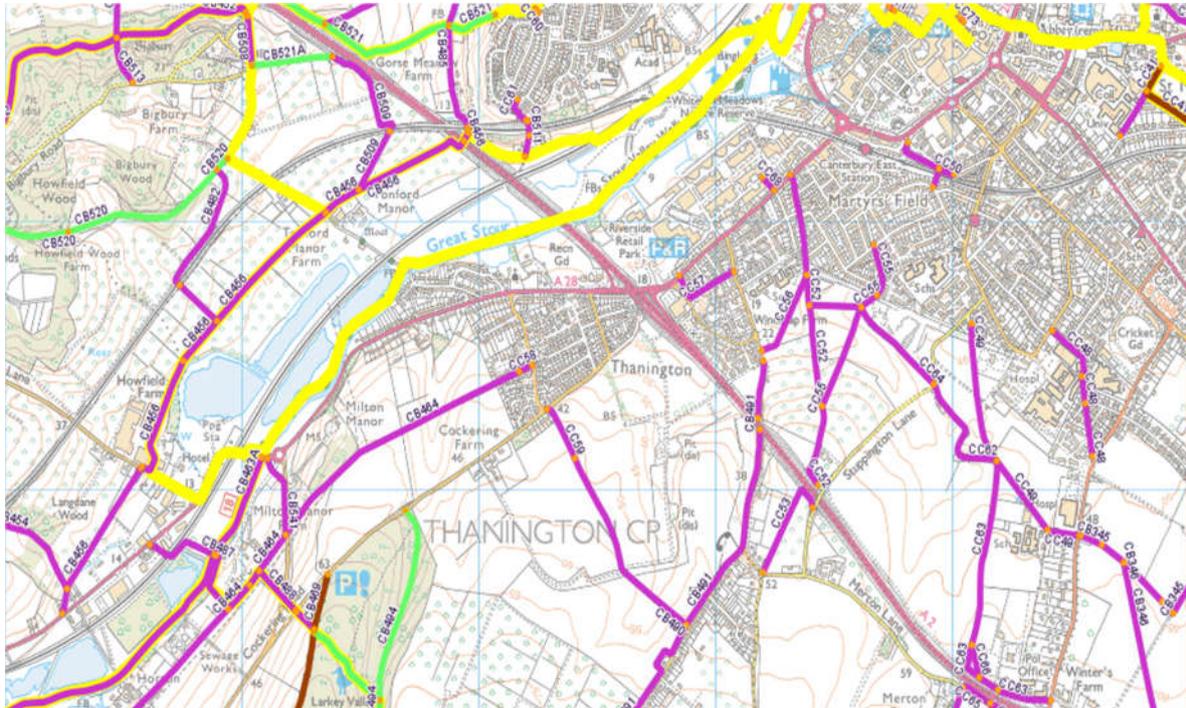
Policy B7.7: Development to ensure surface water run off systems adequately provisioned to reduce or eliminate any potential pollution into the natural water courses. With adequate contingency for future climate change in weather patterns

**Relevant CDLP Policy: CC4 CC5 CC6 CC7 CC11 CC12 CC13**

## B8 PUBLIC FOOT, BRIDLE AND CYCLE WAYS

Current CDLP policies that cover this topic include:

T2 pedestrian and cycle routes



Map sourced from Kent County council

TNP survey show that **100% are in agreement** that our wildlife landscape and footpaths should be considered in any new development. It is important that with any new footpaths, due consideration is taken upon linkage from existing public right of way, connecting to new footpaths for easy access by foot around the parish. These need to be well maintained and in some cases appropriately lit. It is especially important to protect existing hedge rows and vegetation along such public rights of way to support its abundant of wildlife.

### POLICIES

Policy B 8.1: Existing green corridors, including public footpaths and bridleways to be protected. New developers are required to enhance these and link these existing corridors footpaths etc. to new ones.

**Relevant CDLP Policy: T2**

Policy B8.2: Any strategic developments to provide native hedgerow and/or vegetation to support the new footpaths, and consider hedgerow rather than fencing to provide boundaries.

**Relevant CDLP Policy: T2**

## OBJECTIVE C: SUSTAINABLE TRANSPORT

### C1 Background

### C2 Relevant CDLP Policies

### C3 Bus Services

### C4 Cycle Network

### C5 Stour footpath

### C6 Traffic & Parking

## C1 BACKGROUND

In summary there are a number of transport related issues for Thanington that need addressing:

1. The existing highway system does not have the capacity currently and any future development needs to address this.
2. The condition of the sparse sustainable transport system needs addressing
3. For the predicted future use of electric powered vehicles, there needs to be a focus on the electric charging structure to support this.
4. There are issues with the interaction of the various users of the highway network, these being, Vehicles, pedestrians and cyclists. This needs addressing now and for any future development
5. There needs to be consideration given to non-motorised access. This needs addressing now and certainly addressed in any future development
6. There is a lack of designated parking. This needs to be addressed and given serious consideration in any future and current developments.
7. There is a lack of coordination and interrogation, of traffic data submitted by the various developers agents, and the influence of differing agendas and objectives of the various authorities, when assessing impact of traffic due to development.

Our Consultation response showed **81 to 97%** strongly agreed or agreed with above issues

To summarise the action points to address the issues above in this section:

1. The existing highway system and infrastructure needs to be upgraded to handle the existing traffic, and assessed before any further development can be assessed or considered. With due consideration for the need to travel from

developments to local services given due consideration to the development location and its local facilities

2. The sustainable transport systems need to be improved to handle effectively the existing requirements and the current developments planned before any further development can be considered.
3. For the future predicted use of electric vehicles, the distribution system and infrastructure for supplying these needs to be planned with the current and predicted use taken into account.
4. In the design of any sustainable transport system for walking, cycling, public transport and car travel, needs to be assessed, designed and provided that integrates their various needs together.
5. Issue 5 is covered in issue 4
6. Car parking has to be given serious and adequate consideration given the predicted increase in car ownership, car parking space required for this increase and also the increasing size of vehicles. This should also be linked to the issue of access to electric car charging points.
7. Reliable and independent accurate up to date traffic assessment and prediction data, must be used when assessing the true impact of development on traffic impact.

**An IPPR report dated July 2021 predicts:**

- **11% rise in traffic between 2021&2050**
- **28% increase in car ownership by 2050**
- **10 million more cars on the road by 2050**

Traffic congestion and road safety is a major consideration for the Parish. Thanington Parish comprises a mixture of rural lanes, suburban estate roads and major trunk roads. The traffic situation has wide impacts on all aspects of Parish life.

The main concern is the impact of the Traffic congestion on AIR POLLUTION and AIR QUALITY levels in Thanington. This is particularly a concern on the A28 between HOWFIELD ROUNDABOUT & the A2/A28 junction leading into Wincheap.

The Parish has two major developments in early progress, which will have a significant negative impact on the increasing traffic situation in the Parish, **SAXON FIELDS 750 dwellings** (Pentland Homes) & **COCKERING FARM 400 dwellings** (Redrow).

The major road in the Parish is the A28 linking Ashford and Canterbury. It has major road intersections, which influence the traffic network, particularly the A2/A28 junction.

The rural roads in the parish comprise mainly of country lanes linking to both the city of Canterbury and major trunk roads. Some of these lanes have small residential development as part of their makeup, others are uninhabited country lanes, some being single track.

The data submitted by Developers agents does not appear to have been subjected to sufficient due diligence or scrutiny. This, coupled with differing agendas, and objectives, of the various authorities, has lead to lack of objective traffic impact assessment of developments. This has been the case in the current approved major developments in Thanington. The developers traffic assessment by PAB

for the developer, and the independently provided RAILTON REPORT on the traffic impact, being an example, which is now being made evident.

**98% of the pre questionnaire** survey highlighted this, and other related traffic issues. As this is pre completion of the current developments, there is a definite need to assess the impact on any future development, by ensuring developers do not just assess their impact, but also take into account the other factors i.e. adjacent development and current traffic situation. In effect a more independent assessment.

This makeup requires careful consideration of the resulting diverse issues, to ensure that the total structure and layout of the Parish, and the impact on these disparate areas is taken into account. The existing mismatch of traffic density and capacity already causes issues, both on the major routes and the rural lanes within the Parish; In part due to traffic trying to find alternative routes, to, through and round Canterbury.

There are significant concerns regarding the impact of traffic from the current developments at Saxon Fields and Cockering Road, particularly for St Nicolas Road, Strangers Lane and Cockering Road. Also of concern, is the impact the nearby Mountfield Park development, will have on the traffic patterns and flows within and around the Parish.

The fourth slip road from the A2 to the A28 which is currently planned, should also consider in its design, the ergonomics and operation of the proposed associated road network in a wider sense rather than just the localised details. There is concern that the current situation of traffic on the A28, particularly at peak times, will be a major traffic issue unless this is considered and planned successfully. The photos below illustrate the situation PRIOR to the developments at SAXON FIELDS & COCKERING FARM.



***Congested Traffic on A28 at HOWFIELD ROUNDABOUT  
Source: Thanington Neighbourhood Plan Team***



***Congested Traffic on A28 Between HOWFIELD LANE & HOWFIELD ROUNDABOUT  
Source: Thanington Neighbourhood Plan Team***

## C2 RELEVANT CDLP POLICIES

Current Local Plan policies relating to OBJECTIVE C (Transport) include:

- T1 Location of new developments to be considered against Canterbury Transport Strategy
- T2 Proposed pedestrian and cycle routes to be protected
- T3 Bus Improvement Links. Permission not to be granted for proposals that adversely prejudice bus improvement measures and fast bus links
- T5 Wincheap Park & Ride. Land safeguarded for expansion.
- T9 Parking and cycle provision to have regard for identified standards
- T11 Wincheap Traffic Management Scheme. Implementation of the A2 OFF –SLIP road at Wincheap , an A28 relief road and improvements at Wincheap Green . Proposals which prejudice adversely these routes will be resisted
- T16 Rural lanes of landscape amenity, nature conservation, historic or archaeological importance protected from changes
- T17 Transport Assessment and Travel Plans required for developments which would have significant transport implications

## C3 BUS SERVICES

The current Local Plan Policies that cover this topic include:

- T3: BUS IMPROVEMENT LINKS: Permission not to be granted for proposals that adversely prejudice bus improvement measures and fast bus links
- T5: WINCHEAP PARK & RIDE. Land safeguarded for expansion
- QL2: Improvements to village services and facilities to be approved, unless there are overriding conflicts

The bus links to the area are generally poor in both rural and suburban areas of the Parish, with very limited areas having close links to a regular bus service.

There is a need to develop sustainable bus services to both suburban and rural sections of the Parish and such proposals would be supported. There is a need to ensure that they will link to the major hubs in the city, i.e. East & West Train Stations and also the Bus station to allow onward transport to further afield destinations. Consideration and investigation of the use and requirement for public transport should be taken into account for future requirements, more than is the current case.

The impact on fast bus service times, caused by any development impact on the traffic flow, must be taken into account when considering any developments, and their traffic flow impact on the existing infrastructure.

The existing Wincheap Park & Ride is not fully utilised; development of this service to encourage more sustainable use would also be supported. The further development of the P&R site should consider all aspects of its impact including environmental, access and egress.

## POLICIES

### **POLICY C3.1**

Bus routes and service level encouraged and supported with consultation between the local authority, Developer and local community that encourage and include inclusion of services in existing areas that are inaccessible to existing services . Taking into account demand and travel destinations.

**RELEVANT LDP POLICY T3.QL2**

### **POLICY C3.2.**

The Wincheap Park and Ride be surveyed to ensure it can be utilised to the best levels in any proposed development. i.e. Does the service provide the required route, route pick up points termination points, communication of service (IT displays?)

**RELEVANT POLICY T5.**

## C4 LOCAL CYCLE NETWORK

The current Local Plan Policies that cover this topic include:

T2 : Proposed pedestrian and cycle routes to be protected

OS8: Sports and recreation in the countryside, criteria for assessment

QL2: Improvements to village services and facilities to be approved, unless there are overriding conflicts

The only cycle path in the Parish is the Stour valley path. This is used by both the local and non-local population. It is a well thought of asset and its support and maintenance should be supported.

The local lanes in the rural area of the Parish are used by various cycle groups, and means of using these, and maintaining a safe use for cycling should be supported. This would increase safe use. The consideration of upgrading some PROW for cycling could also be considered.



***Photograph of Stour Valley Cycle Path***  
***Source: Thanington Neighbourhood Plan Team***

There is no direct route, cycling or walking, into Canterbury from the Parish, particularly along the A28 corridor. The A28/A2 junction at Wincheap is a particular block to safe easy access. There is a need to address this even with the foot/cycle access proposed under the A2 as part of the SAXON FIELDS development.

Proposals to modify this and other areas along the walking/cycling routes, or new routes, should not impact on traffic and vehicle movements, particularly during the school run periods. This would also allow safer access for walking and cycling outside of these peak periods which again would have an impact on traffic flow, congestion and rat run routes.

## **POLICIES**

### **POLICY C4.1**

The proposed Wincheap relief road, is required to incorporate cycle route provision with existing cycle routes to have continuity of route and are upgraded where appropriate. Without reducing the vehicle capacity

**RELEVANT POLICY T2**

### **POLICY C4.2**

Developers required to provide or contribute to adequate upgrades for inclusion for cycling and walking improvements. Not just in the local environs of the development, but also further afield to promote improvements for sustainable modal shift.

**RELEVANT POLICY T2**

## C5 STOUR FOOTPATH

The current Local Plan Policies that cover this topic are:

OS13 Land identified along the River Stour corridors protected from development.

Regard to be had to the Riverside Strategy

LB13 The environment within river corridors will be conserved and enhanced. Supply of water treatment and disposal of waste water and flood risk management should be sustainable.



***Photograph Stour Valley in Thanington  
Source: Thanington Neighbourhood Plan Team***

The land along the Stour corridor needs to be protected and maintained because of its importance to the environment and protection of Canterbury and its environs.

The use of this area for transport will not be supported except if it encourages or enhances the features for either cycling or walking. Consideration on any development in this area should take into account the conflict between these activities, and ensure that both can occur safely, and not detrimentally impact the other.

The path along the Stour corridor is an important asset to the Parish and if enhanced to encourage more use by pedestrians and cyclists could have a positive effect on traffic. Any proposals to assist this and also assist access and usability in a controlled way should be supported.

## POLICIES

### POLICY C5.1

Access the cycle path to ensure that it is accessible to all users. On foot, by cycle, and with access for disability users by linking to existing, and proposed new proposals,

**RELEVANT LDP POLICY : T2**

### POLICY C5.2

The conflict between walking and cycling users be considered and mitigated for where practical on the Stour Path, and also in any other future cycling/walking routes as part of any future development. By upgrading the Stour path to remove these conflicts were possible.

**RELEVANT LDP POLICY : T2**

### POLICY C5.3

The Stour Path, and adjoining land, to be protected from development. By preventing development on flood risk areas and also natural habitat erosion

**RELEVANT LDP POLICY : OS13**

## C6 PARKING & TRAFFIC

The current Local Plan Policies that cover this topic include:

T16 Rural lanes of landscape amenity, nature conservation, historical or archaeological importance protected from changes which would damage their character and where possible enhanced

T17 Transport Assessments and travel plans required for developments which would have significant transport implications

HE7 Highway works and traffic schemes to protect the character and appearance of historic buildings and conservation areas.

