canterbury city council

Draft Canterbury District

LOCAL PLAN

Focused consultation (Regulation 18)

September 2025

Contents

Introduction

The council undertook consultation on the Draft Canterbury District Local Plan (Regulation 18) in March – June 2024.

We received a huge response to the consultation with almost 4,000 individuals providing comments on the draft plan.

These responses, along with the input to previous consultations in 2020, 2021 and 2022, will continue to inform the development of the Local Plan to ensure it is shaped by community and stakeholder feedback.

The National Planning Policy Framework (NPPF), which sets the rules for how Local Plans are prepared, was updated in December 2024.

One of the key changes is an updated method for how Local Housing Needs (LHN) – the number of new homes we need to plan for – are calculated through the development of Local Plans.

Following these changes the LHN now stands at 1,215 new homes per year for the district, compared with 1,149 new homes per year at the time of the last consultation.

To put this challenge in context, the adopted Local Plan from 2017 made provision for 800 new homes per year.

This means we now need to plan for a higher level of housing needs over the full period of the Local Plan to meet the LHN requirements.

We also need to boost the supply from sites which can deliver quickly, such as small and medium sized sites, to maintain a five-year supply of deliverable housing sites, which is one of the key NPPF tests.

To identify additional options for land to meet our housing needs we launched another Call for Sites exercise in late 2024.

We were particularly interested in opportunities for development on brownfield sites, which can help bring regeneration to our city, coastal towns and villages while also reducing the pressure to release greenfield agricultural land for development.

We have also reviewed and updated our assessments of previous site submissions, including where new evidence has been made available, to provide an up-to-date assessment of development land availability across the district.

Meeting this scale of housing needs will mean that additional sites will need to be allocated in the Local Plan.

We also think there's a need for significant changes to some of the strategic site allocations and the overall distribution of new development, known as the spatial strategy, previously consulted upon.

We want to ensure our communities have the opportunity to provide their views and insights on these sites before any final decisions are made.

Before we proceed to the final draft stage of the Local Plan's preparation, known as the Regulation 19 stage, this focused consultation is seeking views on:

- a number of new draft site allocations policies
- changes to some of the draft strategic site allocations
- Gypsy and Traveller draft policies and allocations

We're also asking for feedback on what some of the other relevant changes to the NPPF might mean for the district.

We are **not** consulting on the entire draft Local Plan again.

All the comments we have received through previous consultations will feed into final draft version for Regulation 19 stage early next year.

At that stage, any further amendments to the draft policies, including site allocation policies, needed to address these comments and to meet other government requirements will be set out.

There will be another opportunity to comment on the whole plan when we publish the full draft Canterbury District Local Plan for Regulation 19 stage in early 2026.

Consultation

This consultation is taking place in line with the legal and regulatory requirements[1] and the council's Statement of Community Involvement (2019).

The consultation is open between Tuesday 9 September 2025 and Tuesday 21 October 2025.

You can provide your views by completing our questionnaire.

Alternatively, you can email your comments to **consultations@canterbury.gov.uk** or write to Consultations Team, Canterbury City Council, 14 Rose Lane, Canterbury, CT1 2UR.

You do not need to resubmit any comments you have previously sent to us.

You can view the Draft Canterbury District Local Plan we consulted on in spring 2024 on our website.

We have also updated a number of our evidence documents, which are intended to explain and justify the proposals, including:

- Strategic Land Availability Assessment (August 2025)
- Strategic Land Availability Assessment - Summary of Site Submissions (August 2025)
- Focused Regulation 18 Topic Paper (August 2025)
- Housing Needs Assessment Update (July 2025)
- Economic Development Needs Study Update (March 2025)
- Retail and Leisure Study Update (February 2025)
- Strategic Flood Risk Assessment (2025)
- Gypsy and Traveller and Travelling Showperson Accommodation Assessment Update (2025)
- Gypsy and Traveller Site Assessment Approach and Outcomes (August 2025)
- Gypsy and Traveller Site Assessments (July 2025)
- Habitats Regulations Assessments (August 2025)
- Sustainability Appraisal (August 2025)

You can also view the consultation report and appendices from the 2024 consultation on our website.

Next steps

The council's Local Development Scheme (June 2025) sets out the timetable for the subsequent stages of preparing the new Local Plan.

Once this consultation has closed, we will review all of the comments received and will prepare a final draft of the Local Plan for publication and examination by the Secretary of State, anticipated in 2026.

1 Planning and Compulsory Purchase Act (2004); Town and Country Planning Regulations (Local Plans) (2012)

Section 1
Aligning the Local Plan with new NPPF requirements

The new NPPF has introduced a number of policy changes which will affect the Local Plan, and we may need to adapt some of our draft policies to ensure it is consistent with new national policies.

1.1 This section seeks your views on some of these key changes, including in respect of the Local Plan period, affordable housing and economic development.

Local Plan period and housing needs

1.2 The "plan period" refers to the period of time the Local Plan is expected to cover.

1.3 The Draft Canterbury District Local Plan (Regulation 18) we consulted on last spring had a period of 2020/21 - 2040/41, which was 21 years.

1.4 The NPPF is clear that plans must have a lifetime of at least 15 years from adoption.

1.5 We are now expecting the new Local Plan to be adopted in winter 2027 and therefore the end date of the Local Plan needs to be extended to 2042/43 in line with this requirement.

1.6 In line with the NPPF and supporting Planning Practice Guidance (PPG), we are also moving the start date of the plan forward to 2024/25.

1.7 This is important as it will ensure that past undersupply is not double counted and will mean the overall plan period is 19 years, instead of the 21 previously consulted on.

1.8 These changes would mean that the plan period of the new Local Plan would be 2024/25 to 2042/43.

1.9 The LHN for the district now stands at 1,215 homes per year which means that we'll need to plan for this as a minimum over this 19-year period.

1.10 Revisions to the NPPF have also removed references to the LHN being an advisory starting point and made clear there is no scope or exceptional circumstances to deviate from using the LHN method when assessing housing needs.

1.11 There's an opportunity for you to provide your comments on this as part of this consultation.

Affordable housing and social rent

1.12 The NPPF is now clear that, as part of setting out affordable housing requirements within Local Plan policies, we must specify a minimum level of social rent housing provided through new qualifying developments.

1.13 In recent years, most new affordable housing for rent in the district has been provided as affordable rent which is capped at 80% of the market rent in the area.

1.14 Social rent levels are set by a government formula and are typically much lower than affordable rent.

1.15 While this clearly reduces the amount an occupier will pay in rental costs, it does make delivering these properties more challenging in terms of economic viability

as the rental income for the housing provider to repay their development finance is lower.

1.16 We've updated our Housing Needs Assessment (HNA) to quantify the different types and tenures of affordable housing needed in the district over the period of the Local Plan.

1.17 The HNA (2025) forecasts a need for around 695 affordable homes per year through to 2042/43.

1.18 Of these affordable homes, the HNA identifies that around 50% should be provided as affordable rent, about 30% should be provided as social rent and around 20% should be provided as affordable home ownership products, such as shared ownership.

1.19 Registered Providers are keen to provide new homes at social rents, but their ability to do so requires an ongoing commitment from the government and Homes England to provide sufficient capital subsidy on a continuing basis.

1.20 This means some flexibility may be needed in terms of any relevant policies within the new Local Plan.

1.21 We also need to consider the deliverability of policies we include in the Local Plan and their effect on other strategic priorities, such as the overall delivery of housing and community infrastructure and environmental measures needed to support sustainable development.

1.22 We'd like to hear what you think about how the new Local Plan should plan for social rent housing in the district.

Economic development and modern economy

1.23 Economic growth and supporting job creation was a key objective of the Draft Canterbury District Local Plan (Regulation 18) we consulted on last spring.

1.24 Since then, we've updated our Economic Needs Assessment which identifies a need for:

- 30,229 sqm floorspace for office use
- 38,854 sqm floorspace for light industrial use
- 9,648 sqm floorspace for general industrial use
- 44,974 sqm floorspace for warehousing use

1.25 We've also updated our Retail Needs Assessment which now forecasts a need for 4,416 sqm floorspace for retail use.

1.26 Early work is now underway on bespoke strategies for Canterbury city centre and the coastal town centres at Whitstable and Herne Bay.

1.27 These strategies are expected to support the delivery of the Local Plan and provide a framework for investment and regeneration to stimulate economic growth.

1.28 The NPPF is now clear that Local Plans should also consider so-called modern economy uses, such as laboratories, gigafactories, data centres, digital infrastructure and freight and logistics.

1.29 The UK's Modern Industrial Strategy (2025) also aims to increase business investment and grow industries in the future.

1.30 The new Local Plan provides an opportunity to support and manage the delivery of the industrial sectors and modern economy uses in the district and could identify specific locations for modern economy uses, where there are suitable, available sites.

1.31 We'd like your views on how the new Local Plan can best support economic growth, including in respect of these modern economy uses.

Water infrastructure and delivery

1.32 The NPPF sets out that Local Plans should make sufficient provision for the infrastructure needed to support planned growth including education, transport, health, community and utilities infrastructure.

1.33 We intend to publish a fully-updated Infrastructure Delivery Plan – which will outline what improvements are needed and how they are to be delivered – alongside the Regulation 19 version of the Local Plan early next year.

1.34 The water industry has come under significant scrutiny in recent years – both locally and nationally – and the Independent Water Commission Report (June 2025) has made a series of recommendations around potential reforms, some of which relate to the role that water companies play in the development and implementation of Local Plans.