QL2 Improvements in village services and facilities to be approved unless there are overriding conflicts

QL11 Mitigation of pollution from new development.



***Traffic on A28 approaching Strangers Lane & St Nicolas Road***

***Source: Thanington Neighbourhood Plan Team***

The parish has some obvious problems with both traffic and pollution relating to traffic movements and volumes. These are specifically, firstly along the A28 corridor from the Milton roundabout to the A2/A28 junction and onward to the Wincheap roundabout. At peak times, and sometimes at non peak times, traffic can queue in both directions. The rural lanes in the Parish have seen a significant increase in traffic flow at both peak and non-peak times. These being single track lanes in many instances, leads to a safety problem, and also damage to the road surface, road edges, road surrounding hedges and banks. Both of these issues have increased significantly in the last 24 months, the cause being congestion on the main routes forcing traffic into the country lanes. There is concern that the existing planned developments in the area have not taken sufficient or accurate consideration of their impact on traffic, or the traffic impact on environmental issues particularly pollution.

There are particular concerns about traffic from the Pentland / Redrow developments relying on access/egress via Cockering Road, Strangers Lane and St Nicolas Road these are primarily residential estate roads and unsuitable for this scale of development.

New development must take into account its affect in this area. Independent assessments using current data should be used to determine the overall impacts of any development regarding traffic. Relying on Developer led and commissioned reports, and not engaging meaningfully with local concerns and knowledge, will lead to long term issues and incorrect decisions that will be difficult and costly to correct retrospectively.

There is concern that the authorities have not assessed the traffic evidence correctly and this is supported by the plan consultation were **96% of the response agreed that traffic data needs independent assessment and evaluation. 96% agreed the existing highway system does not have the capacity and needs assessment before any future development**

This has not happened in the recent proposals, the emphasis being on the Traffic assessments supplied by the developer. Some of these have been found incorrect retrospectively, after grant of planning permission. There have also been concerns expressed regarding the mitigation measures proposed to deal with these issues. Yet again these have been found wanting retrospectively. This should be corrected by more consideration given to auditing independently what is submitted in Developer's Traffic Assessments TA'S. Also more consideration must be given to local residents concerns and knowledge.

The existing major road network has been found to be at capacity at particularly peak times. Concern is that this is occurring **before** any of the current major developments in the Parish are operational.

There is also concern expressed about the A28/A2 junction layout and traffic light operation. This has been accepted by the local planning authority, but with the **current** congestion levels there is evidence to suggest that there is a problem even before ongoing developments are completed.

The existing traffic situation dictates that any mitigation measures must be confirmed to be adequate and effective in their delivery. Such measures should be installed in sufficient time to ensure the problem being dealt with, does not become excessive, and cause even more major disruption if carried out later.

## PARKING

Research data on Cars per household has revealed that :

**Cars/per household SE ENGLAND 2003 1.3 per household 2020 1.46 per household +12\%**

**Cars/per household ENGLAND 2003 1.16 per household 2020 1.33 per household +12\% ( Excluding London)**

*(Source :NimbleFins Report)*

Policy, development design, and layout, should take into account that this figure is increasing This is supported by the findings of the IPPR report dated July 2021 which predicts:

- **11% rise in car traffic 2021-2050**
- **28% increase in car ownership with 10 million more cars on the road by 2050.**

**Even more land and street space used for car parking (Source IPPR REPORT July 2021)**

There is concern that new developments in our area do not have adequate residential and on street parking allowance and take the above into consideration. Indeed the parking policies of both CCC and KCC are not in line with these figures for parking provision, and should be reassessed.

. Also evidence shows that the installation of yellow lines by these developments causes parking to be removed for existing residents. New developments small or large must have adequate parking allocation and sufficient space to enable safe unhindered access for all emergency and service vehicles at all times. Whilst the aim for a modal shift to walking and cycling is admirable realistically in inclement weather residents will default to using their cars.

Adequate parking and measures to ensure safe and adequate access for emergency and service vehicles at all times would be supported.

When considering large scale or medium scale developments, adequate consideration must be given to site access routes and ensure these are fit for purpose and in place prior to work commencing. The example being the Saxon Field development, where there is concern local estate roads and residents, are being subjected to unacceptable disruption for a prolonged and extended period. Only proposals to ensuring this is done adequately will be supported.

To ensure that new development does not impact on environmental pollution, independent data should be considered when analysing any proposed developments. The practice of using developer sponsored data does not give the most balanced view. The extensive use of electric vehicles may reduce the air pollution problem but they are in all probability, a long way off being fully available both economically and also from a charging supply point of view. This must be taken into account. Whilst replacing petrol/diesel with electric vehicles will help improve local air pollution it will NOT impact the volume of traffic and its associated congestion.

## POLICIES

### **POLICY C6.1**

Development should not reduce existing area car parking, particularly in that or adjacent roads Levels of car parking requirements should take into account local conditions and set the standard required accordingly and parking standards reviewed to ensure they match current requirements. This should not just be based on safety but on the above considerations as well

**RELEVANT LDP POLICY T17, T9**

### **POLICY C6.2**

Speed restrictions and parking restrictions to be considered in, rural lanes and other urban areas . Should a review of development have a detrimental impact on those aspects of local road networks on safety and traffic volumes ,a review of parking and speed regulation should take place by the local regulating authority (KCC)

**RELEVANT LDP POLICY T17**

**POLICY C6.3**

Development on existing properties, as well as new, should include for the provision of at least one electric vehicle charging point as far as is practical on existing properties and layouts. This should be considered as well on extensions if they have impacted on site car parking. Where possible

**RELEVANT LDP POLICY T17 QL**

**POLICY C6.4**

Limiting access, or re-designing access, to some rural lanes to prevent RAT RUNS developing. This needs reviewing by the local authority (KCC) in consideration of development impact

**RELEVANT LDP POLICY T17 T16**

**POLICY C6.5**

Speed restrictions be considered on some rural roads which are being used for walking and cycling. To promote safe use of these for cycling and walking. To be reviewed by local Authority (KCC)

**RELEVANT LDP POLICY T17, T16**

**POLICY C6.6**

Major new development have sufficient provision for adequate car parking both ON Driveway & ON ROAD. Reduction in this provision must be carefully assessed on local conditions prior to any approval. Data suggests standards need reviewing for the future growth and ownership predictions

**RELEVANT LDP POLICY T17**

**POLICY C6.8**

Development to adequately assess its effect on the highway capacity and put in place mitigating measures to address issues and ensure the full impact is assessed and interrogated.

**RELEVANT LDP POLICY : T1, T17**

## D DEVELOPMENT

1. Summary
2. Housing
3. Business & Employment
4. Community Facilities

### D 1 SUMMARY/OVERVIEW

#### Issues identified for this section:

- Difficulty in finding suitable sustainable sites for development
- Wrong housing supply type to meet the needs of the changing demographic of the population
- Overdevelopment and unsympathetic development of the area
- Lack of confirmed and suitable infrastructure provision for required development
- The need for assessment of the current developments, before any further development takes place
- Lack of educational provision for the area
- Lack of Healthcare provision for the area
- Lack of suitable sustainable public access systems for the area
- Lack of balance between overdevelopment and balance with housing provision

Our Consultation response showed **90 to 95%** strongly agreed or agreed with above issues

#### To summarise the action points to address issues the above in this section:

- There is a lack of sustainable sites in Thanington and this is caused by lack of infrastructure to support this. The infrastructure is needed now upfront of any development
- The majority of the development being proposed does not support the need for genuinely affordable housing, for local and young people and this should be addressed in any future & current development plans.
- There is a problem with overdevelopment if future development is allowed in Thanington. Nearly 50% of the available open space and “green” land has been allowed for development. Any future development proposals must take this into account and assess the true impact and the impact of what is proposed on this.
- Before any future development is considered, the full impact of the current proposals and the delivery of the planned mitigating measures, must be assessed. The current situation is that the existing infrastructure is under pressure now. i.e traffic utilities and environment.

- **With the current increase in population proposed for Thanington, over 100%, there is no provision of any additional health care facilities. This needs addressing now and confirmed as deliverable before any future development should be considered.**
- **The sustainable transport system needs to be addressed for Thanington and the impact of the current developments in Thanington, coupled with the significant over 100% increase in dwellings and population and its impact. This needs doing prior to any further development.**

#### **CURRENT CDLP POLICIES:**

HD1 Housing allocation sites.

HD2 Requirement for affordable housing for residential developments.

HD3 Rural exception sites will be permitted subject to criteria.

HD4 New dwellings in the countryside only granted in specified circumstances.

HD5 Conversion of rural buildings to residential use, criteria for assessment.

HD6 HMOs. Change of use to and extensions of HMOs allowed unless proportion within 100m radius exceeds 10%.

HD7 Purpose-built student accommodation, criteria for assessment.

HD8 Retention of housing accommodation.

HD9 Permission to be granted for bringing empty residential property into more efficient residential use.

HD10 Seasonal, temporary or permanent use of land by gypsies and travellers, criteria for assessment.

Thanington is currently undergoing developments that will more than double its number of residential homes and more than double its population. It is losing a significant proportion, approx. 45% of its agricultural land to these developments.

Its location from the main Canterbury city area is such that it is too far out to be realistically considered an easy walking access. This being not only for distance but also by geographically by way of the complexity of the access route caused by existing features i.e. the existing road network

This plan section aims to give breathing space for these new developments to be completed and for assessments as to what works well and what regarding new developments needs reviewing.

Further major development in Thanington, particularly large scale housing development than that already planned, will change the area in a very significant way. It is one of the major concerns of the residents 95 % in the survey highlighted this, and has to be given serious consideration in the future.

**Before any future large scale development is considered the effect of the existing planned developments must be fully assessed upon their completion**

**There is also the need to ensure that proposed related transport infrastructure delivers sustainably, before any further development in Thanington can be considered. (see Objective C)**

Further development targeted, at Local Needs Affordable Housing (as informed by the 2021 Thanington Housing Needs Survey (HNS) APPENDIX XX )will be considered favourably .Whilst further private developments of greater than 10 homes will be discouraged over the next 15 years.

Current developments will be monitored; promises made to achieve outline planning permission for provision of infrastructure such as schools, community buildings, recreation and play spaces, green areas, allotments, care home, hospice, medical facilities (GP), business parks etc. are required to be delivered or a suitable community alternative provided.

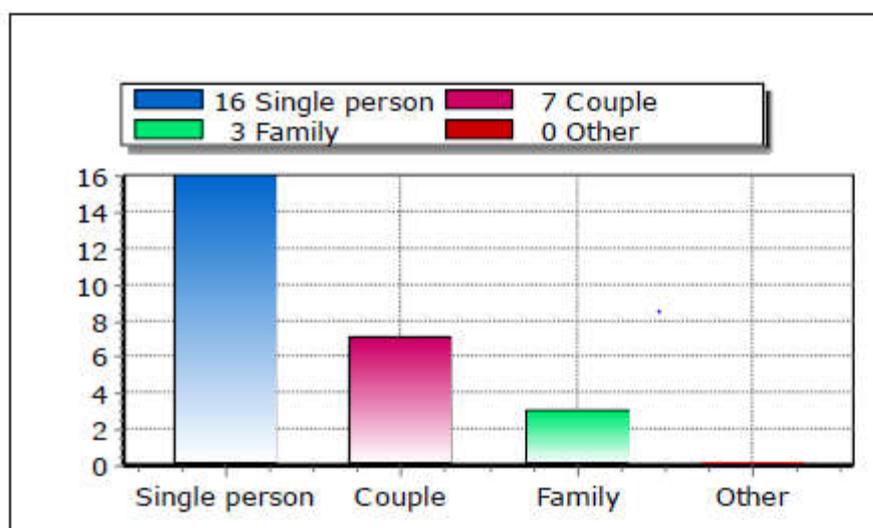
### Local Housing Needs

The need for **truly affordable housing** for local people within Thanington has been identified. The Rural Housing Enabler (RHE) worked with Thanington Parish Council (TPC) and Canterbury City Council (CCC) to undertake a housing need survey to identify the level of need for affordable housing from people with a strong connection to the parish of Thanington (SEE APPENDIX ). Its objective and results are supplied in the Appendix to this plan.

29 survey respondents (17%) said they need separate or alternative accommodation now or in the next 2 or 5 years and were eligible based on situation and income level. This could be higher in reality?

A significant proportion of those reporting a need are single people or couples seeking their first independent home suggesting a significant need for more one (or two) bedroom homes.

### Question 15. What type of household will you be in alternative accommodation?



Options for delivery of affordable housing to meet local needs identified will be explored and considered.

NO one-bedroom homes are currently planned on the current developments.

A housing need assessment for Thanington residents to inform the tenure and type of housing needs agreed should take place before outline planning permission is granted

**Note: that currently Social rented housing is more in line with council rent at 50-60% of market, whilst housing association can be as high as 80% of market.**

Development sites should be proactively encouraged to offer new homes exclusively to local people for an agreed period of time before putting on the open market.

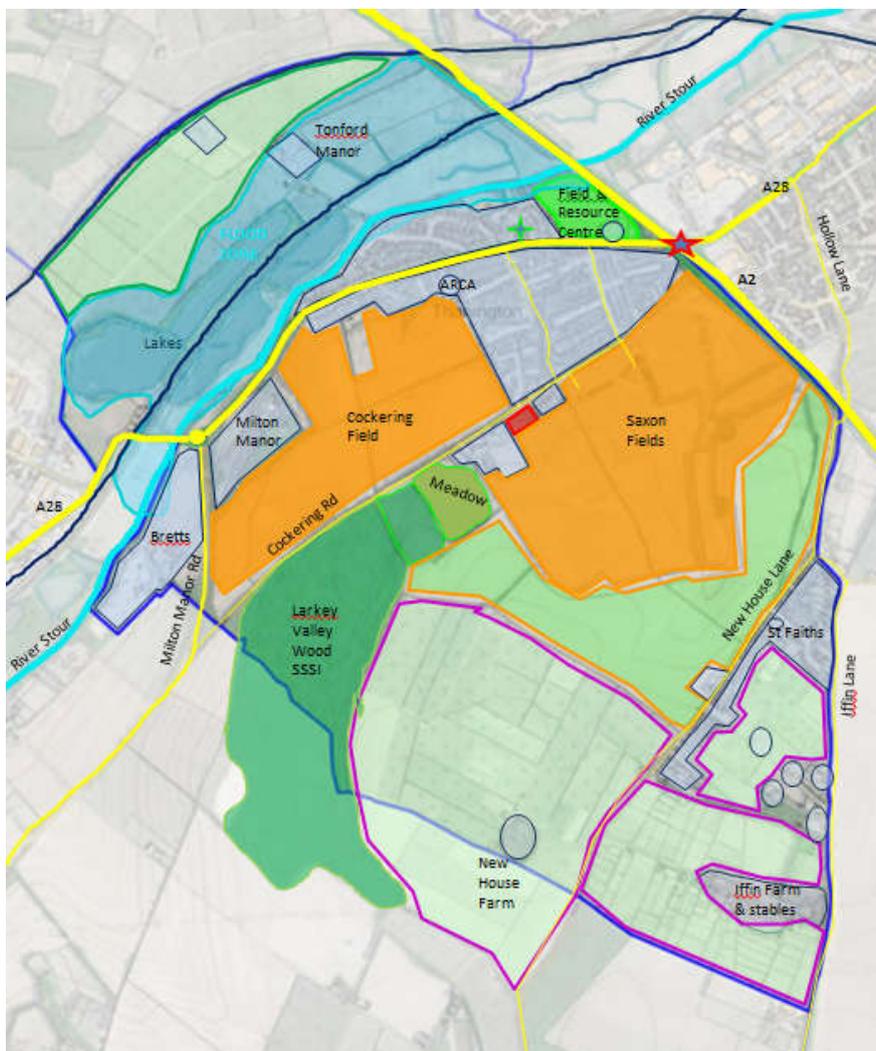
Ref. <https://www.communities-ni.gov.uk/local-lettings-policy>

It also should be noted, whilst most villages would be eligible to identify a rural exception site on which to develop housing to meet local housing needs, it is unlikely that Thanington will be able to utilise this cost effective solution. Thanington will therefore require any new developments of 10 houses or more to make provision for some truly affordable local needs housing; to be agreed with CCC, TPC, RHE.

### Undeveloped Land in Thanington

There are few areas in Thanington that are suitable for development because they are:

1. in high flood risk area close to the river;
2. agricultural land inaccessible between 2 railway lines;
3. agricultural land accessible only via narrow country lanes and/or adjacent to SSSI.
4. Are sustainable from an infrastructure capacity
5. High value heritage views



**Source: Thanington Neighbourhood plan team and annotation**

## D2 HOUSING

Thanington has a mix of housing types typical of this type of location and the mix of areas in the parish. It has experienced a significant growth in the number of dwellings caused by the recent 1150 home applications currently approved under the current local plan. This is an increase in the order of 100% UPLIFT in dwellings. A significant larger increase of over 100% uplift in the population numbers once these dwellings are fully occupied.

This has not been matched by local commercial opportunities which will inevitably lead to knock on issues i.e. Traffic and leisure being just 2 potential areas

The change in working practice and behaviour, particularly with the home working aspect, means that this needs to be taken into account in the detail design of housing and other provisions for this change. This needs to be taken addressed in any development details and design

Development should have inclusion of “affordable” properties and should ensure that these properties are distributed amongst the development and also include the same facilities and ease of access to amenities. Not be clustered in discrete areas.

Any development should make use of any existing assets, rather than straight removal of them for the purpose of development. These include making use of and retaining features like trees hedgerows etc.

The designs of any development housing of any size needs to take into account the character of the area in its design. The designs need to match in with both the local area, surrounding and current styles and character of the area.

TNP supports home working. The Canterbury District Local Plan (CDLP) section 3.49 states “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.”

When considering development and housing, more creative design for car parking and cycle storage is needed. (SEE FURTHER INFO ON PARKING IN SECTION C )

## HOUSING POLICIES

D2.1 Development to provide a limited amount of new “truly” affordable housing, to meet local needs, local people and families. This could be social, local resident or family designated etc.

**RELEVANT CDP POLICY: HD1 HD2 HD8 HD9**

D2.2 Development should make use of any existing assets, rather than straight removal of them for the purpose of development. These include making use of and retaining features like trees hedgerows etc.

**RELEVANT CDP POLICY: HD1 HD2 HD3 HD4 HD5 HD8 HD9**

D2.3 The designs of any development housing of any size needs to take into account the character of the area in its design. The designs need to match local area and surrounding and current styles and character of the area.

**RELEVANT CDP POLICY: HD1 HD2 HD3 HD4 HD5 HD6 HD7 HD8 HD9**

D2.4 New developments will be of good design, respecting the Building for a Healthy Life and the Kent Design Guide principles, and include green spaces and areas for recreation.

**RELEVANT CDP POLICY: HD1 HD2 HD3 HD4 HD5 HD6 HD7 HD8 HD9**

D2.5. Any proposed new development, (including those already in the Local Plan), should be the subject of a local design brief and developers should ensure local knowledge and views are considered to aid in the provision of a quality, sustainable build that will support a healthy community.

**RELEVANT CDP POLICY: HD1 HD2 HD3 HD4 HD5 HD6 HD7 HD8 HD9 HD10**

D2.6. Development shall include for housing that matches local needs and requirements for local people and families to remain in the district . With allocation identified for specific local criteria allowing preference for local people and families.

**RELEVANT CDP POLICY: HD1 HD2 HD3 HD4 HD5 HD8 HD9 HD10**

D2.7. Development to have sufficient off-road parking to ensure that limited on-street parking is attributable to the development.

**RELEVANT CDP POLICY: HD3 HD4 HD5 HD6 HD9 HD10**

D2.8 At least one parking space per bedroom, on site or allocated. This count will NOT include garages as county and national guidance notes garages are rarely used for parking but for storage (REF. Car ports/barns can be a good solution. All off-road parking should be independently accessible spaces not tandem (one behind another) to facilitate ready use of all off road parking spaces. ) Current data indicates need for review

**RELEVANT CDP POLICY: HD1 HD2 HD3 HD4 HD5 HD6 HD7 HD8 HD9 HD10**

D2.9. Existing properties be challenged on applications for conversion of a garage to living accommodation, unless further parking is made available within the property boundary. Loss of off-street parking is not acceptable.

**RELEVANT CDP POLICY: HD1 HD2 HD3 HD4 HD5 HD6 HD7 HD8 HD9 HD10**

## **D3 BUSINESS and EMPLOYMENT OPPORTUNITIES**

Thanington has a long history of successful agriculture, quarrying and local business. (a list of registered or known business in the “APPENDIX under Businesses”)

The need for business and job opportunities in new development is a means of tackling the issue of travel, and should form an integral part of any proposal. This should not lead to over commercialisation of Thanington, and also be sustainable and deliverable.

New job opportunities for local residents should be forthcoming at the new Business Parks, Primary School, shop spaces, Care/Nursing Homes and Hospice. Employers will be encouraged to employ local residents wherever possible to minimise the need for employees to travel into Thanington for work.

This plan will encourage and welcome appropriate business to the new business sites to provide employment particularly for local residents.

Permission for further housing on sites allocated for business, will be actively discouraged. Recently there has been insignificant business development in Thanington. A few small business have disappeared and business premises been replaced by housing.

When offering business facilities and positions, a proactive approach should be adopted to encourage and prioritise local businesses and local people

This is supported by **NPPF** Core planning principles – promote vitality of urban areas and support sustainable economic development to deliver the thriving local places needed – para.17. Promoting sustainable transport – balance land uses in the area to encourage minimum journey lengths for employment – para.37.

## **POLICIES**

### **D3.1.**

Proposals for the development of new business uses within the built up area of Thanington, be encouraged. This should not lead to the degradation of existing local businesses or amenities

**RELEVANT CDP POLICY: HD2 HD3 HD4 HD5 HD8 HD9**

D3.2, Any commercial development s be small or moderate in size and in keeping with the character of Thanington.

**RELEVANT CDP POLICY: HD1 HD2 HD3 HD4 HD5 HD7 HD8 HD9 HD10**

D3.3 Manage any commercial development proposal so that it does not have a negative impact upon traffic flow within Thanington.

**RELEVANT CDP POLICY: HD1 HD2 HD3 HD4 HD5 HD6 HD7 HD8 HD9**

D3.4. Development which makes use of previously developed land and buildings, including brownfield sites preferred. Development on agricultural/green land must follow the permitted development rights and policies in place.

**RELEVANT CDP POLICY: HD1 HD2 HD3 HD4 HD5 HD6 HD7 HD8 HD9 HD10**

D3.5 Residential gardens not generally be considered “previously developed land” and their redevelopment should be carefully considered, so as not to provide inappropriate development.

D3.6 High levels of energy resource efficiency be expected and be demonstrated in any application for development. Applicants will be expected to put forward site-specific proposals which take account of location, layout and building orientation to minimise energy consumption.

**RELEVANT CDP POLICY: HD1 HD2 HD3 HD4 HD5 HD6 HD7 HD8 HD9 HD10**

## D4 COMMUNITY FACILITIES

Thanington has a number of community facilities, which are described in detail in the section under Healthy living but some additional points are made here with the focus of development provision. (Section A)

Community facilities provided in new developments must integrate and complement the existing facilities, to avoid duplication and encourage a cohesive community.

There is first of all a need for well-defined public spaces in any new development and the protection of existing public spaces.

There is a need for spaces to allow for people to sit chat or play and these must be provided for in any new developments of any size. Thanington has a requirement for these and they would be a valuable asset to the community in a number of ways.

Education provision is an important facility, even though it is covered in other sections of this plan it is also mentioned here. Thanington does have a lack of education facilities both Primary and secondary schools.

### HEALTH CARE FACILITIES

As explained in section A7, there is an urgent need for improved access to health care facilities within Thanington. With the current planned increase in population any future development must make provision for this and ensure it is deliverable, and delivered.

## SCHOOLS

As discussed in section A4, the planned **Primary School** on Saxon Fields is welcomed. Education provision with developments must ensure it is sufficient to cope with predicted demand and be deliverable, and delivered.

As discussed in section A4 Ensure parking provision and traffic flow at the beginning and end of the school day is safe, as well as ensuring safe crossing places to facilitate safe walking to/from school.

## POLICIES

D4.1 Community facilities provided in new development integrate and complement the existing facilities, to avoid duplication and encourage a cohesive community.

**RELEVANT CDP POLICY: HD1 HD3 HD4 HD5 HD6 HD7 HD8 HD9 HD10**

D4.2 School facilities include for parking and safe access provision for parents and children in any new provisions or any developments on existing provisions

**RELEVANT CDP POLICY: HD1 HD2 HD3 HD4 HD5**

D4.3 Provision be made for community spaces in both new development and existing community structure

**RELEVANT CDP POLICY: HD1 HD3 HD4 HD5 HD7 HD8 HD9**

D4.4 New primary and secondary educational facilities required as part of the development of Thanington

**RELEVANT CDP POLICY: HD1 HD3 HD4 HD5**

D4.5 Health care facilities to be included in any development to match predicted demand

**RELEVANT CDP POLICY: HD1 HD3 HD4 HD9**

## D5 DEVELOPMENT POLLUTION & PARKING

### DEVELOPMENT & POLLUTION

See Section B and in summary. Ensure new development does not impact on environmental pollution by following local, county and national guidance to ensure new and existing properties are as environmentally friendly as can be practically achieved.

Data generated independently of developer generated data should be considered when analysing any proposed developments. The practice of using developer sponsored data does not provide a balanced view.

## DEVELOPMENT & PARKING

See section C for the issues of evidence on parking and traffic volume predictions.

There is concern that new housing estates in Thanington do not have adequate residential off and on street parking allowance despite developer claims to the contrary. New developments small or large must have more than the minimum required parking allocation as most of Thanington is far enough in distance from the city, and areas of significant employment and resources for residents to want/need to travel by car. There is a lack of safe viable routes for alternative transport modes, that makes this a necessary requirement

In addition road widths to enable easy access for emergency and service vehicles at all times, must be provided, and parking restrictions made clear and enforceable to ensure that is maintained.

Ref:

**The Chartered Institution of Highways & Transportation (CIHT)**

<https://www.ciht.org.uk/>

[https://www.ciht.org.uk/media/4395/guidance\\_note\\_-\\_residential\\_parking.pdf](https://www.ciht.org.uk/media/4395/guidance_note_-_residential_parking.pdf)

***Tandem parking** spaces are often under-utilised by households with two or more cars in regular use. Independently accessible spaces do not have to be side-by-side. The most efficient use of land may involve accepting that one or more vehicles may be parked on the street. Similarly, garages are often used for storage rather than parking, especially when the internal dimensions do not relate to the size of modern cars. Where garages are to be provided, additional curtilage and/or on-street parking is likely to be required. Open car ports and car barns are more likely to be used for parking (Photograph 5), and the latter can be used as strong architectural features*

When considering large scale or medium scale developments adequate consideration must be given to site access routes and ensure these are fit for purpose and are in place prior to work commencing.

## **APPENDICES**

1. Committee Members	Page 68
2. Consultancy & Questionnaire results	Page 69
3. Housing Survey	Page 96
4. Abbreviations and Definitions	Page 97
5. A brief history of Thanington	Page 98
6. Hilltop VDS	Page 99
7. Statement of Local Authority Notification	Page 100
8. Conformity Test	Page 101
9. Canterbury LDP Policies	Page 101
10. Selected Reference document list	Page 106

## **APPENDIX 1. Neighbourhood Plan Committee Members**

1.1 The Neighbourhood Plan Committee was formed following a formal resolution proposed to and approved by Thanington Parish Council.

1.2 Initial members were three councillors from the Parish Council when the Neighbourhood Plan

Committee was constituted, plus the Clerk to Thanington Parish Council.

1.3 The Parish Council has decided to appoint the Neighbourhood Plan Committee as a subcommittee of the Parish Council. Cllr David Smith, Cllr Susan Kilczewski, Cllr Terry Maple, Cllr Terry Davies and Roger Cheeseworth (Clerk)

1.4 Over the years, a great number of meetings have been held and the committee has had changes in its membership but we would like to acknowledge with grateful thanks the following, who have taken part at some time or, in some cases, still are taking part:

1.5 Outside consultants advised the committee and the Committee would like to extend their thanks to these people also:

1.5 In November 2020 there were two members joined from the public. Valerie Horne, David Silcock

## APPENDIX 2.

### COMMUNITY CONSULTATION:

Pre Plan, views were sort on area issues and concerns prior to the plan being started. Also community information meetings were held in the community facilities of St Faiths, Thanington Resource centre and Parish Council Meetings.

### A/Pre Plan Questionnaire Results

23.08% returned their questionnaire

Questionnaire was conducted during the months of August and September 2020.

#### Development

95.02% Wanted Thanington to keep its rural Identity.

99.59% Wanted the community to be considered more on planning applications.

75.93% Wanted more control on infilling.

97.51% Developments should be sympathetic to community features.

95.02% Felt Community and Infrastructure should come first.

#### Traffic

98.76% Thanington traffic problems are important and should not be ignored.

99.59% All traffic surveys should be considered during planning applications.

98.76% Decisions should have regard to traffic impact on the community.

78.45% Parking issues where not considered enough.

96.68% Traffic mitigation measures should be started prior to development.

#### Amenities

99.59% Felt amenities are important to the communities.

98.34% Existing amenities should be given priority.

99.59% Community should be consulted about new amenities.

100% Wildlife. Landscapes & Footpaths should be considered.

100% Upkeeping local area and environs was important.

#### Environment

99.59% Felt Air Quality was important when considering development.

88.80% The Parish views should be considered on all Applications.

99.17% Developments should be sustainable.

99.17% SSSI & Ancient Monuments should be protected.