1.35 These recommendations are now with government to determine how it takes this forward.

1.36 However, we will also consider, through our new Local Plan, the scope for improving integration between the planning system and the water industry to improve outcomes for the sustainable delivery of new development.

1.37 We'd like to know if you have any specific suggestions about how the Local Plan could ensure improvements to water infrastructure, such as wastewater treatment, sewerage capacity and fresh water supply, can be considered earlier in the planning application process to support the delivery of development in a sustainable manner.

Section 2
Why the proposals are needed

Providing more housing is a national priority and the government has set ambitious housebuilding targets for England to boost the supply of new homes and support economic growth.

2.1 Central to the delivery of these national targets are Local Plans, and there is a clear expectation that each council area should have an up-to-date plan in place to meet housing needs and contribute to the national targets.

2.2 Local Plans enable growth to be delivered in a coordinated manner, with the necessary infrastructure and services, while protecting our most important greenspaces, landscapes and habitats from inappropriate development.

2.3 Plans are shaped by communities from the outset and set out a framework for how development can be delivered sustainably in an area, reflecting local priorities.

2.4 When plans fall out-of-date, or housing targets are not being met, Local Plan policies stop being effective and planning applications are assessed against national policies in the NPPF instead.

2.5 This means planning applications for development on land that's not identified within Local Plans, including areas we want to protect, are more likely to be approved.

2.6 Getting an up-to-date Local Plan in place for the district is, therefore, a key priority for the council.

2.7 In addition to housing, the Local Plan also needs to make provision for a range of other development needs, including Gypsy and Traveller accommodation, business and commercial development and transport infrastructure.

2.8 This section sets out the context to the key changes we think will be needed for all these areas ahead of Section 3, which includes the draft policies we're consulting on.

Meeting housing needs

2.9 Using the government's new method for calculating housing needs, we need to provide a minimum of 1,215 new homes each year over the period of the Local Plan to 2042/43.

2.10 Over the 19-year period of the plan, that equates to a minimum of 23,085 new dwellings although it's important we have a margin above that to ensure the plan meets the tests set out in national policy and guidance.

Sources of housing supply

Existing site allocations (2017)

2.11 We can count the housing that's not yet been built from sites which were allocated in the adopted Local Plan (2017) towards this total, including Site 10: Land at Ridlands.

2.12 Our latest housing delivery audit (2023/24) shows these sites can contribute 11,209 homes towards meeting our housing needs through to 2042/43, as summarised in the table below.

Adopted Canterbury District Local Plan (2017) Strategic allocations

Site name	Remaining supply	Status
Site 1: Land at South Canterbury	4,000	Granted permission
Site 2: Land at Sturry / Broad Oak	988	Under construction
Site 3: Hillborough site, Herne Bay	1,218	Under construction
Site 4: Herne Bay Golf Course	152	Under construction
Site 5: Strode Farm, Herne Bay	800	Under construction
Site 6: Land at Greenhill, Herne Bay	384	Under construction
Site 7: Thanet Way site, Whitstable	296	Under construction
Site 8: Land North of Hersden	800	Planning application pending decision
Site 9: Land at Howe Barracks, Canterbury	133	Under construction
Site 10: Land at Ridlands Farm and Langton Field, Canterbury[2]	310	Planning application not yet submitted
Site 11: Land at and adjacent to Cockering Farm Thanington	906	Under construction
Site 12: Land south of Ridgeway (John Wilson Business Park), Whitstable	279	Under construction
Total	**10,266**	

Adopted Canterbury District Local Plan (2017) Other housing allocations

Site name	Remaining supply	Status
St Martin's Hospital, Canterbury	164	Planning application pending decision
Land at Bullockstone Road, Herne Bay	160	Granted permission
Kingsmead depot, Canterbury	106	Under construction
HB Golf Driving range, Greenhill and Land adjacent to Herne Bay Golf Driving range Greenhill	78	Under construction
Castle Street Car Park, Canterbury	54	Planning application not yet submitted
Garage Site, Kings Road, Herne Bay	43	Planning application not yet submitted

2 Previously proposed for allocation in the Regulation 18 draft Local Plan 2022 and Regulation 18 draft Local Plan 2024 as part of a wider area under Policy Reference C6.

Site name	Remaining supply	Status
Bridge Neighbourhood Plan allocation C2 - Land to the north of Patrixbourne Road, Bridge	40	Planning application not yet submitted
Land at Herne Bay Station	35	Planning application not yet submitted
HB2 Beach Street (Herne Bay Area Action Plan), Herne Bay	33	Under construction
Land at Ladysmith Grove	31	Planning application pending decision
Barham Court Farm, Barham	25	Planning application pending decision
St Johns Lane Employment Exch, Canterbury	24	Planning application not yet submitted
Land to rear of 51 Rough Common Road, Rough Common, and Rough Common Rd, Rough Common	23	Granted permission
Northgate Car Park, Canterbury	21	Planning application not yet submitted
Adjacent to Canterbury West Station, Canterbury	20	Planning application pending decision
Holmans Meadow Car Park, Canterbury	20	Planning application not yet submitted
Rosemary Lane Car Park, Canterbury	20	Planning application not yet submitted
Tankerton Rd car park, Whitstable	17	Planning application not yet submitted
Ivy Lane North, Canterbury	10	Planning application not yet submitted
St Radigund's Place, Canterbury	7	Planning application not yet submitted
124 & adjoining Middle Wall, Whitstable	7	Planning application not yet submitted
St John's Lane Car Park, Canterbury	5	Planning application not yet submitted
Total	**943**	

Other planning permissions

2.13 Where we have existing planning permissions which have not yet been built out, we can also count these homes toward our future supply.

2.14 This includes permissions for student accommodation and older persons housing, such as retirement living schemes, although for some of these specialist forms of housing we must apply a ratio to convert the bedspaces into the equivalent of a normal residential dwelling.

2.15 Our latest housing delivery audit (2023/24) shows these planning permissions can contribute a further 2,036 towards meeting our housing needs through to 2042/43.

Windfall allowance

2.16 We can also make an allowance for additional brownfield developments, typically small schemes, which we can expect to continue to occur over the plan period without being specifically identified within the Local Plan.

2.17 We've calculated that this windfall allowance will contribute a further 2,599 homes towards meeting our needs through to 2042/43.

Draft site allocations

2.18 In developing the new Local Plan, we've previously undertaken four consultations as part of the Regulation 18 stage, including two consultations on full draft versions of the Local Plan which included draft site allocations.

2.19 Most of the draft site allocations identified in the Draft Canterbury District Local Plan (Regulation 18) we consulted on last spring were also included in the previous Regulation 18 consultation we undertook in 2022.

2.20 Therefore, the vast majority of these sites have already been subject to consultation twice.

2.21 We have reviewed all the consultation responses to these draft site allocations and identified the sites which we expect can proceed to the Regulation 19 stage.

2.22 We are not seeking any further comments on these sites as part of this consultation.

2.23 However, the feedback we have already received will be used to make any necessary changes to these policies at the Regulation 19 stage, such as potential changes to site sizes or predicted yields.

2.24 Taken together, these sites can contribute 4,161 new dwellings towards meeting our housing needs through to 2042/43, as summarised in the table below.

Regulation 18 draft Local Plan (2024) draft housing allocations

Policy ref	Site	Brownfield/ Greenfield	Net residential yield	Older persons	Total yield
CANTERBURY AREA					
C2	43-45 St George's Place	Brownfield	50		50
C8	Nackington Police Station	Brownfield	20		20
C9	Milton Manor House	Mixed	94		94
C10	Land to North of Cockering Farm	Greenfield	36		36
C13	Becket House	Brownfield	67		67
C14	Land at Station Road East	Brownfield	37		37
C15	Land at the former Chaucer Technology School	Brownfield	70		70
C16	Land at Folly Farm	Greenfield	17		17
C19	Wincheap Commercial Area	Brownfield	900	100	1000
WHITSTABLE AREA					
W4	Land at Brooklands Farm	Greenfield	1,260	140	1400
W5	Land South of Thanet Way	Greenfield	220		220
W6	Bodkin Farm	Greenfield	250		250
W7	St Vincent's Centre	Brownfield	10		10
HERNE BAY AREA					
HB4	Land to the West of Thornden Wood Road	Greenfield	150		150
HB5	Land comprising Nursery Industrial Units and former Kent Ambulance Station	Brownfield	14		14
HB8	Altira	Brownfield	67		67
HB9	Former Metric Site	Brownfield	9		9
RURAL AREA					
R2	Great Pett Farmyard, Bridge	Brownfield	9		9
R5	Bread and Cheese Field	Greenfield	150		150
R6	Land at Hersden	Greenfield	18		18

Policy ref	Site	Brownfield/ Greenfield	Net residential yield	Older persons	Total yield
R7	The Hill, Littlebourne	Greenfield	270	30	300
R8	Land north of Court Hill, Littlebourne	Mixed	50		50
R9	Land North of Pope's Lane, Sturry	Greenfield	110		110
R10	Land at The Paddocks, Shalloak Road	Greenfield	50		50
R12	Land west of Cooting Lane and south of Station Road, Adisham	Greenfield	10		10
R13	Land adjacent to Valley Road, Barham	Greenfield	20		20
R14	Land at Goose Farm, Shalloak Road	Brownfield	26		26
R15	Land at Shalloak Road	Brownfield	10		10
R16	Land fronting Mayton Lane, Broad Oak	Greenfield	8		8
R18	Land at Church Farm, Hoath	Greenfield	17		17
	TOTAL (NET)		*4,019*	*270*	*4,289*
	FINAL TOTAL*		**4,019**	**142**	**4,161**

**The final total is calculated after we apply Government ratios to older persons housing – 1.9 bedspaces = 1 residential dwelling*

New draft site allocations

2.25 We've identified the additional sites we think are best placed to meet the rest of our housing needs with the necessary margin. This is the key focus of this consultation exercise.