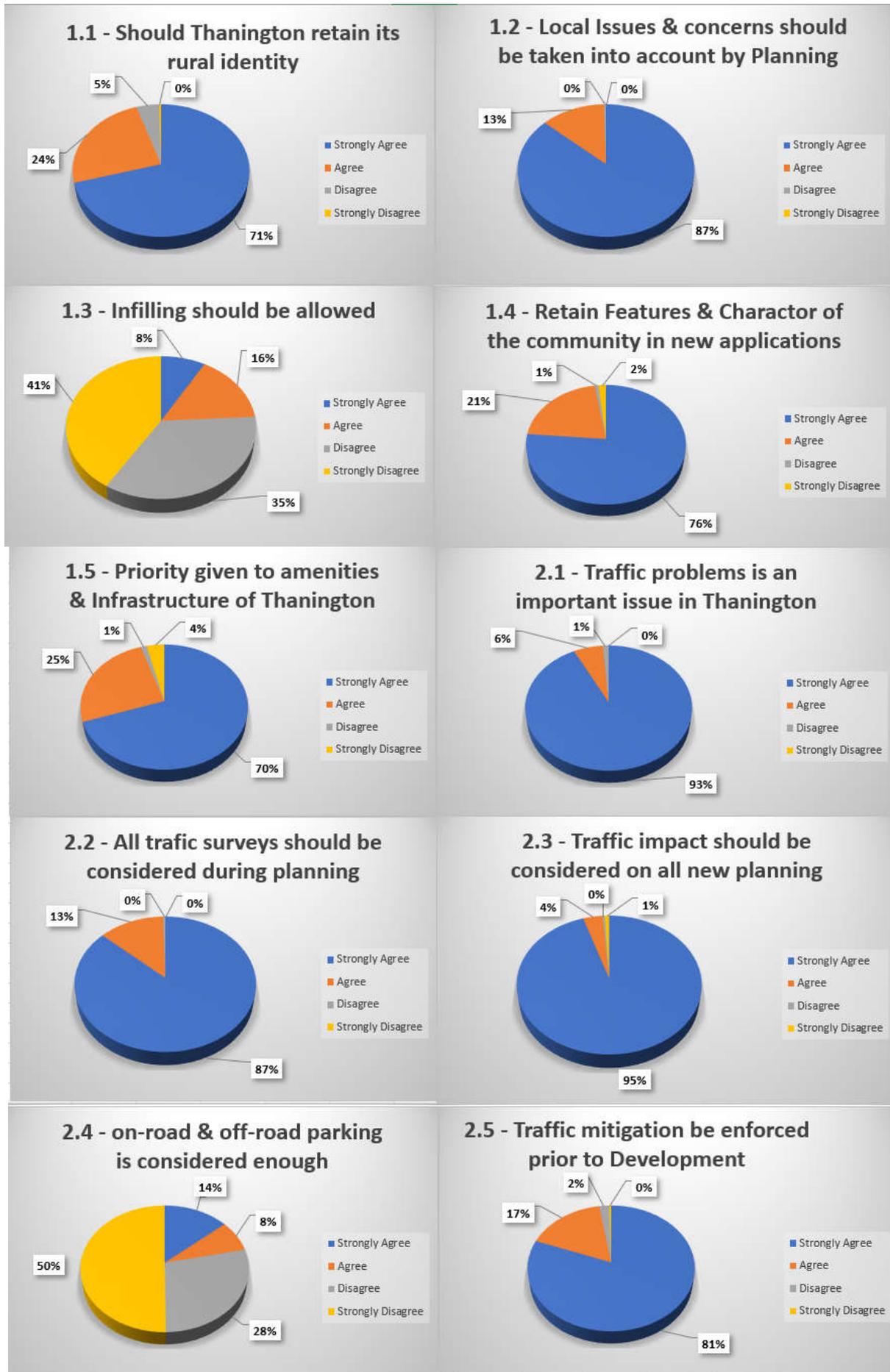
100% Felt lighting levels should be considered.

#### Public Comments

1. Traffic along Ashford Road is very bad at most times of day, but during rush hour it's at a standstill. **7**
2. Developers should have to engage with the community more.
3. Noise pollution should be a factor in Planning Applications.
4. Thanks for the Hard Work the Parish Council is doing. **5**
5. Local views are never considered.
6. It's too late for us as we are surrounded by houses, traffic and pollution.
7. Traffic mitigation should be sorted out at outline stage.

8. New developments should have solar panels. **2**
9. Development should be about enhancing the local community, not destroying it.
10. Infilling is a major problem in the planning system
11. Have attended the Saxon Fields meeting it is very obvious that local views were ignored and the Parish Council traffic report was also ignored in favour of the developer's traffic report.
12. The City Planning department seem to have ignored the fact that residents have to put up with dust from the lorries.
13. There is a very poor bus service in this area. **3**
14. 3. Localism Act has been ignored in the Saxon Field development. It is badly designed houses and does fit in with Thanington.
15. Developers have a record of promising community projects but not delivering them. The City Council never hold developers to account for this.
16. Where is the infrastructure? Doctors, Hospitals & shops.
17. The Parish Council seems to be controlled by certain people and only their opinions are put forward on planning applications. Too much infilling.
18. Current level of building in our area is changing all aspects of our lives for the worse.
19. More double yellow lines in closes where non-residents park.
20. Construction traffic in Strangers Lane is making our lives a misery. **2**
21. Air quality very poor in Ashford Road.
22. Parking on new developments is a real problem.
23. Present development is not enhancing our community.
24. Slip road to A2 should have been started long before now.
25. We need to hang on to our countryside. And not just concrete over all the fields.
26. Local opinion has been totally ignored in the present developments.
27. We should drop our Parish status and merge with the City.
28. Residents do not have any say in developments in their community. Or are just ignored.
29. Sack the City Council.
30. We are under siege from a number of ill thought out and inappropriate housing developments, the road system is under pressure.
31. City Council Planning is ruining the city I was once proud of. How could they have passed Saxon Fields development.
32. We should have built a new hospital first.
33. The infrastructure should have been built first on Saxon Fields.
34. Green Fields are also needed.
35. Air pollution is soaring in Thanington.
36. There should be a levy on building on green field sites.
37. South Ward (Hilltop) should remain a separate community and have a bus route access.
38. We should protect Thanington's Identity from that of Canterbury.
39. Canterbury thrives on tourist, but the city council are killing the goose that lays the golden egg and turning the city into a slum. **2**
40. Communities like Hilltop are very important and should be protected.

41. Communities like Hilltop are very important and should be protected.





## **B/ Draft Plan Consultation results Questionnaire Results**

The residents of the Parish council of Thanington were consulted by letter to comment on their views on the Neighbourhood plan draft proposals

18% returned the questionnaire (197 OUT OF 1129) between 12<sup>th</sup> April and 10<sup>th</sup> June 2022.

Consultation community meeting meetings were held at Thanington resource Centre and HCA St Faiths Hall in April 2022 were further views, explanation and comments were sort

### **HEALTHY COMMUNITY:**

91% Saw noise and light pollution as an issue in our area

91% Saw fly tipping as an issue in our area

94% Saw loss of rural land for recreational purposes as an issue in our area

97 % Saw Poor provision of linked up bus routes, cycle ways , footpaths and sustainable highway infrastructure as an issue in our area.

92% Saw Increasing levels of air pollution as an issue in our area

86% Saw levels of access to primary health care as an issue in our area

72% Saw lack of access to educational facilities an issue in our area.

### **HISTORICAL & NATURAL ENVIRONMENT**

94% Saw the gradual erosion of the rural character of Thanington as an issue

94% Saw loss of Thanington's unique mix of Rural and Urban landscape as an issue

97% Saw the detrimental affect of traffic on many aspects of life in Thanington as an issue

93% Saw pressure of development leading to a long term negative impact on way of life in Thanington

### **SUSTAINABLE TRANSPORT**

95% Saw the existing highway system does not have the capacity, and any future development needs to address this before being approved

96% Saw the condition of the sparse sustainable transport system in Thanington needs addressing

93% Saw Designated parking and parking provision needs increasing and protecting to meet modern needs

83% Saw the power supply system for electrical powered vehicles needs priority focus

97% Saw the interaction of vehicles, cycles and pedestrians needs addressing in any development

95% Saw Traffic data submitted with proposed developments needs independent evaluation and coordination

### **SUSTAINABLE DEVELOPMENT**

90% Saw there are few if any sustainable sites for further development in Thanington

95% Saw that housing types in developments need to meet the local population and demand

94% Saw that Public transport, cycle ways and footpaths need improvement in Thanington

92% Saw that there is unsympathetic and over development in Thanington

## **95% Saw that there is a lack of delivered sustainable infrastructure for developments in Thanington**

### **PUBLIC COMMENTS:**

#### **DISPLAY OF CONSULTATION RESULTS**

1/ Completely inadequate traffic infrastructure, housing is poor quality & not affordable for local people. Air quality is increasingly affected by traffic & overpopulation of the area.

2/ Canterbury City Council have shown little regard for the residents of Thanington. They have ignored independent surveys in favour of biased developer lead surveys. They have let developers get away with ignoring 106 agreements for years and are only influenced by greed. CCC have made life a misery in Thanington.

3/ CT1 3XA Canterbury is on a downward spiral to full urbanisation by attempting to fund transport infrastructure via developer led house building projects and failing to insist on independent assessments and ensuring the full details of PROJECTED budgets for promised infrastructure CAN and WILL be delivered by the developers and bodies such as the NHS for example. A developer promising to fund the shell of a hospital does not necessarily mean a functional hospital can or will be delivered. Thanington is currently bearing the brunt of development around the city and full consultation on the effects of the current 1150 homes being built needs to be gathered from residents before ANY further housing development is considered in Thanington. It's semi rural nature is too rapidly being eroded and is NOT sustainable.

I fully agree that we need additional housing but it needs to address the local community needs, not to invite the DFLs to properties the local cannot afford, making vast profits for the cheaply built properties we see being built today. Likewise any development should be on brownfield sites, or where possible and suitable infill sites and we should resist developing open farm land. As our overall population grows we need farmland to grow our own food, all the time we develop open farmland we limit our own ability to feed ourselves. The infrastructure local is beginning to fail, the increasing level of raw sewage being discharged into our seas, the now frequent power cuts indicate that our services are being run for profit and not for the benefit of the local communities. For me this attitude is also being displayed by local authorities, in the case CCC and KCC, they should be delivering services for the community not looking to make money for their own pet projects. most people say they want to walk and cycle places which they are unable to do safely at the moment - the pavements are really cracked and uneven ;there is no provision for safe cycling and there are very limited buses - until these are in place people will prefer to sit in their cars in comfort and emit air pollution that effects our breathing . Thanington is so much worse off than suburbs on all other sides of Canterbury which have good bus services so there is an alter native to driving . It is also unfair that we have to pay the same for the school bus passes when we have so much less of a service than all other areas coming into Canterbury .eg from Whitstable, Thanet Folkestone, and Herne Bay .The more parking that is provided the more cars will be used therefore my opinion is no more parking should be provided other than off road ; this makes is safer for pedestrians and cyclists and the emergency and council service vehicles . Thank you for offering us this opportunity to record our opinions.

4/Traffic is bad enough now. It'll only get far worse once all the new houses are built. Plus Thanington needs a pedestrian crossing near to the double sided bus stops. Canterbury's entire character will irreversibly be changed by the changes to the environment proposed here; major road building will be necessary, schools and greatly enlarged medical facilities

will need to be in place, and all at the cost of losing agricultural land at a time when food security is becoming critical, it will also affect Canterbury's standing as a university town and tourist destination, employment will be needed locally or Canterbury will become a dormitory town, this will involve more road and buildings for the next generation. This is not an evolving town situation it's a forced New Town with all the usual unavoidable problems.

As much as we do not wish for any further development in Thanington, given the make-up of the current council and pressure on them to build homes, we expect it will be inevitable that SLAA259 will be built on (much to our regret). The Saxon Field site has already caused much stress since we moved to New House Lane 7 plus years ago, although not as much as the poor residents along Cockering road, Strangers Lane and St Nicholas' road who have had to endure significant construction traffic. If it is deemed that SLAA259 is suitable for building then the residents of New House Lane should fight for its independence from the development. A substantial land barrier (one considerably better than that currently between Saxon Fields and SLAA259, which looks dead 90% of the year), trees/woodland preferably and strictly no access from New House Lane to the site, including driveways for new homes for any vehicles. Only access should be by footpath/cycle path only. The Hill Top community have previously muted that they would like a car park for the community hall. This we would support if there was no access other than a footpath from the car park on the new development from New House Lane. Access to the car park via car would be through the new development only. The traffic along New House Lane is increasing (some travelling at significant speeds over 30 mile per hour) and we expect it will increase further once the one way system is implemented along Wincheap high-street. Additional building on any site in Thanington needs sustainable infrastructure for roads, hospitals and education. The proposals should be reviewed by an independent body outside of Government, the owner of the land, contractor/developer and planner. There should also be a duty of care provided to current residents who will be the ones affected should they get it wrong.

5/Traffic congestion is bad now. If all these developments go ahead it will be hell to travel in the area (riding or walking) Steve Wright MCI0B.

I would like the council to ensure that property developers provide the necessary infrastructure to support a good quality of life for the future citizens of Thanington. Population growth is a fact that must be addressed as indicated by the Local Plan, I strongly believe that it is the responsibility of the Council to balance the required delivery of quality developments with the quality of life of the future residents of Canterbury. The major player in this act is the developers investors, who's interests must be carefully constrained to ensure the best for Canterbury. Councils will always struggle to meet the financial demands of large infrastructure projects. So it is vital that investors profiting from the expansion of Thanington are made to play the biggest part they can afford in the future of the city.

6/ Sadly more parking will encourage more vehicles From CT1 3XY. AND WE NEED 20 mph in TONFORD LANE AND GRAYS WAY as vehicles drive too fast and no pavements in Tonford Lane.

7/ Why is there no place on this form for the post code? (DRS)

8/ Can we please address the litter that is thrown away despite having a litter bin close by, at the top of Grays Way, by cars parking at the top of Grays Way; perhaps yellow lines could resolve this issue and remove the eyesore of empty cans and food containers!

9/Roads can't cope with all the traffic that is being generated from new builds and desperately need parking for existing houses in Thanington.

10/ Where is the play park going to be???

11/ The linear nature of Thanington means any new development will cause significant traffic issues. Buses for school runs are already busy. Thanington could take a lead in developing a more cycle friendly scheme that protects and encourages cycling locally to encourage community, local spend and help resolve traffic issues. Bicycles not cars and buses are the answer, improving health and well-being as well.

It is essential to keep the Park and Ride service to alleviate congestion in and around the city centre and the associated air pollution and environmental impact, but also as it is a life-line to elderly people who do not have cars, given the sparse provision of the main 1/1A bus service. The Ark and Ride, however, need to originate further out in the Chartham direction, with an additional pick up point at the existing Wincheap site.

12/ A lack of open and transparent engagement with the community to address local residents concerns.

13/ CT13XA All developers contributions set aside in section 106 to compensate any future development granted in the planning application must be allocated to the area designated for development in the original planning application, and not reallocated or part thereof towards any other planning applications outside the area (Wincheap Ward) to the detriment of residents in that area. (DRS)

14/ This will end as a dormitory town with no work, in compound with the loss of food production at a time when it is becoming needed all over the world.

15/CT1 3XR There has been far too much housing development in Thanington already let alone build any more. Valuable farmland is being lost with a knock-on impact for wildlife corridors across the area. Noise and traffic pollution are making living conditions intolerable - Strangers Lane has turned into a lorry thoroughfare with ongoing damage to the road surface and little consideration for noise affecting residents. Thanington has gone from being a rural place to live to town living with none of the infrastructure to support residents.

16/ CT1 3XW Too many greedy developers have their eyes on the greenfield sites around Thanington. We already have land banking adjacent to New House Lane, threatening to turn a rural environment into an urban one (Pentland Homes). The infrastructure is never forthcoming, the traffic is already horrendous, the houses are not affordable in the developments-not at local wages, the developers are wilfully mis-interpreting the government housing directives 74 SUBMISSION DRAFT 2022 05-17 and local government is complicit. More council tax is all they want, -we need affordable houses for locals not downsizing Londoners.

17/CT1 3XR I can't explain how strongly I agree with all of the above. Any further development will have an extreme negative impact on Thanington Without as an area, and on the quality of life of residents living here, many of whom will already face greater health inequalities than residents in other parts of the city. As a result of pollution, lack of access to services, lack of green space, transport etc...

18/ CT1 3XW The A28 Ashford Road cannot accommodate any more traffic. The new housing developments will make Wincheap impossible to travel along at peak times because of increased cars. Not to mention the damage being done to the natural environment around Thanington by these developments. Already, footpaths and walking routes are being blocked by ugly fencing placed by contractors.

19/ CT1 3XA As no extra access to roads, or improvements to existing roads were provided for the Saxon Fields and Redrow developments, the traffic situation is already getting worse. What will it be like when the estates are complete? There should be NO MORE developments in and around Thanington and these two should never have been given planning permission.

20/ CT1 3XU The Wincheap park and ride service is very good but is not a complete help for the Thanington Without area.

21/ CT1 3FA One of the biggest concerns is the roads are struggling to cope with the level of existing traffic. For further developments to not grind this area and a large chunk of Canterbury to a halt at rush hour every day, a great deal of work on transport infrastructure is needed.

22/ CT1 3UB The roads need serious work as they are terrible. Any new housing development needs to be affordable and fit in with the area. The current development is ugly and the prices are too high. The area needs work to tidy up everywhere and improve what we have before we build more. No improved traffic plans will help stop the bottle neck at the railway bridge so we cannot just keep increasing the amount of traffic.

There is really poor cycle link from Saxon Fields development to the path along the river, likewise footpath. Considering there is a double footpath along the A28 I think a cycle path/footpath should be made. A facility for public transport into the city/bus station needs to be provided-free bus esp from the park and ride should be established. There needs to be green superhighways. Make a cycle path through the park and ride to link up with the park and peddle.

23/ CT1 3UR What happened to the animal corridors? last 1+ years no owls, pheasants, bats a regular visitors, all gone and when more builds go up that's going to be it.

24/CT1 3XU More should be done about the litter in our area

25/ CT4 7BD Lack of access to local educational provision is an issue, despite living less than a mile from Wincheap school we are going to need to drive further afield for our son to go to school as there were no spaces. The housing is being developed without adequate infrastructure. The impact on local wildlife is significant and only set to worsen at the current development rate.

Infrastructure improvements will never keep pace with the pressures resulting from housing development, until developments are prevented from building new houses before the necessary infrastructure projects are complete. The wider implications and impacts of development are still not given sufficient weight when planning applications are determined.

New House & Hollow Lane very dangerous roads, due to increase and speed of traffic using these roads. Trees holding up banks. This is a road used by large lorries and farm equipment so very dangerous.

26/ CT1 3XW No buses on Sundays or evening buses. Footpaths along A28 need improving and maybe swept once a month. Thanington is the forgotten side of Canterbury.

27/ CT1 3XT As a resident of Thanington, I am extremely concerned about the massive development projects already underway in my area, the complete avoidance by the construction companies and the council in investment or taking responsibility for the impact of these developments on the infrastructure. Public transport is already insufficient. The paltry few bicycle routes do not link up and require taking the increasingly busy A28 and other main roads. There is an absence of pedestrian crossings on the A28 in Thanington. Access into and out of Canterbury is becoming extremely difficult for residents of the area, and is most likely to only become more so with the new developments. When I saw the proposed number of new developments in your letter, I was frankly

astounded. I cannot believe that there is such a massive scale of development being hoisted onto an insufficient and declining infrastructure. I foresee a very negative impact from this on the lives of all living in Thanington and the surrounding area. I see no evidence and no plans to the contrary. I have changed my answer re: educational facilities as I do not believe the local primary schools will be able to cope with the rising number of children. Thanington has no shop, not doctor's surgery, no school, nothing more than a church and a resource centre and a community hall. An additional problem I am currently facing is the huge increase in vermin that is coming down from the fields where the works are. This is not only a public health concern, but is costing myself and my neighbours time, effort and money, in addition to being stressful and unpleasant. It is taken for granted that there will be rodents in a semi-rural area, but not on the increasing scale we have witnessed over the last few months. As residents of Thanington, my family and I are hugely disappointed in the apparent avoidance by the development companies and Canterbury City Council to take any responsibility for the impact of all of these works on the local area and it's residents. – Where are the linked up bus and cycle routes? where is the primary healthcare to serve all of the new residents? where are all of the students from the new developments going to study? what measures are being taken to alleviate the impact on the hugely increased traffic on the area-a simple slip road is insufficient! Thanington is over developed.

28/ CT1 3UA We live opposite a building site. My home is covered from constant layer of dust from the work. On a dry windy day you can taste the grit in the air. The houses going up are out of my family's price range-a leaflet was put through the door saying that a 'help to buy' scheme was in place to help buy some of these new properties- we are NOT on benefits so even with the help to buy scheme these properties are still way over my working son's budget.

29/ CT1 3XW I have 3 areas of concern 1) where are all these people living in these new houses going to work, this is not an industrial area with limited opportunities? 2) what about traffic management- there is gridlock already- what next? 3) Wincheap is already one of the most polluted areas in the county-my concerns are about the health of the population.

30/ CT1 3UW Access via A28 needs complete overhaul-too many sets of traffic lights, this needs to be rectified. Despite the overkill number of traffic lights between Wincheap and Strangers Lane there are nont that facilitate exit from the estate in the direction of the city centre. A2 off ramp southbound needs to be prioritised. Better public transport. A doctor's surgery needed.

31/ CT1 3XT The A28 needs a ring road around Canterbury!

32/ CT1 3UA The noise level is bad here. I came in 1989 and it was as peaceful as could be expected in my garden. Now it's like living in the middle of the M2. Not good enough. Barriers to new road development needs to improve greatly. I am 80 and don't expect to move

33/ CT1 3XW When this was first proposed they said they would put in infrastructure to alleviate the volume of traffic down the A28. This has not happened. This is doubling the size of Thanington and there is not surgery/no school! (Wincheap is oversubscribed already- secondary schools are full) This is unacceptable density. The pollution will cause more problems with asthma. We will become part of Chatham and the proposed over-development will mean Canterbury is in danger of losing its world heritage status (Liverpool!).

34/ CT1 3XT It seems like if the developers keep on long enough, they get their way eventually. We keep submitting strong arguments for improvements to the infrastructure and it seems to fall on deaf ears! come down to Ashford Road and drive towards Canterbury any day and you will see that the congestion is terrible.

CT1 3XT The developments of 700 houses (Saxon Fields) and 400 houses (Cockering Field) must be completed and evaluated for traffic and air quality, noise issues before any further developments in our area is considered. The A28 Eastbound towards Wincheap is already overwhelmed with slow moving traffic 12 hours a day.

35/CT4 7BH Developments must go ahead, we need more housing. But roads must come first. CT4 7BH Developments made promises to planners for financial gain with no thought to damage being done to local communities. Developments are not catering for the first time buyers in the community.

36/ CT1 3UP The traffic chaos at the junctions with Wincheap, Ten perch road, A2 is horrendous. No access to our homes when closing road without long diversions.

37/ CT1 3UR Traffic leaving both exits of Saxon Fields exit too fast on to St Nicholas Road. Trade traffic often don't look down the hill and drive out too fast residential, expensive cars leave the estate onto St Nicholas Road too fast. Noise pollution, dust and dirt is an issue. Our house is filthy- the windows and external fittings are always filthy. The sites are noisy constantly.

CT1 3XS We must protect our green spaces they are vital to our community's health and wellbeing. There is too much developments in our area it feels overwhelming and I feel sad for over extensive urbanisation of our area.

The allotments are being poorly managed. The paths have never been properly levelled and grassed which massively increases the amount of weeds, slugs and snails and the soil we have been given to grow in is half clay, half rocks. The billing is confusing and stressful.

38/ CT1 3XT A neutral box might have been useful in the survey. i.e. I have no opinion on educational needs. I totally agree the rampant house building is a huge problem. The area cannot cope with or sustain a vastly increased population. You mention electric charging. The bigger issue would be the constant power cuts.

39/ CT4 7BQ I moved here in late 2020. The mix of rural/urban life was a significant attraction. One of the things I notice most is the inadequate provision of safe walking/cycling routes on this side of the city, and the increase in traffic over the last few months.

40/ Very worried about proposed Spine Road from Milton Bridge to Cockering Road. I strongly believe traffic on Ashford Road will bypass congestion by using the new road and cause chaos in Cockering Road.

41/ CT1 3XE Current levels of development in Thanington are already having a negative impact on quality of life for existing residents. The bigger concern for my family is the level of traffic on the A28 through Thanington which is already polluting the air my children are breathing, and the associated noise levels and risk of accidents. Any further developments must not exacerbate this. However, if new developments do bring local health services and a local primary school that would be a positive change.

42/ CT1 3XD As far as I am aware the sewage works has not been enlarged since I moved here in 1971. The student population at the University of Kent has increased enormously since then and Christchurch has an even larger number of students. Adding to this are the staff that run them, multiple occupation homes, visitors and now all the new building schemes. My concern is that the sewage system will be overloaded. The water companies should not be allowing the storm water into the system. New estates should not be putting storm water into rivers.

CT4 7BJ Wincheap is already a nightmare to travel through any more houses exacerbates the problem.

43/CT1 3XU We have lived in Thanington for about 10 years and have seen a considerable increase in traffic using the A28 into Canterbury. We are very concerned that new developments are not creating adequate provision for traffic in an already congested area.

44/ CT1 3XX NB 3.3.5 But no P&R on the water meadow etc. Congratulations on your Neighbourhood Plan for Thanington. Something needs to be done officially to stop the rampage of building in our area. CCC Planning Department is a disgrace. How could anyone agree to ruin the downs with a scar on the landscape that will be the Milton so called garden village-amongst the rest. Best wishes.

45/ We do not wish Canterbury to double in size as this seems to

46/ CT1 3XH Poor bus route not enough bus, dog toilet bins not enough. Lack of street cleaning. Can't understand the map it's as good as useless!

47/ CT4 7BQ There is a real danger of overdevelopment in the area, it is becoming a big sprawling estate with insufficient facilities. Roads are congested and traffic spills over into country lanes not designed for so much traffic.

48/ CT1 3XN Roads are already 'clogged up' going into Canterbury but with extra transport and no better roads what, except for stop-start. Also water, hospitals (unless the new one does get built) and doctors surgeries (it's hard to get an early appointment as it is).

49/ CT1 3XQ Too many houses being built, but none for the young people of the area. Not enough buses per hour. No bus shelters in Strangers Lane.  
CT1 3XL All the questions have been answered but will anyone do anything about it?

50/ CT1 3XY Waste of time filling this in, you will still build up here anyway.

51/ CT1 3XL It's so very sad that our countryside is disappearing to bricks and mortar. I've lived in the area for over 30 years and it seems no one cares about the impact of developments on the current residents, it seems we do not matter. Very sad for Thanington.

52/CT1 3X0 Traffic is a huge issue, it's bad enough already and is certainly going to get worse on to the new developments.

53/ CT1 3XL Although new housing is needed, there seems a lack of understanding of the area and what a mess they have made trying to fit half banded idea of the developments. A lack of public transport (buses) nothing through Thanington to Chartham after 6.30pm and all day Sundays. Wheelchair access urgently required via Tonford Bridge to allow disabled residents to enjoy river walks to Chartham and Westgate Gardens etc.

- 1) keep green fields green
- 2) why build on agricultural fields
- 3) make traffic use Wincheap industrial site and exit by Aldi not Wincheap.

54/ CT1 3XT Traffic is a real issue!! if you live along the Ashford Road Thanington. Any development in the area can only make matters much worse for everyone!! building more houses must stop!!

55/ CT1 3XZ 1) the infrastructure simply cannot cope with the demand 2) where is the proposed off-slip road from the A2 to Wincheap?

56/ CT1 3XL We are concerned that the cumulative impact of all the developments in the wider Canterbury area is not being considered. Each project produces an impact statement but are all the impact statements being added up to see the cumulative impact on traffic, sewage, water-run off and inevitably, river pollution?? Flooding?

57/ CT1 3XQ While we do need more housing for a lot of people the cost of new housing is not affordable for most people. It should also be sustainable solar panels on all new builds, better insulation, More parking on new builds, streets are full of cars. Forward thinking, the roads are in such a bad state of repair.

58/ CT1 3XY With the rising cost of food, building on farm land is counterproductive.

59/ CT1 3XA Where do you start. Now retired. Footpaths are in a terrible state, Traffic and fumes only getting worse. The amount of building work going on in unbebuilding going on i.e. water, sewage, electrics, rubbish etc. Our country will soon be a giant concrete slab CT1 3XR I hope the sewage system is being expanded to cope with the extra demand. It would be a pity if the stour is turned into a toxic sewer when the system can't cope as seems to be happening elsewhere.

60/ CT1 3XS We have no crossing in my area the part of Ashford Road towards Chartham Hatch roundabout and as there are a load of elderly people in the area this should be addressed. You take your life in your hands trying to cross the roads.

61/ CT1 3XA More houses= more cars. This morning it took me 20 mins to get from the Milton roundabout to Morrisons, Wincheap. How will this get better with more houses. Canterbury is becoming more gridlocked every day. Also strongly believe that building houses on green sites is wrong! also seems building houses for the rich!

62/ CT1 3XW Travelling anywhere from Thanington is almost impossible without going through traffic. Returning home is even worse.

Canterbury ruined by excess student housing, excess new building no new road network and now policy of selling off car parks greatly needed by Cathedral City. Council leader at present is a raving lunatic. His plans ruin a lovely city "WAS"

63/ CT1 3UB we should build houses here. However more attention to infrastructure!

64/ CT1 3XL The Cockerling Farm development should never have been allowed-the loss of arable land has gone, the dust from the Redrow and Pentland sites is having an effect on many residents with breathing problems. The surface water will be a major problem to Canterbury City in times of heavy rainfall when developments are complete. All roads around Canterbury will be choked and cause more pollution. The cost of affordable promised housing will be out of reach for the local youngsters. The views and peace to local community will be gone forever, it will be part of the huge town of Kent. Although we pay for the City Council and Parish Councils nothing is done to prevent destructive developments.

65/ CT1 3XW 1) All new development need to have the provision of integrated sewer treatment works 2) The increase of population within the Stour catchment area will lean to increasing levels of phosphate and nitrogen which will cause eutrophication of the River Stour. Upsetting the wildlife balance.

66/ CT1 3XV We have lived in the area for the past 8 years and public transport (buses) have always been insufficient. The cycle and footpath that runs from Chartham Village to the town is good, but only few points to join and exit. Healthcare facilities also need to be considered in the Canterbury area.

67/ CT1 3XT Pollution led environment is affecting my families health the amount of housing going up inappropriate to the needs of the community. Traffic is horrendous. There is not life here for us an many people living here. The council just grab any land that's going, a lot of us are leaving the area.

68/ CT1 3UA, we live in the bottom of Canterbury Road, and it's a nightmare with lorries going up and down we are forever having to clean windows and cars and very noisy. fed up with the whole thing, and still waiting for passage way to open.

69/ CT1 3XA Thanington is spoilt now with overbuilding it is heart-breaking to see commencement of building at Cockerling Farm. We back on to Cockerling field and the variety of nature is gone forever. The growing of crops is gone forever. The amount of traffic around Thanington and the A28 is an absolute nightmare.