2.26 Many of these are wholly new sites, so we want to ensure there's an opportunity to make comments on these sites at the Regulation 18 stage, before we make any final decisions.

2.27 Others were included in the 2022 draft Local Plan consultation, but not in the 2024 draft Local Plan consultation, including the proposed strategic scale allocation at East Canterbury, so there's an opportunity to make comments on these sites too.

2.28 The majority of these sites are on brownfield land, and most of them are small and medium-sized sites which can build out quickly and therefore contribute to our five-year supply of deliverable housing sites.

2.29 We're also reconsulting on the draft strategic scale allocation at Merton Park, as there have been some significant changes to the transport and access arrangements for this site.

2.30 If all these sites are included, we've calculated that we can meet our overall housing needs through to 2042/43 with a margin of around 10%.

2.31 Our forecasts show this would also provide a five-year supply of deliverable housing sites on the adoption of the new Local Plan.

2.32 Further information on this can be found in the Focused Regulation 18 Topic Paper (2025).

2.33 Two of the strategic scale allocations included in the Draft Canterbury District Local Plan (Regulation 18) we consulted on last spring are now proposed for deletion:

- Land north of the University of Kent (Policy C12)
- Land to the north of Hollow Lane (Policy C7)

2.34 Land north of the University of Kent site is no longer considered suitable for allocation due to concerns regarding provision of suitable access, impact on the highway network and impact on ecology, including the loss of ancient woodland, as set out in the SLAA (2025).

2.35 Therefore, there are no suitable sites for a freestanding settlement, meaning this element is proposed to be removed from the district spatial growth strategy.

2.36 Land to the north of Hollow Lane is also no longer considered suitable for allocation due to concerns regarding highway impact and the ability to achieve suitable access, as set out in the SLAA (2025).

2.37 By removing this site, the Canterbury Urban Area boundary in this area will be reviewed for Regulation 19 stage.

2.38 Further information on the reasons we're proposing to delete these draft strategic allocations can be found in the Focused Regulation 18 Topic Paper (August 2025).

2.39 The rest of the district spatial growth strategy remains the same:

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

2.40 Further information on the district spatial growth strategy can be found in the Focused Regulation 18 Topic Paper (2025).

2.41 The table below summarises the contribution these new draft site allocations could make towards meeting our housing needs through to 2042/43.

Draft Local Plan Focused consultation (2025) draft housing allocations

Policy Ref	Site	Brownfield/ Greenfield	Net residential yield	Older persons	Total yield
CANTERBURY AREA					
N1	Land at Merton Park[3]	Greenfield	1,737	193	1,930
N2	Land at Langton Lane[4]	Greenfield	14		14
N4	Land south of Littlebourne Road	Greenfield	1,368	152	1,520
N5	Land south of Bekesbourne Lane	Greenfield	774	86	860
N6	Land north of Bekesbourne Lane at Hoath Farm	Greenfield	67		67
N7	Land at Seotamot	Greenfield	14		14
N8	Millers Field car park	Brownfield	9		9
N9	Land at Hawk's Lane	Brownfield	12		12
N10	Land at Military Road	Brownfield	180		180
N11	Land at Long Meadow Way	Brownfield	5		5
N12	Land at Bawden Close	Greenfield	5		5
N13	Land at Copinger Close	Greenfield	6		6
N14	Land at Jesuit Close	Brownfield	6		6
N15	Land at Suffolk Road	Brownfield	5		5
N16	Land at St Stephen's Road	Brownfield	18		18
N17	Land at Whitehall Close	Brownfield	7		7
N18	Land at Sussex Avenue (Spring Lane Centre)	Brownfield	21		21

3 Previously proposed for allocation in the Regulation 18 draft Local Plan 2022 and Regulation 18 draft Local Plan 2024 as part of a wider area under Policy Reference C6.
4 Previously proposed for allocation in the Regulation 18 draft Local Plan 2022 and Regulation 18 draft Local Plan 2024 as part of a wider area under Policy Reference C6.

Policy Ref	Site	Brownfield/ Greenfield	Net residential yield	Older persons	Total yield
WHITSTABLE AREA					
N20	Land east of Chestfield Road	Greenfield	150		150
N21	Land at Golden Hill	Greenfield	70		70
N22	Land at Beresford Road	Brownfield	6		6
HERNE BAY AREA					
N25	Moyne	Brownfield	24		24
N26	Land at Beacon Road	Brownfield	32		32
N27	Former Herne Bay Driving Range	Brownfield	10		10
N28	Land to the east of Bullockstone Road	Mixed	35		35
N29	Land at Home Farm, Strode Park	Mixed	200		200
N30	Land to the west of Bullockstone Road	Mixed	50		50
RURAL AREA					
N31	Chartham Paper Mill	Mixed	165		165
N32	Land at Rattington Street, Chartham	Greenfield	170		170
N33	Land at former Spires Academy, Hersden	Greenfield	38		38
	TOTAL (NET)		*5,198*	*431*	*5,629*
	FINAL TOTAL*		**5,198**	**227**	**5,425**

**The final total is calculated after we apply Government ratios to older persons housing – 1.9 bedspaces = 1 residential dwelling*

2.42 You can find the draft policies for each of these sites in Section 3 of this document.

Meeting Gypsy and Traveller accommodation needs

2.43 We've updated our assessment of the needs for gypsy and traveller pitches over the period of the Local Plan, in line with the new national Planning Policy for Traveller Sites.

2.44 The assessment indicates a total need of 43 pitches through to 2042/43, of which 25 will be needed in the first five years of the plan period.

2.45 In a similar way to meeting overall housing needs, it's important that the Local Plan identifies how this need will be met, and this is a key requirement of the national Planning Policy for Traveller Sites.

2.46 We've undertaken a range of site assessments to understand the potential sources of supply for gypsy and traveller pitches in the district.

2.47 Through our assessments, we've identified a number of existing sites which we think are suitable for additional pitches within the Local Plan, as summarised in the table below.

2.48 Some of these are existing sites which can accommodate additional pitches while others are currently temporary or unauthorised sites which could be regularised and therefore contribute towards the supply.

Draft Local Plan Focused consultation (2025) draft gypsy and traveller accommodation allocations

Site Address	Intensification/Regularisation	Total Pitches
Orchard Nursery, Underdown, Mystole Lane, Chartham	Intensification	2
Small Meadows, Iffin Lane, Stuppington	Regularisation	1
Plot 3 Thanet Way, Lock/Chamber site, Yorkletts	Regularisation and Intensification	4
Plot 5 Thanet Way, Muddy Puddles, Yorkletts	Regularisation and Intensification	3
Plot 7 Thanet Way, Yorkletts	Regularisation and Intensification	6
The Chalet, Pilgrims Lane, Seasalter	Regularisation and Intensification	2
Romany View, Hatch Lane, Chartham Hatch	Regularisation and Intensification	3
Three Oaks, Land at New House Lane, Stuppington	Regularisation and Intensification	2

2.49 With these sources of supply added in, there is still a gap of 20 pitches in meeting the total needs through to 2042/43.

2.50 Through the various Call for Sites exercises we've run throughout the development of the new plan only three submissions were received for gypsy and traveller uses, of which only two were assessed as suitable.

2.51 The smaller site was assessed as suitable for one pitch, while the other site was large enough to support the remaining pitches plus a margin, meaning we can also demonstrate a five-year supply of gypsy and traveller pitches.

2.52 Therefore, to meet this need we have had to identify both these sites as additional allocations, as summarised in the table below.

Site	Pitches
Land to the West of Golden Hill, Whitstable	1
Land at Golden Hill, Whitstable	20 pitches as part of a mixed-use scheme with 70 residential dwellings.

2.53 Land at Golden Hill is allocated as a mixed-use development to accommodate a minimum of 20 gypsy and traveller pitches, along with residential development and areas of open space, including an area of green space adjacent to the Thanet Way.

2.54 The draft policy sets out that the land for the gypsy and traveller pitches must be provided as fully serviced land prior to the occupation of any residential dwellings.

2.55 If all of these sites are included, we've calculated that we can meet our overall needs for Gypsy and Traveller Accommodation through to 2042/43.

2.56 Our forecasts show this would also provide a five-year supply of Gypsy and Traveller accommodation on the adoption of the new Local Plan. Further information on this can be found in the Focused Regulation 18 Topic Paper (2025).

2.57 You can find the draft policies for Gypsy and Traveller Accommodation in Section 3 of this document.

Meeting commercial and transport needs

2.58 Our updated employment assessment shows that more business space is needed in the district to support local jobs.

2.59 The Local Plan needs to identify an appropriate mix of development sites in terms of location, scale and uses to provide a range of opportunities to accommodate new and expanding businesses.

2.60 We have identified land which can provide new business or employment space as an extension to an existing business and employment area on the edge of the Whitstable Urban Area and contribute toward this key strategic priority.

2.61 We know additional hotel accommodation is needed in the district to support the tourism sector, which is a significant contributor to the local economy.

2.62 Kent County Cricket Club is looking to invest significantly in its facilities at the Spitfire Ground in Canterbury and has put forward a mixed-use scheme comprising hotel facilities, alongside a new media centre and enhanced sports facilities.

2.63 The changes proposed to the Merton Park strategic development allocation (Policy N1) mean this site is no longer able to accommodate the Park and Ride facility previously envisioned within the site.

2.64 This facility was intended to accommodate existing and new demand for Park and Ride from the A2 corridor.

2.65 Further capacity is also needed to address the loss of the existing site at Wincheap through the delivery of the new A2 slip road at the Wincheap junction.

2.66 We've identified an alternative location for the new Park and Ride facility at Thanington Recreation Ground to address this which will enable the sports pitches to be reprovided as part of the comprehensive sports hub development within the Merton Park scheme.

2.67 We've also identified an opportunity for a small lorry parking layby facility along the A2 near Womenswold, which will help to offset the loss of the existing lorry parking through the delivery of the new A2 slip road at Wincheap.

2.68 You can find the draft policies for these business, commercial and transport allocations in Section 3 of this document.

Section 3
Draft Local Plan policies for consultation

3.1 This focused consultation is seeking views on a number of new draft site allocations policies, including gypsy and traveller allocations, as well as changes to some of the strategic site allocations previously consulted on.

3.2 This section sets out those policies, and is split into five areas:

- Canterbury area
- Whitstable area
- Herne Bay area
- Rural area
- District-wide

3.3 Further information about the background assessments for these sites can be found in the Focused Regulation 18 Topic Paper (2025).

3.4 We are not consulting on the entire draft Local Plan again, and the comments we received on the other policies in the draft Local Plan will feed into the final draft version for Regulation 19 stage.

3.5 There will be another opportunity to comment on the whole plan when we publish the full draft Canterbury District Local Plan for Regulation 19 stage in early 2026.

CANTERBURY AREA

South West Canterbury Strategic Development Area

3.6 Land at Merton Park was included in the 2022 and 2024 draft Local Plan consultations. Significant changes to the site transport and access strategy are now proposed, including the removal of the requirement to deliver new slip roads to the coastbound carriageway of the A2.

3.7 Together with the deletion of the draft allocation at Land north of Hollow Lane, this means that the South West Canterbury link road, which would have connected to the A28 via Land North of Hollow Lane (C7), is no longer proposed for allocation and no longer forms part of the transport strategy for Merton Park.

3.8 We expect that these changes will be reflected in the next update to the new Canterbury District Transport Strategy.

3.9 The Merton Park boundary has previously included land at Ridlands which is allocated in the adopted Local Plan for 310 dwellings (Site 10, Policy SP3).

3.10 In previous consultations the land at Ridlands was proposed to be safeguarded for future hospital expansion instead.

3.11 However following the government announcement that a new hospital would not receive funding, we are proposing to remove this land from the Merton Park area and carry forward the adopted allocation for 310 dwellings under Policy CF1.

3.12 An area of land will continue to be safeguarded for healthcare development under Policy QL9 of the adopted Local Plan, which is also proposed to be carried forward.

3.13 An area of land for hospital development is also safeguarded within the nearby approved South Canterbury development (Site 1, Policy CF1).

3.14 Land is identified within Merton Park for the provision of a new comprehensive sports hub within the Strategic Development Area to provide high quality facilities for both Canterbury Rugby Club and Canterbury City Football Club.

3.15 Now that the A2 slip roads are no longer proposed, a new Park and Ride facility is no longer possible within Merton Park as previously envisioned.

3.16 An alternative location for the new Park and Ride facility is identified at Thanington Recreation Ground, which will also offset the loss of Park and Ride capacity at Wincheap following the delivery of the new fourth slip.

3.17 The existing sports pitches at Thanington would be reprovided within Merton Park as part of the sports hub.

3.18 While sports delivery is a key strategic priority for Merton Park, there are also opportunities to deliver areas of open space including upgrades to the Lime Kiln amenity area.

3.19 The sites at South West Canterbury are set in a highly sustainable and accessible location and will deliver a suite of improvements to encourage active travel, including upgrades to Hollow Lane, Lime Kiln Road, Stuppington Lane, South Canterbury Road and Nunnery Fields.

3.20 Pedestrian and cycle routes through the development will improve connectivity between the Kent and Canterbury Hospital, secondary schools and the Wincheap and Thanington areas.

3.21 The Ridlands site will deliver the fast bus link identified in the adopted Local Plan, facilitating improved public transport connectivity to the city centre.

3.22 A range of housing is needed to meet local needs such as for families, older persons housing and affordable housing of a range of tenures.

3.23 A new community hub will provide a focal point for the developments, enabling residents to easily access key day-to day services, including by walking and cycling.

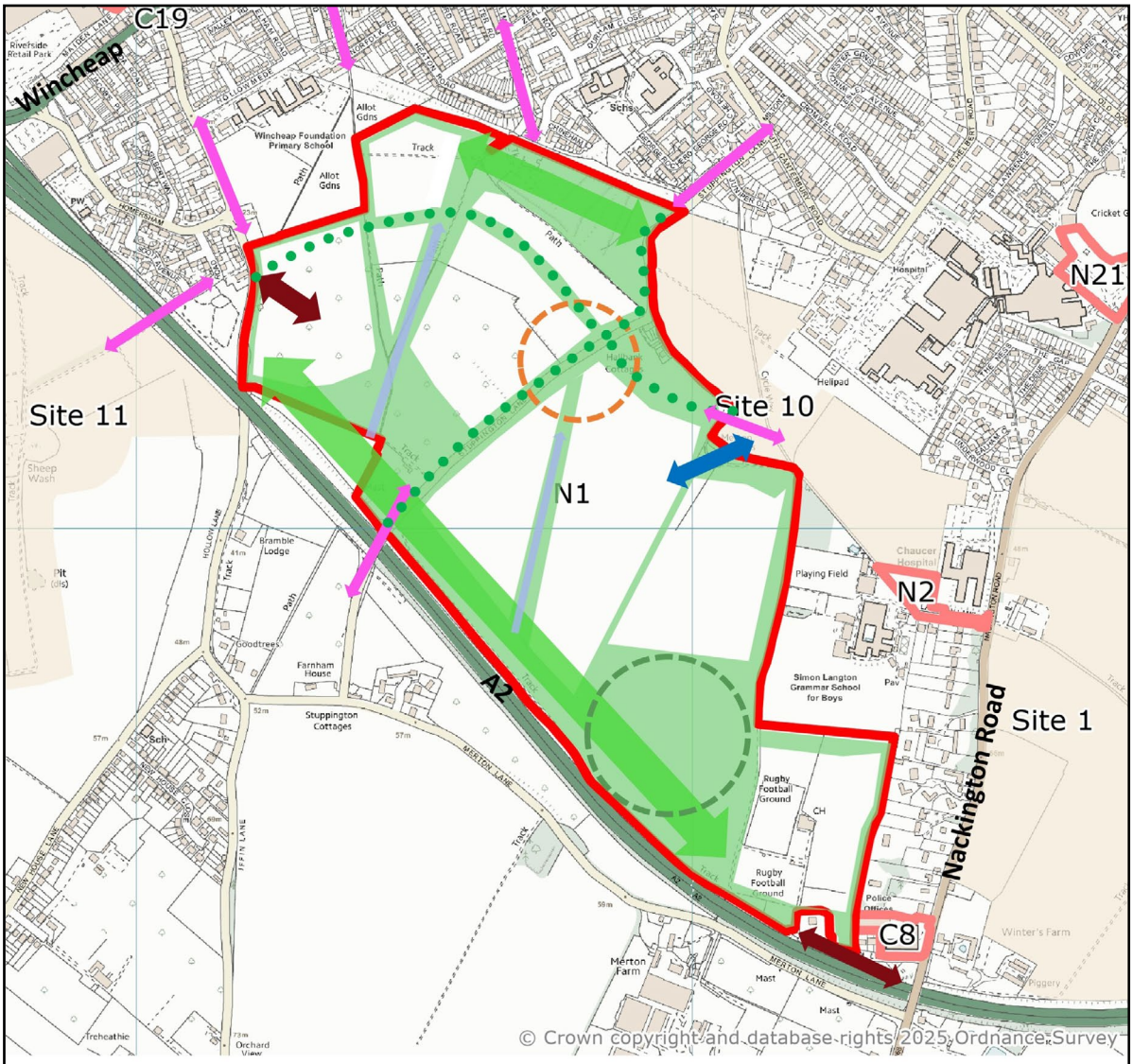
3.24 A new primary school will also be provided to serve residents.

3.25 New local business and commercial spaces, including flexible workspaces, alongside community services and facilities, will provide opportunities for local employment and enhance the sustainability of the overall Strategic Development Area.

3.26 Site developers will be expected to work collaboratively to ensure the Strategic Development Area is delivered in a coordinated manner and, in particular, to secure the timely delivery of infrastructure alongside new housing and other development and policy compliant levels of affordable housing.