70/ CT1 3XL You omit a 5th option (don't know) which means this questionnaire is flawed. Section 3: nothing about discouraging non electric physical cars and promoting cycling with separation from traffic.

The A28 is a queue back to Milton Manor roundabout and beyond-the infrastructure roads to access and exit from existing pink areas of development must be provided in addition to existing A28. No further development is possible.

71/ CT1 3XD We are totally against further house building in this area. A bypass is required.

72/ CT1 3UZ The whole area is over populated already also the building of new houses makes further demands on the already overstretched roads. The way the new site Cockerling Road being built makes it extremely difficult to join the A28 to go into Town almost impossible. Please sort out quickly!

73/ CT4 7BD Sadly this over development is all about lining a few people's pockets at the expense of a quality of life for those living in the area.

74/ CT1 3XX Main problem is traffic on A28- queue to access properties most of the day CT1 3XJ we are devastated by the impact this is having. We cannot walk our dogs comfortably and cannot hang washing out because of the dust. The roads are very unsafe with all the lorries coming up and down the hill for the children or the elderly. We are never given the latest updates on what is going on. We are constantly having power cuts and water problems due to all the work that is going on.

75/ CT4 7BQ Traffic is an issue, More housing developments need to be stopped in this area, it is already overcrowded and the transport system cannot cope. Canterbury needs an A&E desperately. The council must stop developments of areas like the barracks where lots of people are moved down from London-extra housing should be for local needs.

76/ CT4 7BJ The main issues of more housing are old sewage drainage and other such infrastructure. we need an additional sewage treatment plant by SEW so that will stop polluting the Stour and sea.

Connecting footpaths and cycle paths to existing walks without gaps. £-4 storey housing to increase density rather than more landscape with communal parks/green spaces.

77/ CT1 3UW Looking forward to the new school and doctors, making Thanington its own community.

It is hard to think of anything positive to say about living in Thanington at the moment-except for our neighbours and friends. It is totally depressing reading about the dreadful air quality and how this is killing people. It is really hard to cycle safely anywhere-I have not done this on some days as I don't feel strong enough to cope with the aggressive drivers, so I walk instead which takes twice as long. The area has already been seriously damaged by inappropriate development agreed by a council who do not appear to have any regard for the environment and its residents! Traffic is already diabolical and just getting around to conduct the normal things in life is frankly now very difficult.

CT1 3UH To bring back the bootfair every one look forward to Sundays when they could get a bargain. With things being so expensive now it was a place to meet and talk with neighbours.

78/ CT3 7BH Stop building on prime agricultural land. These sites are the lungs of our area and are disappearing too fast. We do not need more building in fact we need the opposite i.e.more trees

79/ CT4 7BJ Over development of housing has already led to pressure on health services i.e. doctors, dentists, A&E, also schools. Typical of CCC to promote housing. Canterbury speedway/greyhound racing, Canterbury football club all bought revenue to Canterbury.

80/ CT1 3UA Living in Thanington over the last 2 years has been a living nightmare, the noise, dust and pollution is unbearable both during the day and night. There has been absolutely no consideration of local residents by any contractors involved. We feel prisoners in our house, the increased amount of traffic and the traffic lights that are not well in sync, making journey by car very long and difficult I fear your plan is too late, the damage is done!

81/ CT1 3XT I would urge all council members who are involved in approving planning to take into account the affect that over development of the area is and will continue to have, on the neighbours and neighbourhood. I invite any of them to stay for two weeks at my house, free of charge, to enable them to judge the impact. Builders and property developers don't care!! but you should!!

82/ CT4 7BQ Blot on the landscape!! will destroy our environment.

83/ CT1 3XW Not happy with Redrow staff using Larkey Vally Woods car park. Unhappy with Redrow delivery lorries using Cockerling Road.

84/ CT1 3UB We do not need any more houses to be built in Thanington. The roads are always congested. The lorries that come down St Nicholas road are doing more than 30mph it's only a matter of time before someone gets killed. There are plenty of houses standing empty.

85/ CT2 9BH Canterbury and KCC are obsessed with mass housing developments. These developments are unsympathetic to local needs and the houses take up local infrastructure that is already underdeveloped. Canterbury City Council needs to urgently invest in the city traffic crisis which is at breaking point through years of local government incompetence.

86/ CT1 3XD I find it difficult to understand how supposedly intelligent, educated people in charge of planning our historic cities future environment imagine how our already overworked roads will cope with the ever increasing housing plans in the area. I live in Thanington, the road outside my house

has queues from the A2 junction at Morrisons as far back to Milton Bridge (A28) on a daily basis, now they are going to build more and more estates, more cars etc.

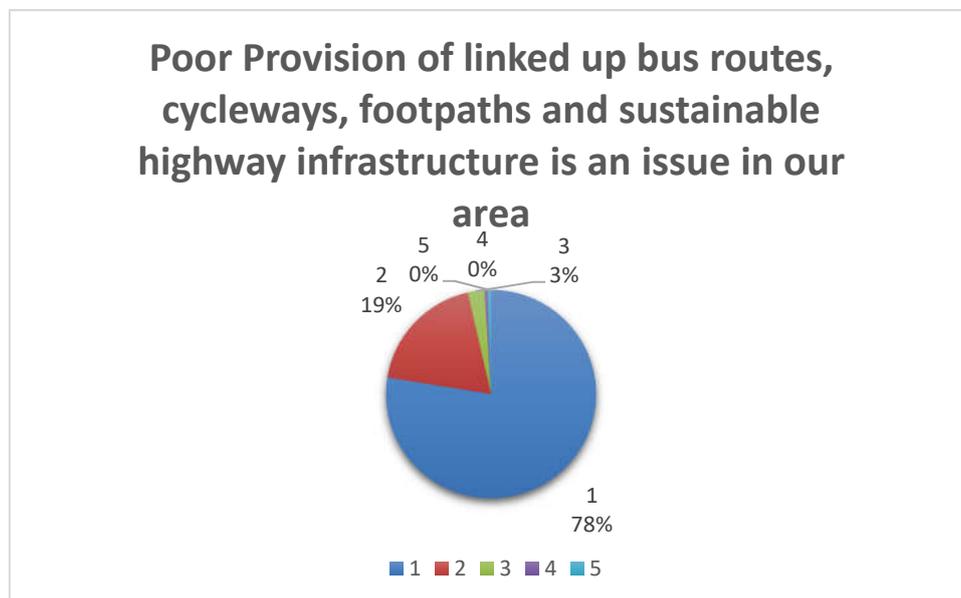
87/ CT1 3XS Gridlock Ashford Rd!!- Traffic management must be given top priority, now and in the future. especially the extra volume created by future developments.

88/ CT4 7BQ Lack of open space= increased anti social behaviour (ASB) increased ASB= increased crime and reduced community cohesion. Decreased community cohesion +increased crime results in an unattractive parish which leads to reduced house prices and lack of faith in local council and representatives.

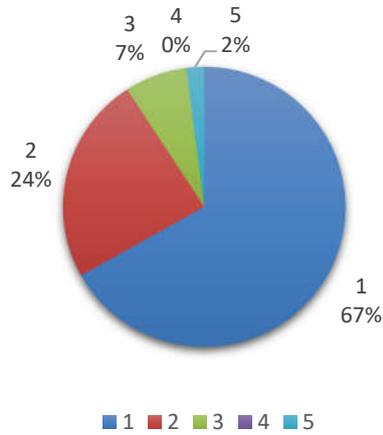
89/ CT1 3XY it is essential to keep the Park and Ride service but it needs to originate further out in Chartham direction but with the Wincheap (existing site) as an additional pick up/drop off point. CT1 3XY it is essential to keep the Park and Ride service but it needs to originate further out in Chartham direction but with the Wincheap (existing site) as an additional pick up/drop off point.

## 1/ Healthy community

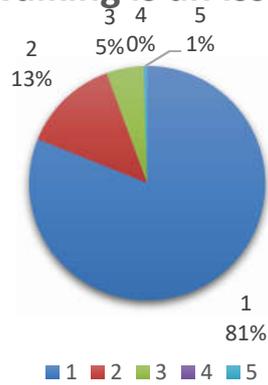
Key to charts: 1 strongly agree 2 agree 3 disagree 4 strongly disagree 5 no answer



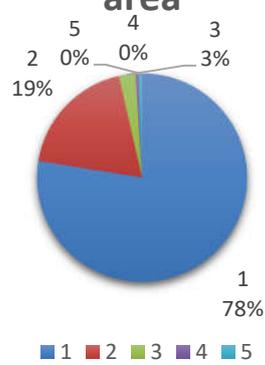
**1.1 Increasing noise and light pollution is an issue in our area**



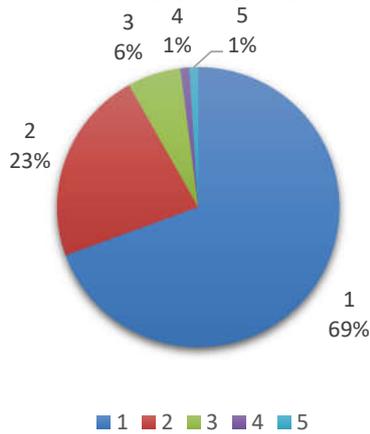
**Loss of rural land and hence enjoyment of this land for recreational activities i.e. walking is an issue**



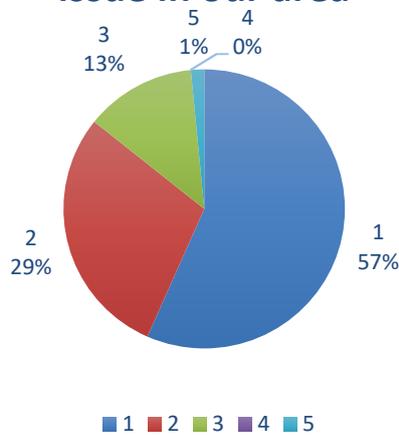
**Poor Provision of linked up bus routes, cycleways, footpaths and sustainable highway infrastructure is an issue in our area**

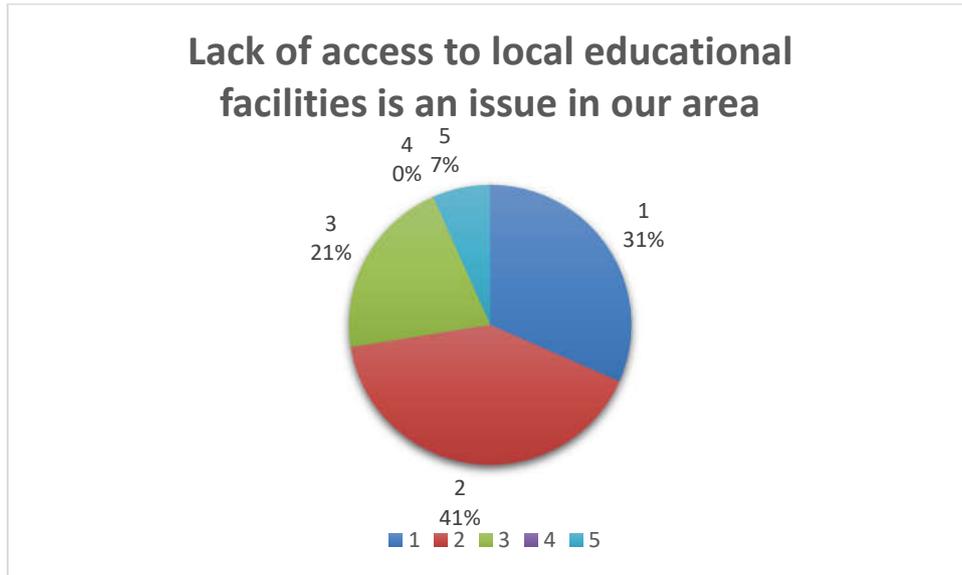


**Increasing levels of air pollution is an issue in our area**



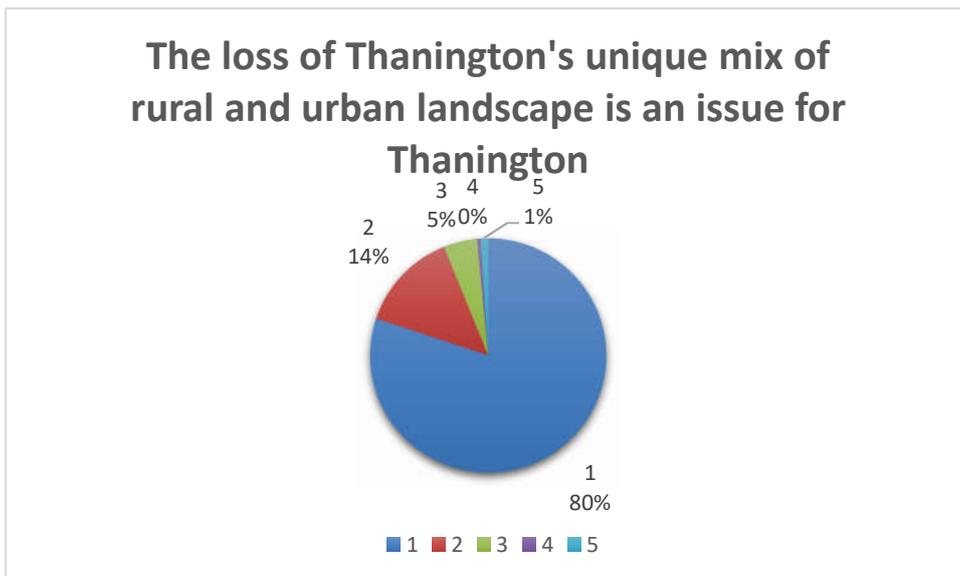
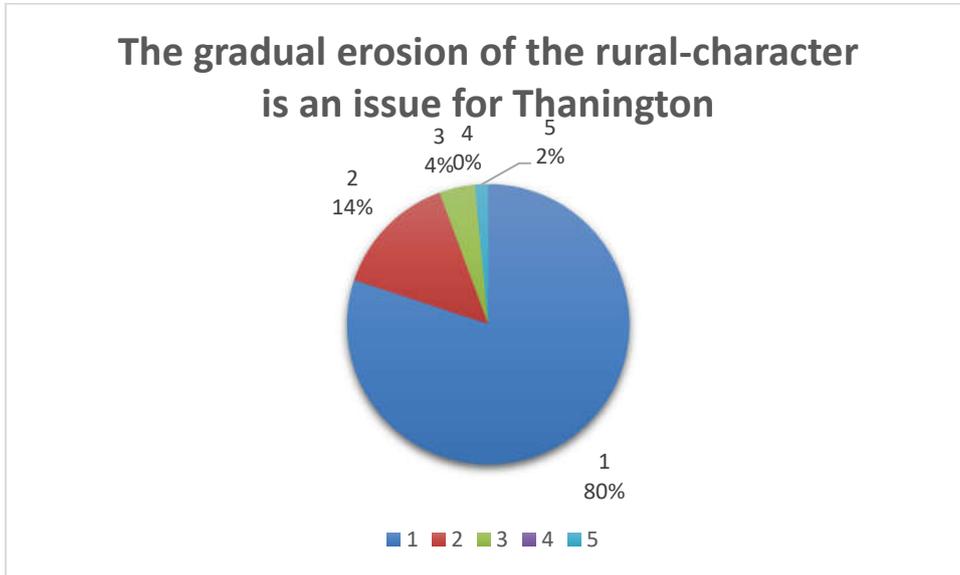
**Lack of access to primary healthcare is an issue in our area**



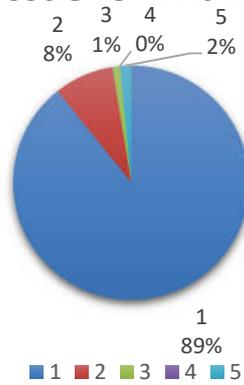


2/ CONSERVE THE NATURAL & HISTORICAL ENVIRONMENT

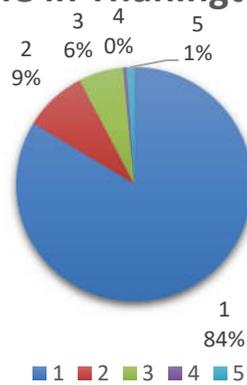
Key to charts: 1 strongly agree 2 agree 3 disagree 4 strongly disagree 5 no answer



**The detrimental effect of traffic on the many aspects of the way of life in our area is an issue for Thanington**

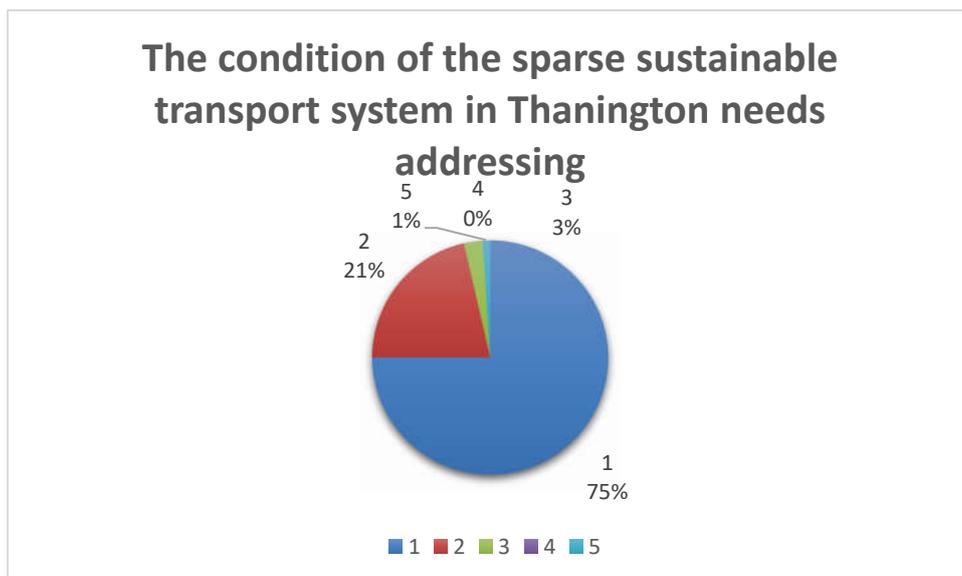
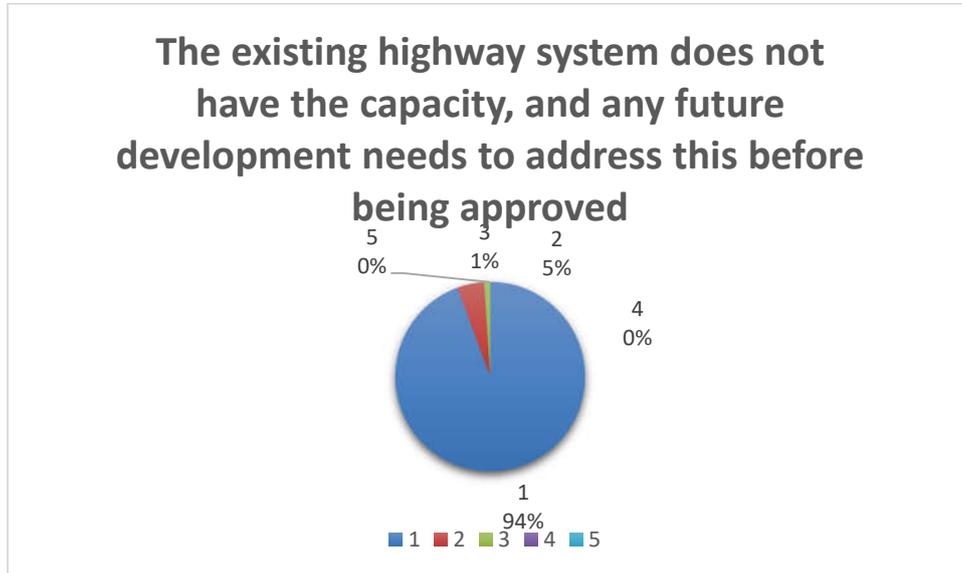


**Pressure of development is leading to long term negative impact on the way of life in Thanington**

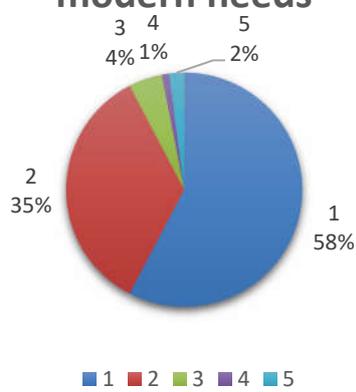


3/ PROMOTE SUSTAINABLE TRAFFIC

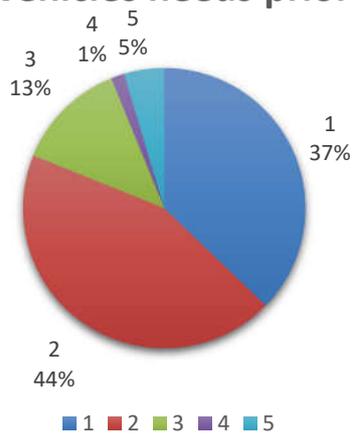
Key to charts: 1 strongly agree 2 agree 3 disagree 4 strongly disagree 5 no answer



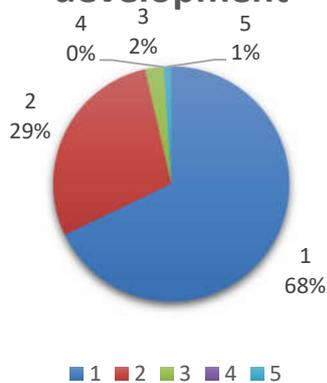
### Designated parking and parking provision needs increasing and protecting to meet modern needs



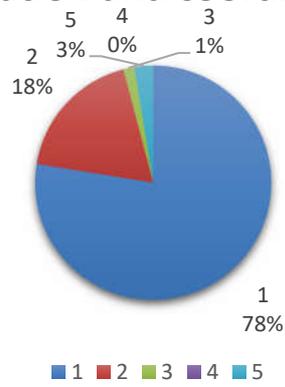
### The power supply system for electrical powered vehicles needs priority focus



### The interaction of vehicles, cycles and pedestrians needs addressing in any development

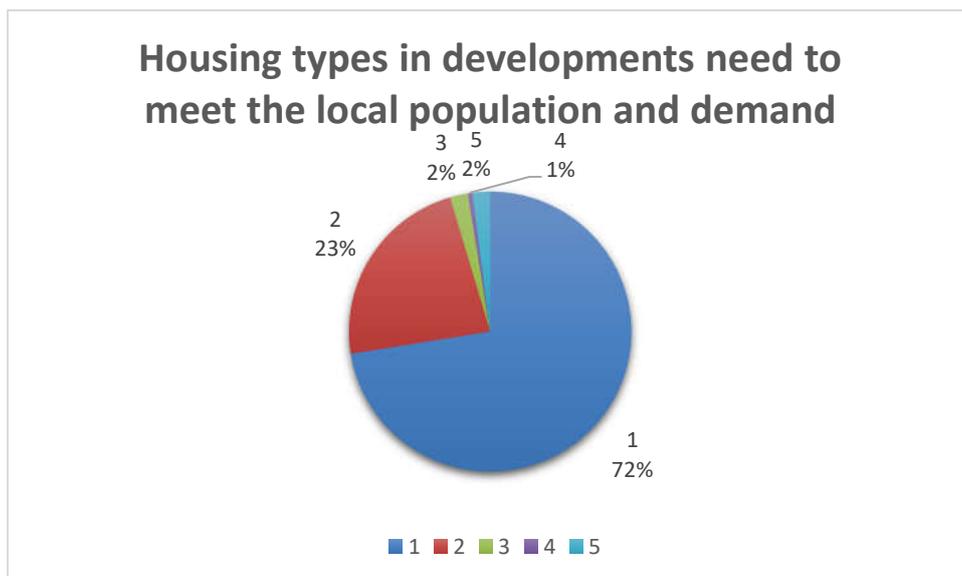
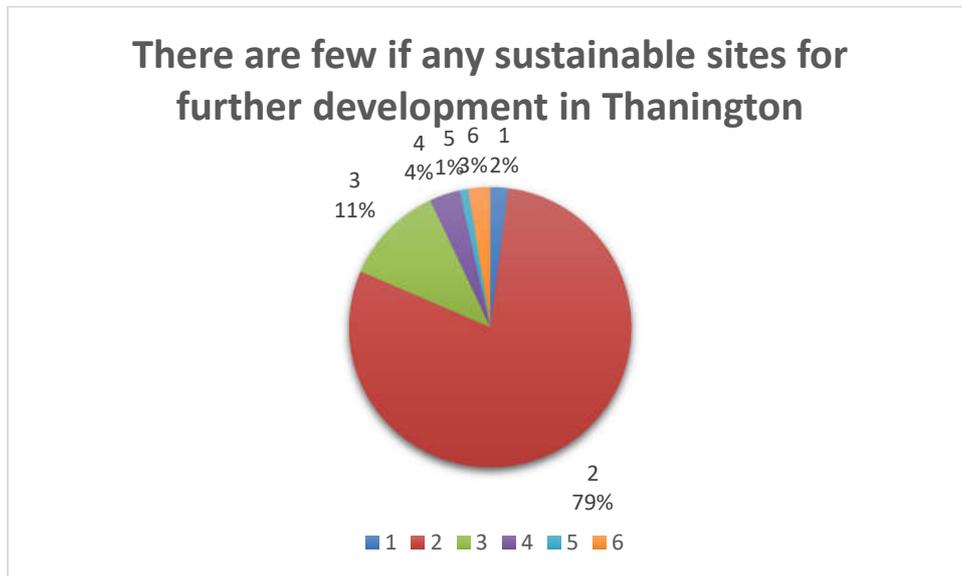


### Traffic data submitted with proposed developments needs independent evaluation and coordination

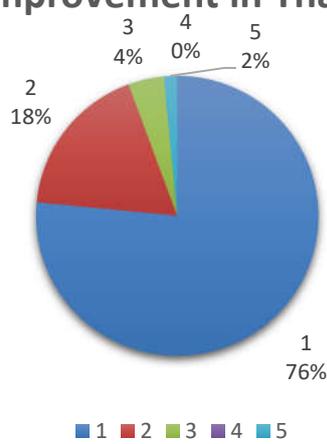


4/ DEVELOPMENT

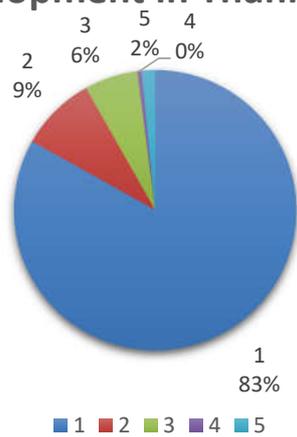
Key to charts: 1 strongly agree 2 agree 3 disagree 4 strongly disagree 5 no answer



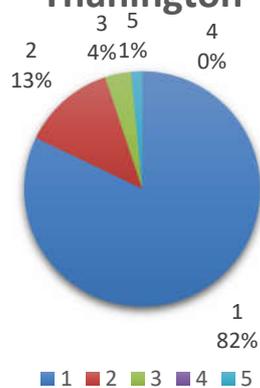
**Public transport, cycleways and footpaths need improvement in Thanington**



**There is unsympathetic and over development in Thanington**



**There is a lack of delivered sustainable infrastructure for developments in Thanington**



## **APPENDIX 3. Housing Survey**

**TO BE SUPPLIED AS SEPARATE DOC TO MAIN PLAN**

## **APPENDIX 4. Abbreviations and Definitions**

**TO BE SUPPLIED AS SEPARATE DOC TO MAIN PLAN**

## **APPENDIX 5. HISTORY OF THANINGTON**

**TO BE SUPPLIED AS SEPARATE DOC TO MAIN PLAN**

## APENDIX 6 HILLTOP VILLAGE DESIGN STATEMENT

**TO BE SUPPLIED AS SEPARATE DOC TO MAIN PLAN**

## APPENDIX 7

### STATEMENT OF LOCAL AUTHORITY NOTIFICATION

<https://democracy.canterbury.gov.uk/ieDecisionDetails.aspx?ID=985>

5/10/20

*The application has been submitted by the Parish Council in accordance with the relevant legislation and guidance. The area designation covers the whole parish area and therefore non-designation by the City Council would be contrary to legislation and national planning guidance.*

*6.2 Given that under Regulation 5A applications for designation of a whole Parish as a Neighbourhood Area must be approved without any modification and no consultation is required, it is recommended to Full Council that delegation be given to the Chief Executive to designate a neighbourhood area, if the proposal is made under Regulation 5A of the Neighbourhood Planning Regulations (2012) (as amended).*

#### 7. Implications

*(a) Financial - once this neighbourhood area has been designated, the local planning authority can then apply for a £5,000 grant from the government to support the Council's work towards this Neighbourhood Plan.*

*(b) Legal - Localism Act 2011; Neighbourhood Planning (General) Regulations 2012 (as amended) and Planning Practice Guidance, in particular Paragraph: 024 Reference ID: 41-024-20190509 Paragraph: 025 Reference ID: 41-025-20190509 Paragraph: 032 Reference ID: 41-032-20170728 Paragraph: 035 Reference ID: 41-035-20161116*

*(c) Equalities - none identified*

*(d) Environmental including carbon emissions and biodiversity - none identified*

*Other implications*

*(e) Staffing resource - Within current levels of staffing*

*(f) Property portfolio - none identified*

*(g) Planning including building regulations - as (b) above*

*(h) Human rights issues - none identified*

*(i) Crime and disorder - none identified*

*(j) Safeguarding children - none identified*

*(k) Heritage - none identified*

#### 8. Conclusions

*8.1 Thanington Parish Council has submitted an application to designate the whole parish as a Neighbourhood Area. This is the first step in the community preparing a Neighbourhood Plan for Thanington. In accordance with legislation and government guidance, it is recommended that the Neighbourhood Area be designated.*

*8.2 It is also recommended that delegated authority to designate a whole parish area (a Regulation 5A application) be given to the Chief Executive. This is because Regulation 5A applications must be approved without scope for any modification and do not require consultation.*

**Decision Maker:** Policy and Resources Committee

**Decision status:** For Determination

**Is Key decision?:** No

**Decisions:**

**Report author:** Karen Britton

**Publication date:** 15/10/2020

**Date of decision:** 05/10/2020

**Decided at meeting:** [05/10/2020 - Policy and Resources Committee](#) see item 269

## Conformity Test

9.1 Every Neighbourhood Plan is required to be in general conformity with the strategic policies contained in the development plan for the area,

The policies contained within the Thanington Neighbourhood Plan are to be in general conformity with those contained within the Canterbury District Local Plan.