Policy Ref	Site Name	Proposed Use
N1	Land at Merton Park	Mixed-use
N2	Land at Langton Lane	Residential
N3	Thanington Recreation Ground	Park and Ride

Policy N1 - Land at Merton Park



Key

- Site boundary
- Other proposed sites
- Opportunities for green corridors
- Strategic sites (Local Plan 2017)
- Open space/biodiversity opportunities
- Active travel corridor
- Opportunities to improve cycling/walking
- Vehicle access
- Bus-only connection
- Key views
- Community hub
- Sports hub

MERTON PARK – CONCEPT MASTERPLAN

Site N1 is allocated for a comprehensive mixed use development. Planning permission will be granted for development which meets the following criteria:

1) **Development mix**

Across the site the development mix will include:

a) Approximately 1,930 new dwellings including affordable housing, older persons housing, accessible housing, self and custom built housing and an appropriate housing mix in line with Policies DS1 and DS2.

b) Non-residential development:

i) Provision of new Sports Hub for the City (minimum of 11.5ha) to include:

(1) New and improved rugby club facilities (to include re-provision of the existing number and size of pitches as a minimum);

(2) A new football stadium (Category C (Step 3) FA graded ground as a minimum);

(3) 3ha of football pitch replacement provision for the Thanington Recreation Ground facilities (Policy N3); and

(4) The remaining outdoor sports pitches (minimum of 2ha) required under point 1.c below, in line with Policy DS24.

ii) Provision of a community hub as focal area for the community containing a mix of uses including:

(1) Local centre including commercial (minimum 1,200sqm) and local shopping and community uses (minimum 480sqm));

(2) Business space (minimum 4,000sqm) including flexible working space; and

(3) A mobility hub to serve residents and businesses.

iii) Provision of a new 3FE Primary School with early years provision (3ha), located adjacent to the community hub;

iv) Improvements to the existing Lime Kiln Road play area;

v) Provision of a new high quality waste water treatment works at an appropriate location within the site, or in combination with Site 10 (Policy CF1); and

vi) Proportionate contributions to community infrastructure in line with DS7.

c) Open space, which includes the new football stadium, will be provided in line with Policy DS24 and should:

i) Be provided in addition to the retention of the existing amenity space at Lime Kiln Road (0.36ha) and the existing Stuppington Lane Green Corridor; and

ii) Ensure that NEAPs and destination play facilities include a new skatepark of at least 0.15ha.

2) **Design and layout**

The design and layout of the site should:

a) Coordinate with proposals for neighbouring sites where appropriate, including Sites 1 and 10 in Policy CF1;

b) Create a new mixed use community hub as an easily accessible focal point of the development in the format of a high street or village/ town square containing flexible outdoor space to use for community events, with pedestrians and cycles prioritised;

c) Provide a high quality built environment, in line with Policy DS6, with an average net density of around 45 dph outside of the community hub. Higher density development will be encouraged in the central and northern parts of the site, closer to the city centre and Wincheap as well as within and around the community hub;

d) Locate older persons housing within the community hub, taking account of any specific identified needs;

e) Retain and enhance the existing rugby club facilities or ensure re-provision and enhancement of rugby club facilities in a suitable and accessible location within the site;

f) Be informed by a Heritage Statement and Heritage Impact Assessment, including an assessment of Areas of Archaeological Potential, and protect and enhance nearby heritage assets, including the setting of the World Heritage Site, in line with Policy DS26. The development layout should be structured and orientated to provide viewing opportunities to the World Heritage Site;

g) Mitigate and/or minimise noise impacts from the adjacent A2; and

3) **Landscape and green infrastructure**

The green and blue infrastructure strategy for the site should:

a) Assess the site's potential to be functionally linked land, in line with Policy DS17;

b) Incorporate opportunities for landscape and biodiversity enhancements identified within the Local Character Area H4: Nackington Farmlands set out in Canterbury Landscape Character and Biodiversity Appraisal;

c) Provide a significant proportion of the natural and semi natural open space at the southern boundary of the site, including the elevated land to the west of Stuppington Lane which:

i) Provides a substantial landscape buffer to reduce visual and landscape impact of the development;

ii) Provides visual integration to transition the surrounding rural dip slope landscape;

iii) Contributes towards noise mitigation from the A2; and

iv) Preserves long distance views to the City and World Heritage Site.

d) Retain existing hedgerows, trees and vegetation at Cooper's pit RIGS. The site should be incorporated into the wider Green Infrastructure and / or Open Space Strategy and enhanced;

e) Enhance the existing Stuppington Lane green corridor and provide further habitat, pollinator and ecological connectivity across the site and with the surrounding landscape, including enhancements to the potential habitat connectivity offered by the disused Elham Valley Railway line to the north of the site and Priority Habitats; and

f) Preserve and enhance views towards the City and World Heritage Site with provision of viewing corridors from open space.

4) **Access and transportation**

The access and transport strategy for the site should:

a) Provide safe and convenient pedestrian and cycle connectivity through the creation of new and improved routes including:

i) Connections to Wincheap and the Great Stour Way via Hollow Lane, and Victoria Road;

ii) Connections to Thanington via Birch Road;

iii) Connections to Canterbury East station including upgrades to Lime Kiln Road;

iv) Connections to the city centre, including upgrades to Stuppington Lane, South Canterbury Road and Nunnery Fields;

v) Improvements at Wincheap Roundabout and Riding Gate Roundabout to facilitate safe and convenient pedestrian and cycle access to the city centre;

vi) A direct active travel corridor through the site between Site 10 (Policy CF1) and Hollow Lane;

vii) Connections to school locations, both within the site and surrounding communities;

viii) Connections to the wider countryside to the south and south-east; and

ix) Improvements to the PRoW network crossing and around the site as required.

b) Provide improvements to Canterbury East Station to include facilities for cycle parking and passenger flows;

c) Provide good public transport facilities through the site, including a bus-only connection to the fast bus link located in Site 10 (Policy CF1), with a new bus route with bus priority measures, connecting residential areas and the community hub to adjacent local areas and the city centre;

d) Provide primary vehicle access from Hollow Lane and secondary vehicle access from Nackington Road;

e) Provide upgrades to Hollow Lane including the creation of a one-way working between the junctions with Wincheap and Hollowmede, and upgrades to Homersham including the creation of off-street parking bays;

f) Investigate the severing of Stuppington Lane to vehicular traffic, and repurposing for non-motorised vehicles and access; and

g) Provide a Transport Assessment to demonstrate the connectivity of the site with the existing highway network, any necessary mitigation and measures to minimise the need for use of private cars.

5) **Phasing and delivery**

a) Waste water treatment works should be delivered at the earliest possible stage in the development.

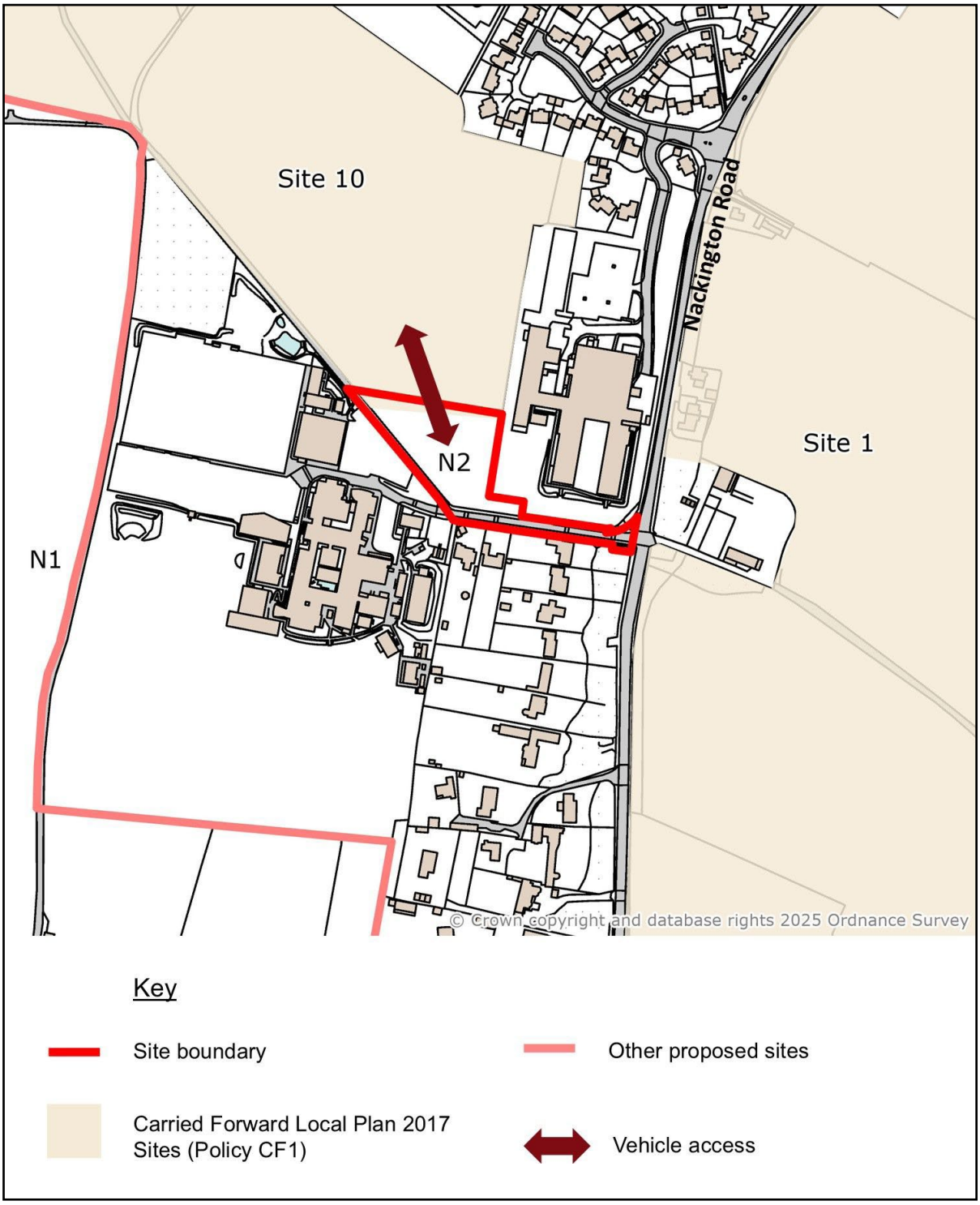
b) The Local Centre, including commercial and community space, must be delivered prior to occupation of 25% of the total dwellings.

c) The business space should be provided as fully serviced land prior to the occupation of 50% of the total dwellings together with a robust Delivery Strategy.

d) The primary school site must be transferred to KCC at 'nil consideration' and fulfil KCC's General Transfer Terms, prior to the occupation of 100 dwellings. New and improved walking and cycling connections to school locations, both within the site and surrounding communities; are required to be provided prior to the opening of the school on-site.

e) The Sports Hub should be provided prior to the occupation of 25% of the total dwellings. At no time should the Rugby Club facilities be lost from the site; the new facility must be operational prior to redevelopment of the existing rugby club facilities.

Policy N2 - Land at Langton Lane



LAND AT LANGTON LANE – CONCEPT MASTERPLAN

Site N2 is allocated for residential development. Planning permission will be granted for development which meets the following criteria:

1) **Development mix**

   Across the site, the development mix will include:

   a) Approximately 14 new dwellings including affordable housing, accessible housing and an appropriate housing mix in line with Policies DS1 and DS2.

   b) Proportionate contributions to community infrastructure in line with Policy DS7.

   c) Open space provided in line with Policy DS24.

2) **Design and layout**

   The design and layout of the site should:

   a) Provide a high quality built environment, in line with Policy DS6, with an average net density of around 35 dph; and

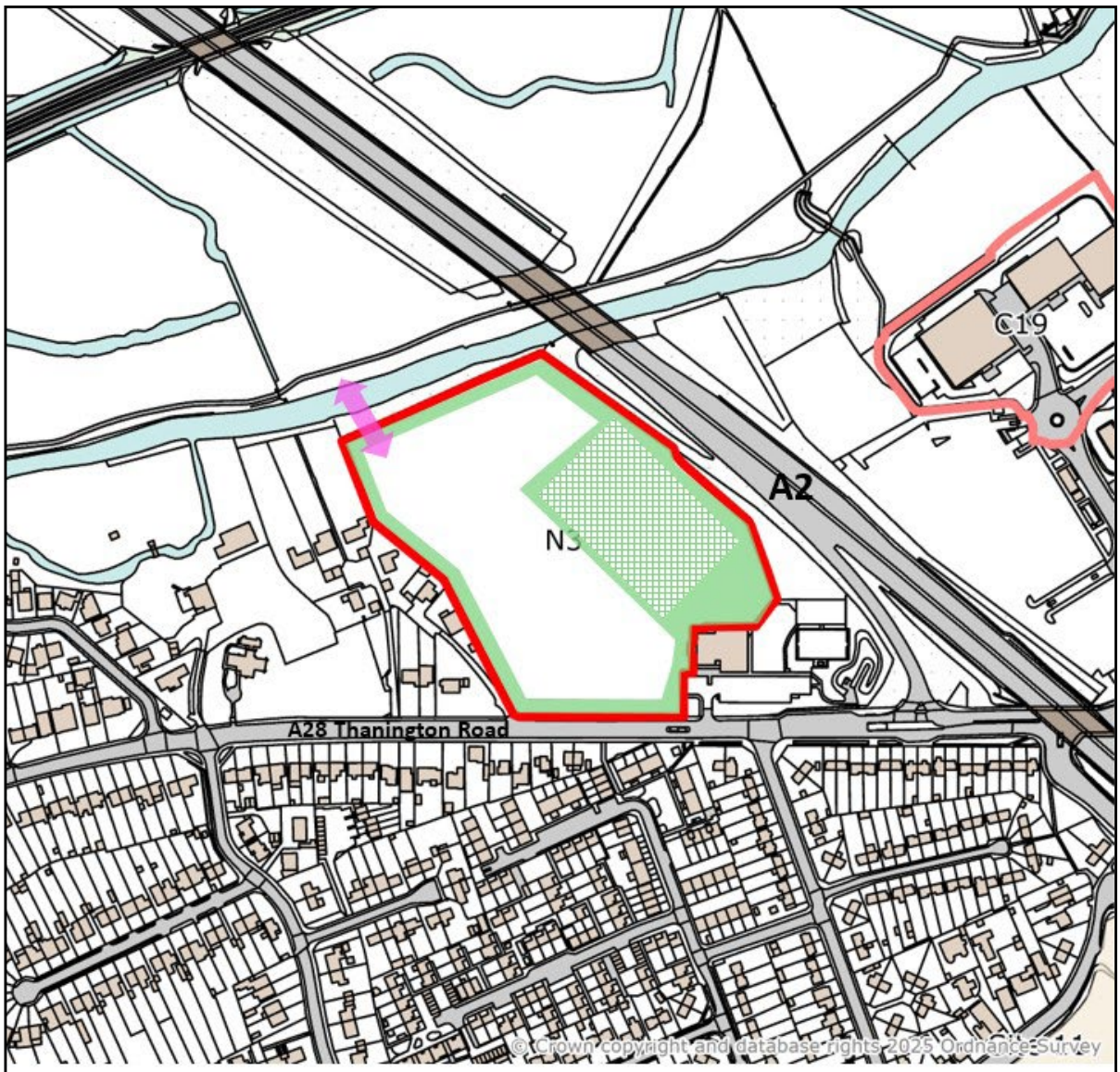
   b) Be coordinated with proposals for neighbouring sites, including Ridlands (Policy CF1, Site 10).

3) **Access and transportation**

   The access and transport strategy for the site should:

   a) Provide vehicle access via Ridlands (Policy CF1, Site 10) only.

Policy N3 – Thanington Recreation Ground



Key

- Site boundary
- Other proposed sites
- Carried Forward Local Plan 2017 Sites (Policy CF1)
- Open space/biodiversity opportunities
- Opportunities to improve cycling/walking
- Interim sports provision

THANINGTON RECREATION GROUND – CONCEPT MASTERPLAN

Site N3 is allocated for a Park and Ride facility. Planning permission will be granted for development which meets the following criteria:

1) **Development mix**

   Across the site, the development mix will include:

   a. A Park and Ride facility containing approximately 900 parking spaces and associated infrastructure.

2) **Design and layout**

   The design and layout of the site should:

   a) Provide a site-specific Flood Risk Assessment in line with Policy DS20; and

   b) Protect and enhance nearby heritage assets including the Grade II* listed Church of St Nicholas and Grade II listed Thanington Court Farmhouse.

3) **Landscape and green infrastructure**

   The landscape and green infrastructure strategy for the site should:

   a) Protect and enhance the existing boundary trees, in line with Policy DS21; and

   b) Provide an appropriate mitigation strategy for the loss of sports facilities on the site.

4) **Access and transportation**

   The access and transport strategy for the site should:

   a) Provide a Transport Assessment to demonstrate the connectivity of the site with the existing highway network.

East Canterbury Strategic Development Area

3.27 Land to the east of Canterbury was previously included in the 2022 draft Local Plan consultation. It is now proposed with an updated access strategy, as a strategic development area for the delivery of new sustainable communities, key infrastructure and environmental improvements.

3.28 Enhancements to Spring Lane to create an active travel corridor will provide a direct route to the city centre and nearby schools for pedestrians and cyclists and a new Park and Ride site will serve the A257 corridor into the city centre.

3.29 The SDA presents the opportunity for a connection between the A257 and A2 at Bridge. In addition to providing access to development sites, the link will help alleviate congestion on the city centre ring road.

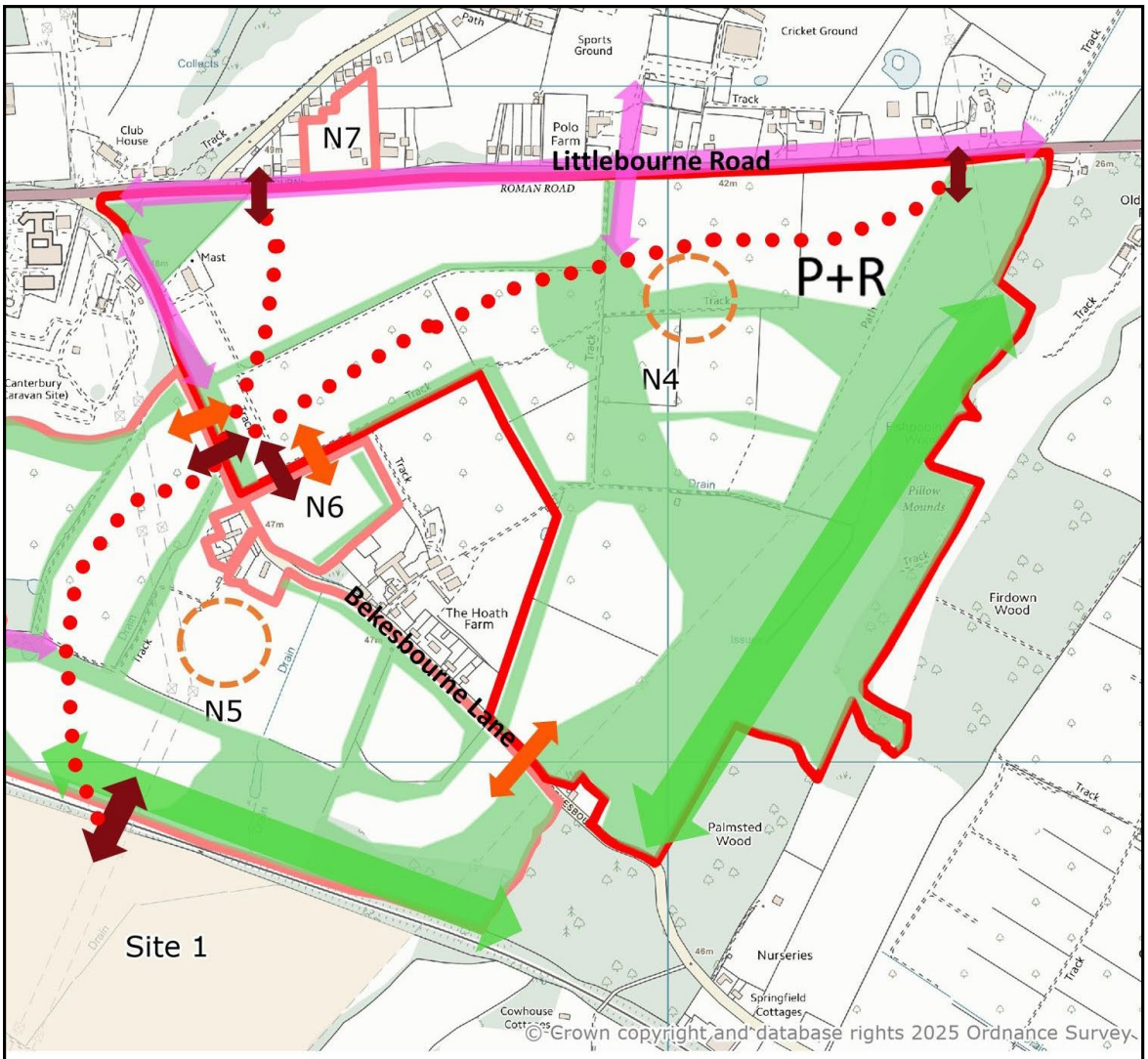
3.30 The SDA provides opportunities to create large new areas of open spaces, with improved ecological connectivity to key natural assets such as Trenley Park Woods LWS. Development will be required to provide a landscape buffer to the east and south to transition to the surrounding rural landscape, reducing visual and landscape impact and maintaining separation to Littlebourne and other villages to the east.