## Canterbury District Local Plan 2017 Policies

### Chapter 1 – Strategy

SP1 Presumption in favour of sustainable development unless material considerations indicate otherwise.

SP2 Levels of land supply to meet the identified development requirements and guidelines.

SP3 Strategic allocations. Development will be permitted at strategic sites in the District, subject to the provision of the listed infrastructure.

SP4 Urban areas of Canterbury, Herne Bay and Whitstable to be principal focus for new development.

SP5 Infrastructure Delivery Plan to be prepared to set out proposals for S106 and CIL.

SP6 Development that adversely impacts on SACs, SPAs or Ramsar Sites (alone or cumulatively) will not be permitted.

### Chapter 2 – Housing

HD1 Housing allocation sites.

HD2 Requirement for affordable housing for residential developments.

HD3 Rural exception sites will be permitted subject to criteria.

HD4 New dwellings in the countryside only granted in specified circumstances.

HD5 Conversion of rural buildings to residential use, criteria for assessment.

HD6 HMOs. Change of use to and extensions of HMOs allowed unless proportion within 100m radius exceeds 10%.

HD7 Purpose-built student accommodation, criteria for assessment.

HD8 Retention of housing accommodation.

HD9 Permission to be granted for bringing empty residential property into more efficient residential use.

HD10 Seasonal, temporary or permanent use of land by gypsies and travellers, criteria for assessment.

### Chapter 3 – Employment

EMP1 Land allocated for employment use to be safeguarded from other uses; small proportion of non-Class B uses may be permitted where no harm caused.

EMP2 Support for non-class B and educational uses where significant to the local economy.

EMP3 Permission to be granted for use of upper floors of retail and commercial premises in town centres for office use, criteria for assessment.

EMP4 Existing and allocated employment sites to be protected from non-employment uses and support for expansion of existing business onto adjoining land. Loss of office accommodation permitted subject to criteria

EMP5 Support for home-based business, subject to criteria.

EMP6 Installation of digital infrastructure on strategic allocation sites.

EMP7 University of Kent development proposals.

EMP8 Canterbury Christchurch University development proposals.

EMP9 Provision to be made for educational needs arising from new development.

EMP10 Land at Hadlow College, Canterbury to be retained for educational purposes.

EMP11 Whitstable Harbour. Development proposals to have regard to the Whitstable Harbour

Strategic Plan.

EMP12 Best and most versatile farmland to be protected.

EMP13 New agricultural buildings to be permitted subject to criteria. Bridge Neighbourhood Plan  
Status: Consultation draft v1.2 35

EMP14 Support for new businesses in suitable locations in the rural area.

EMP15 Horse related development acceptable subject to specified criteria.

#### Chapter 4 – Town Centres and Leisure

TCL(A) Retail Hierarchy and Network

TCL1 Within town centres, permission to be granted for development that adds to its vitality and viability. Over-concentration of uses to be avoided.

TCL2 Primary Shopping Frontages. Promotion of A1 uses and ground floor of retail premises to be generally retained in A1 use.

TCL3 Secondary Shopping Frontages. Promotion of A use class and changes of use between the A use class permitted; changes of use to non-retail uses and residential not normally permitted.

TCL4 'Active' town centre uses to be permitted within the Cultural Enhancement Area, criteria for assessment.

TCL5 Retail and other community uses to be protected and improved in Local Centres.

TCL6 Criteria for the provision of main town centre uses outside town centres.

TCL7 Wincheap Retail Area to be developed as a retail-led mixed used development.

TCL8 Development within Herne Bay and Whitstable town centres to be of an appropriate scale and to reflect character and function of the individual centre.

TCL9 Environmental Improvement Areas. Environmental improvements to be sought within designated areas.

TCL10 Mixed Use Development. Within and around town centres, a mix of uses to be delivered.

Retail uses provided at ground floor within Primary Shopping Frontages. Additional sites allocated for mixed-use development.

TCL11 Commercial Leisure and Cultural Activities. New/enhanced leisure facilities to be promoted, existing to be safeguarded.

TCL12 Evening and night-time economy. Applications approved, subject to criteria.

#### Chapter 5 – Transport Infrastructure

T1 Location of new developments to be considered against Canterbury Transport Strategy.

T2 Proposed pedestrian and cycle routes to be protected.

T3 Bus Improvement Links. Permission not to be granted for proposals that prejudice bus improvement measures and fast bus links.

T4 Rail Improvement Links. Permission not to be granted for proposals that prejudice rail improvement measures

T5 Wincheap Park & Ride. Land safeguarded for expansion.

T6 Sturry Road Park & Ride. Land safeguarded for expansion.

T7 New Dover Road Park & Ride. Provision made adjacent to new A2 interchange for relocation and expansion of facility.

T8 Whitstable Park & Ride. Proposals to meet identified criteria.

T9 Parking and cycle provision to have regard to identified standards.

T10 Restriction of on-site parking provision for retail, office and commercial uses is specified areas. Provision to be limited to operational parking only.

T11 Wincheap Traffic Management Scheme. Implementation of the A2 off-slip road at Wincheap, an A28 relief road and improvements at Wincheap Green. Proposals which prejudice these routes will be resisted. Contributions to be sought.

T12 Implementation of A2 Bridge Interchange. Proposals which prejudice this route will be resisted. Contributions to be sought.

T13 Provision of Herne Relief Road required. Proposals which prejudice this route will be resisted. Contributions may be sought from appropriate developments.

T14 Sturry Relief Road required. Proposals which prejudice this route will be resisted  
Contributions to be sought.

T15 A28/A257 Barracks Link Road. Proposals which prejudice this route will be resisted.

T16 Rural lanes of landscape amenity, nature conservation, historic or archaeological importance protected from changes which would damage their character and where possible be enhanced.

T17 Transport Assessment and Travel Plans required for developments which would have significant transport implications.

#### Chapter 6 – Tourism and Visitor Economy

TV1 Cultural and arts facilities to be encouraged. All new large developments to make provision for public art.

TV2 New tourism development in and on edge of town centres to be granted, subject to criteria.

TV3 Loss of visitor staying accommodation acceptable subject to criteria.

TV4 Touring and static caravan sites. Existing sites to be protected. Criteria for assessment.

TV5 Proposals for Marina provision acceptable subject to criteria.

TV6 Reculver Country Park. Proposals for enhancement to be permitted. Criteria for assessment.

TV7 Rural tourism proposals encouraged where they provide local jobs and are of an appropriate scale and type, subject to no conflict with other plan policies.

TV8 New tourism accommodation and facilities in the rural area acceptable subject to criteria; new buildings to be related to existing settlements.

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

CC1 Proposals for renewable and low-carbon sources of energy to be encouraged in appropriate locations. Removal of installations required after use has ceased..

CC2 Development to include measures to reduce carbon emissions from energy use.

CC3 Strategic sites and large developments to provide site wide renewable or gas fired Combined Heat and Power unless specific criteria met.

CC4 Development proposals within areas at risk of flooding or with increased surface water run-off to be subject to a FRA.

CC5 New development permitted on undeveloped sites within Flood Zones 2 and 3 only where sequential/exception tests passed.

CC6 Minor infill development and development on previously developed land in Flood Zones 2 and 3 acceptable subject to other plan policies.

CC7 No development within overtopping hazard zones.

CC8 Replacement dwellings outside of urban boundary at Faversham Road, Seasalter not permitted. Extensions only allowed in exceptional circumstances.

CC9 Coastal Change Management Area to be defined at Reculver.

CC10 Development proposals will normally be refused in Coastal Protection Zone.

CC11 Sustainable Drainage Systems to be utilised. Greenfield run-off rates to be achieved where possible. Hierarchy for the management of surface water flows. Details of management of SUDS to be provided prior to commencement. Bridge Neighbourhood Plan Status: Consultation draft v1.2 37

CC12 Water quality to be safeguarded and enhanced where possible as part of new development proposals.

CC13 Development to be phased to ensure the provision of necessary water infrastructure works. Development to minimise water use and incorporate water efficiency and recycling measures.

#### Chapter 8 - Design and the Built Environment

DBE1 All development to incorporate sustainable design and construction measures.

DBE2 Criteria for renewable and micro-generation equipment to avoid adverse impacts.

DBE3 Development proposals to be of high quality, to be assessed against specific amenity, visual, landscape, accessibility and highways criteria.

DBE4 New housing to have acceptable standard of accommodation, having regard to national minimum space standards and to provide refuse and cycle storage and outdoor space.

DBE5 High standards of accessibility and inclusive design to be incorporated into new developments.

Additional requirements for major and strategic development.

DBE6 Alterations and extensions to respect character of the original building, to not result in overshadowing and overlooking and to avoid detriment to the amenity and character of the locality. Particular care to be given to works to heritage assets.

DBE7 High quality design of public realm to be expected in new development proposals

DBE8 Functional and visually successful public open space to be incorporated into new developments, including PROW, open space, landscaping and public art.

DBE9 Outdoor lighting proposals, criteria for assessment.

#### Chapter 9 – Historic Environment

HE1 Proposals which protect, conserve and/or enhance the historic environment will be supported.

HE2 World Heritage Site and Buffer Zone. World Heritage Site to be protected and enhanced, including views into and from the site.

HE3 Significant views of the City and World Heritage Site to be protected.

HE4 Development proposals to preserve or enhance the special historic or architectural interest or the setting of listed and locally listed buildings.

HE5 Alterations to listed and locally listed buildings to preserve their character; applications to be accompanied by full details.

HE6 Development proposals to preserve or enhance the setting of conservation areas.

HE7 Highway works and traffic schemes to protect the character and appearance of historic buildings and conservation areas.

HE8 Presumption in favour of the conservation of heritage assets.

HE9 Adverts on listed buildings and within conservation areas to be kept to a minimum and be designed to avoid harm to the heritage asset.

HE10 New shopfronts to be of a high standard of design and existing shopfronts of historical interest to be retained

HE11 Important archaeological sites to be protected and archaeological evaluation required where potential for impact on archaeology.

HE12 Archaeological evaluation required for sites within the Canterbury Area of Archaeological Importance and other sites of archaeological potential.

HE13 Historic landscapes, parks and gardens to be preserved and enhanced. Bridge Neighbourhood

#### Chapter 10 – Landscape and Biodiversity

LB1 Proposals to conserve and enhance the Kent Downs Area of Outstanding Natural Beauty.

LB2 Impact of the development on Areas of High Landscape Value.

LB3 Undeveloped Coast. Development that does not detract from the unspoilt scenic quality or scientific value of the undeveloped coast will be permitted.

LB4 Landscape character assessment. Proposals to have regard to the landscape character of the area.

LB5 Development not permitted where it may have an adverse impact on the integrity of an SAC, SPA or Ramsar site.

LB6 Proposals that would materially harm scientific or nature conservation interest of an SSSI, NNR or MCZ only acceptable in specified circumstances.

LB7 Development adversely impacting on Local Wildlife Sites, Local Nature Reserves or Regionally Important Geological/Geomorphological Site only acceptable where justification for proposal outweighs the harm.

LB8 Ecological improvements to be incorporated into new developments to improve connectivity.

LB9 All development to avoid a net loss of biodiversity and pursue opportunities to achieve a net gain.

LB10 Development to be designed to retain important trees, hedgerows and woodland.

LB11 Measures to safeguard the Blean Complex Special Area of Conservation (SAC).#

LB12 Seasalter Marshes. Projects to restore, enhance and extend the ecological value of this site to be supported.

LB13 The environment within river corridors will be conserved and enhanced. Supply of water, treatment and disposal of waste water and flood risk management should be sustainable.

#### Chapter 11- Open Space

OS1 Proposals to protect and enhance sites designated as Local Green Space.

OS2 Proposals resulting in loss of playing fields only acceptable in specified circumstances.

OS3 Land at Greenhill allocated for public playing fields.

OS4 Land adjacent to St Augustine's Business Park, Swalecliffe allocated for junior football pitches.

OS5 Land at Stuppington Lane, Canterbury allocated for informal public recreational uses

OS6 Green Gaps. Development only permitted in specified circumstances.

OS7 Herne Bay and Whitstable Green Gap. Development only permitted in specified circumstances.

OS8 Sports and recreation in the countryside, criteria for assessment.

OS9 Protected Open Space to be safeguarded unless specific criteria met.

OS10 Development that results in loss of open space/play areas within new developments that contribute to visual/recreational amenity to be refused.

OS11 New housing development to make provision for appropriate outdoor space.

OS12 Green infrastructure to be planned designed and managed to conserve and enhance the character of landscapes and settlements. Measures to be implemented for new major development sites.

OS13 Land identified along the River Stour corridors protected from development. Regard to be had to the Riverside Strategy.

OS14 Land allocated at Lime Kiln Road, Canterbury for a future allotments/community garden site. Bridge Neighbourhood Plan Status: Consultation draft v1.2 39

OS15 Permission to only be granted for loss of allotments/community gardens if criteria are met.

#### Chapter 12- Quality of Life

QL1 Support for social infrastructure/community facility uses and buildings.

QL2 Improvements to village services and facilities to be approved, unless there are overriding conflicts.

QL3 Retention of village and community facilities in the rural area.

QL4 Support for farm shops in appropriate locations.

QL5 New local community services to be provided within new residential developments.

QL6 Retention of community uses and buildings unless no need in the locality and other community uses could not operate from the building or land.

QL7 Land allocated for community purposes

QL8 Provision of health and social care facilities.

QL9 Land allocated adjacent to Kent and Canterbury Hospital for health related development

QL10 Provision of new medical, health and social care facilities.

QL11 Development resulting in worsening air quality to be appropriately mitigated.

QL12 Mitigation of pollution from new development.

#### Appendices

Appendix 1 – Garden City Principles

Appendix 2 – Schedule of Housing Allocations and Permissions

Appendix 3 – Housing in Multiple Occupation – Article 4 Direction Area.

Appendix 5 – Outdoor Lighting

Appendix 6 – Kent compendium of Parks and Gardens

Appendix 7 – List of superseded Policies

## **SELECTED REFERENCES:**

### **Selected reference documents though not definitive**

- National Planning Framework
- Canterbury City Council Local Plan 2017
- Kent design guide
- Neighbourhood planning Canterbury City Council
- LOCALITY neighbourhood planning guides
- What transport matters can a neighbourhood plan address?
- Neighbourhood planning orders including a right to build
- Neighbourhood planning glossary
- Making green space designations in your local plan
- How to consider the environment in neighbourhood plans
- Canterbury Land use plan
- Good planning practice Neighbourhood Plans
- Canterbury Transport 2014-2031
- HOMES ENGLAND Healthy Housing
- Railton Report 2016 TPC
- Putting Health into place NHS England
- Good Planning practice Neighbourhood Plans
- Good practice studies Neighbourhood Plans
- Improving access to greenspace 2020 review
- Canterbury bus network map
- South East water ref docs. Re maps and strategy for future.
- Canterbury City Council Local Plan review Docs 2021
- Thanington agricultural land designation (CCC)
- Canterbury Landscape and biodiversity Appraisal (CCC)
- CAST The new Canterbury transport strategy 2020
- Health and safe communities UK GOV
- Number of cars in the UK Nimblefins Report
- Vehicle movements per day per dwelling estimating local traffic Aldred Report
- Improving access to greenspace 2020 review
- Building Healthy communities LD report
- Local Wellbeing Local Growth Local Gov. Assoc