3.31 Two new community hubs will provide focal points for the new communities, meaning that residents will be able to access key day-to-day services within walking and cycling distances. Two new primary schools will also be provided to serve new residents and a new healthcare facility will serve both new and existing residents in nearby communities. Community services and facilities alongside business and commercial spaces, including flexible work-space, will provide opportunities for local employment and enhance the sustainability of the overall SDA, together with a range of housing to meet local needs such as for families, older persons housing and affordable housing of a range of tenures.

3.32 Site developers will be expected to work collaboratively to ensure the SDA is delivered in a coordinated manner, and in particular to secure the timely delivery of infrastructure alongside new housing and other development and policy compliant levels of affordable housing.

Policy Ref	Site Name	Proposed Use
N4	Land south of Littlebourne Road	Mixed-use
N5	Land south of Bekesbourne Lane	Mixed-use
N6	Land north of Bekesbourne Lane at Hoath Farm	Residential
N7	Land at Seotamot	Residential

Policy N4 - Land south of Littlebourne Road



Key

- Site boundary
- Other proposed sites
- Opportunities for green corridors
- Carried Forward Local Plan 2017 Sites (Policy CF1)
- Open space/biodiversity opportunities
- Opportunities to improve cycling/walking
- Vehicle access
- Opportunities for pedestrian and cycle access
- P+R Park and Ride (indicative)
- Community hub
- Link Road (indicative)

LAND SOUTH OF LITTLEBOURNE ROAD - CONCEPT MASTERPLAN

Site N4 is allocated for a comprehensive mixed use development. Planning permission will be granted for development which meets the following criteria:

1) **Development mix**

Across the site, the development mix will include:

a) Approximately 1,520 new dwellings including affordable housing, older persons housing, accessible housing, self and custom built housing and an appropriate housing mix in line with Policies DS1 and DS2.

b) Non-residential development:

i) Provision of a community hub as focal area for the community containing a mix of uses including:

(1) Local centre including commercial (minimum 950sqm), local shopping and community uses (minimum 380sqm) and health care facility (minimum 1,200sqm);

(2) Business space (minimum 4,000sqm) including flexible working space; and

(3) A mobility hub to serve residents and businesses;

ii) Provision of a new 3FE Primary School (3ha), located adjacent to the community hub;

iii) Provision of a new Park and Ride Facility for a minimum of 500 spaces (approximately 1.5ha), located adjacent to the A257;

iv) Provision of a new high quality wastewater treatment works within the site, or in combination with Site N5, which will also provide connectivity for Site N6 and if feasible Site N7; and

v) Proportionate contributions to community infrastructure in line with Policy DS7.

c) Open space provided in line with Policy DS24.

2) **Design and layout**

The design and layout of the site should:

a) Coordinate with proposals for neighbouring sites N5, N6 and N7;

b) Create a new mixed use community hub as an easily accessible focal point of the development in the format of a high street or village/ town square containing flexible outdoor space to use for community events, with pedestrians and cycles prioritised;

c) Provide a high quality built environment, in line with Policy DS6, with an average net density of around 35 dph outside of the community hub. Higher densities will be expected within and around the community hub. Higher densities will also be encouraged in the central and northern parts of the site where this is appropriate in relation to context, sustainable travel options and impact on views and setting of the World Heritage Site;

d) Locate older persons housing within the community hub, taking account of any specific identified needs;

e) Assess Areas of Archaeological Potential and protect and enhance nearby heritage assets, including the setting of the World Heritage Site, in line with Policy DS26. Lower density development should be provided near to St Martin's Hospital Conservation Area and a landscape buffer should be provided

adjacent to the Grade II listed buildings and curtilage listed buildings at Hoath Farm to the south of the site;

f) Mitigate and/or minimise adverse noise impacts from Littlebourne Road (A257); and

g) Provide a Minerals Assessment in accordance with the Kent Minerals and Waste Local Plan and other material considerations.

3) **Landscape and green infrastructure**

The green and blue infrastructure strategy for the site should:

a) Assess the site's potential to be functionally linked land, in line with Policy DS17;

b) Incorporate opportunities for landscape and biodiversity enhancements identified within the Local Character Area H6: Littlebourne Fruit belt set out in Canterbury Landscape Character and Biodiversity Appraisal;

c) Retain all ancient woodland and ancient or veteran trees, ensuring they are not damaged nor is their future retention threatened, in line with Policy DS18. Opportunities for the enhancement and improve connectivity of ancient woodland should be incorporated where possible;

d) Provide a significant proportion of the natural and semi natural open space in the east and south of the site to:

i) Provide a substantial landscape buffer and enhancement to existing ancient woodland, priority habitat and Trenley Park Wood LWS;

ii) Provide a strategic scale recreational area, including circular dog walking routes, in conjunction with Site N5, highly attractive and accessible to new residents; and

iii) Provide visual integration of development edges to transition the surrounding rural landscape.

e) Provide open space in the area covered by St Martin's Hospital Conservation Area in the north-west of the site;

f) Consider opportunities to create a wetland area around the watercourses associated with the Lampen Stream in the south due to the multiple benefits including increasing biodiversity, safeguarding Ancient Woodland, mitigating surface water runoff and providing residents with opportunities to connect with nature; and

g) Consider opportunities to improve ecological connectivity with the surrounding landscape, including Old Park and Chequer's Wood.

4) **Access and transportation**

The access and transport strategy for the site should:

a) Provide safe and convenient pedestrian and cycle connectivity through the creation of new and improved routes, including:

i) Connections to Sites N5, N6 and N7;

ii) Connections to the city centre, including upgrades at Spring Lane to create an active travel corridor;

iii) Connections to school locations, both within the site and surrounding communities;

iv) Connections to Littlebourne and wider countryside to the east and south, including to Bekesbourne Railway Station;

v) Provision of footways to Littlebourne Road together with crossings as appropriate, providing access to existing bus stops; and

vi) Improvements to the PRoW network crossing and around the site as required.

b) Provide good public transport facilities through the site with a new bus route with bus priority measures, connecting residential areas and the community hub to adjacent local areas, Site N5 and the city centre;

c) Provide new Park and Ride facilities containing a minimum of 500 car parking spaces, located adjacent to the A257.

d) Provide primary vehicle access from Littlebourne Road (A257) with a local distributor road with segregated cycle corridor connecting to Site N5, and proportionate contributions towards the bridge over the railway and road section required to connect Site N5 to Site 1 (Policy CF1);

e) Provide proportionate contributions to any necessary upgrades of the A2050 New Dover Road junction with Site 1 (Policy CF1);

f) Provide vehicle access to Site N6;

g) Investigate the severing of Bekesbourne Lane to vehicular traffic, and repurposing for non-motorised vehicles and access in coordination with sites N5 and N6. Proposals for improvements should retain the rural character where appropriate; and

h) Provide a Transport Assessment to demonstrate the connectivity of the site with the existing highway network, any necessary mitigation and measures to minimise the need for use of private cars.

5) **Phasing and delivery**

a) Wastewater treatment works should be delivered at the earliest possible stage in the development.

b) The local distributor road connecting to Site N5 must be fully operational prior to the occupation of 300 dwellings.

c) The local distributor road connection to Site 1 (Policy CF1), must be fully operational prior to the occupation of 1000 dwellings.

d) Access to Site N6 must be delivered prior to the occupation of 25% of the total dwellings.

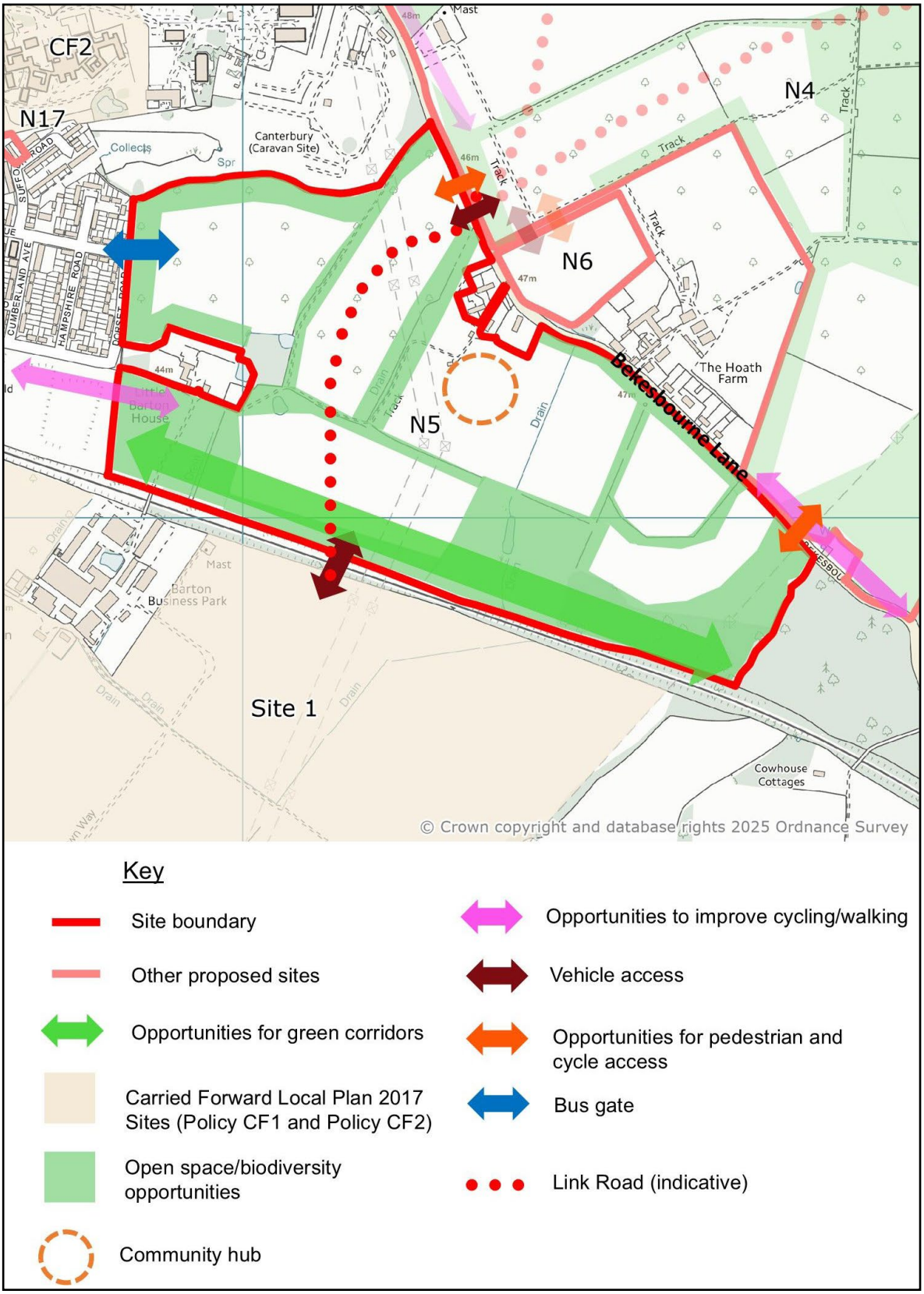
e) The Local Centre, including commercial and community space, must be delivered prior to occupation of 25% of the total dwellings.

f) The business space should be provided as fully serviced land prior to the occupation of 50% of the total dwellings together with a robust Delivery Strategy.

g) The primary school site must be transferred to KCC at 'nil consideration' and fulfil KCC's General Transfer Terms, prior to the occupation of 100 dwellings. New and improved walking and cycling connections to school locations, both within the site and surrounding communities; are required to be provided prior to the opening of the school on-site.

h) The health care facility site must be transferred to NHS Kent and Medway ICB, its successor, or its nominee, as fully serviced land at 'nil consideration', prior to occupation of 25% of the total dwellings or as otherwise agreed by the council and NHS.

Policy N5 - Land south of Bekesbourne Lane



LAND SOUTH OF BEKESBOURNE LANE - CONCEPT MASTERPLAN

Site N5 is allocated for a comprehensive mixed use development. Planning permission will be granted for development which meets the following criteria:

1) **Development mix**

Across the site, the development mix will include:

a) Approximately 860 new dwellings including affordable housing, older persons housing, accessible housing, self and custom built housing and an appropriate housing mix in line with Policies DS1 and DS2.

b) Non-residential development:

i) Provision of a community hub as focal area for the community containing a mix of uses including:

(1) Local centre including commercial (minimum 540sqm) and local shopping and community uses (minimum 220sqm);

(2) Business space (minimum 4,000sqm) including flexible working space; and

(3) A mobility hub to serve residents and businesses;

ii) Provision of a new 2FE Primary School (2.05ha), located adjacent to the community hub;

iii) Provision of a new high quality wastewater treatment works within the site, or in combination with Site N4, which will also provide connectivity for Site N6 and if feasible Site N7; and

iv) Proportionate contributions to community infrastructure in line with Policy DS7.

c) Open space provided in line with Policy DS24.

2) **Design and layout**

The design and layout of the site should:

a) Coordinate with proposals for neighbouring site N4, site N6 and Site 1 (Policy CF1);

b) Create a new mixed use community hub as an easily accessible focal point of the development in the format of a high street or village/ town square containing flexible outdoor space to use for community events, with pedestrians and cycles prioritised;

c) Provide a high quality built environment, in line with Policy DS6, with an average net density of around 35 dph outside of the community hub. Higher densities will be expected within and around the community hub. Higher densities will also be encouraged where evidence shows it is appropriate in relation to context, sustainable travel options and impact on views and setting of the World Heritage Site;

d) Locate older persons housing within the community hub, taking account of any specific identified needs;

e) Protect and enhance nearby heritage assets, including the setting of the World Heritage Site, in line with Policy DS26. Lower density development should be provided near to the Little Barton Farm and St Martin's Hospital Conservation Areas and a landscape buffer should be provided adjacent to the Grade II listed buildings and curtilage listed buildings at Little Barton Farm and Hoath Farm;

f) Mitigate and/or minimise noise impacts from the adjacent railway line; and

g) Provide a Minerals Assessment in accordance with the Kent Minerals and Waste Local Plan and other material considerations.

3) **Landscape and green infrastructure**

The green and blue infrastructure strategy for the site should:

a) Assess the site's potential to be functionally linked land, in line with Policy DS17;

b) Incorporate opportunities for landscape and biodiversity enhancements identified within the Local Character Area H6: Littlebourne Fruit belt set out in Canterbury Landscape Character and Biodiversity Appraisal;

c) Retain all ancient woodland and ancient or veteran trees, ensuring they are not damaged nor is their future retention threatened, in line with Policy DS18. Opportunities for the enhancement and improve connectivity of ancient woodland should be incorporated where possible;

d) Provide a significant proportion of the natural and semi natural open space in the east and south of the site to:

i) Provide a substantial landscape buffer and enhancement to existing ancient woodland and priority habitat;

ii) Provide a strategic scale recreational area, including circular dog walking routes, in conjunction with Site N4, highly attractive and accessible to new residents; and

iii) Provide visual integration of development edges to transition the surrounding rural landscape.

e) Provide open space in the area covered by Little Barton Farm Conservation Area in the south-west of the site; and

f) Consider opportunities to improve ecological connectivity with the surrounding landscape, including Old Park and Chequer's Wood.

4) **Access and transportation**

The access and transport strategy for the site should:

a) Provide safe and convenient pedestrian and cycle connectivity through the creation of new and improved routes, including:

i) Connections to Sites N5, N6 and Site 1 (Policy CF1);

ii) Connections to the city centre, including upgrades at Spring Lane to create an active travel corridor;

iii) Connections to school locations, both within the site and surrounding communities;

iv) Connections to wider countryside to the east and south, including to Bekesbourne Railway Station; and

v) Improvements to the PRoW network crossing and around the site as required.

b) Provide good public transport facilities through the site with a new bus route with bus priority measures, connecting residential areas and the community hub to adjacent local areas, Site N4 and the city centre, including a bus only connection to Dorset Road;

c) Provide a local distributor road with segregated cycle corridor connecting to Site N4 and to the road network within Site 1 (Policy CF1) through the provision of a new bridge over the railway line. This corridor should serve as the primary vehicle access to the site;

d) Provide proportionate contributions to any necessary upgrades of the A2050

New Dover Road junction with Site 1 (Policy CF1);

e) If necessary, provide for a temporary vehicle access from Bekesbourne Lane only;

f) Investigate the severing of Bekesbourne Lane to vehicular traffic, and repurposing for non-motorised vehicles and access in coordination with sites N4 and N6. Proposals for improvements should retain the rural character where appropriate; and

g) Provide a Transport Assessment to demonstrate the connectivity of the site with the existing highway network, any necessary mitigation and measures to minimise the need for use of private cars.

5) **Phasing and delivery**

a) Wastewater treatment works should be delivered at the earliest possible stage in the development.

b) The primary vehicle access must be delivered prior to the occupation of 300 dwellings, at which point the temporary vehicle access from Bekesbourne Lane must be severed.

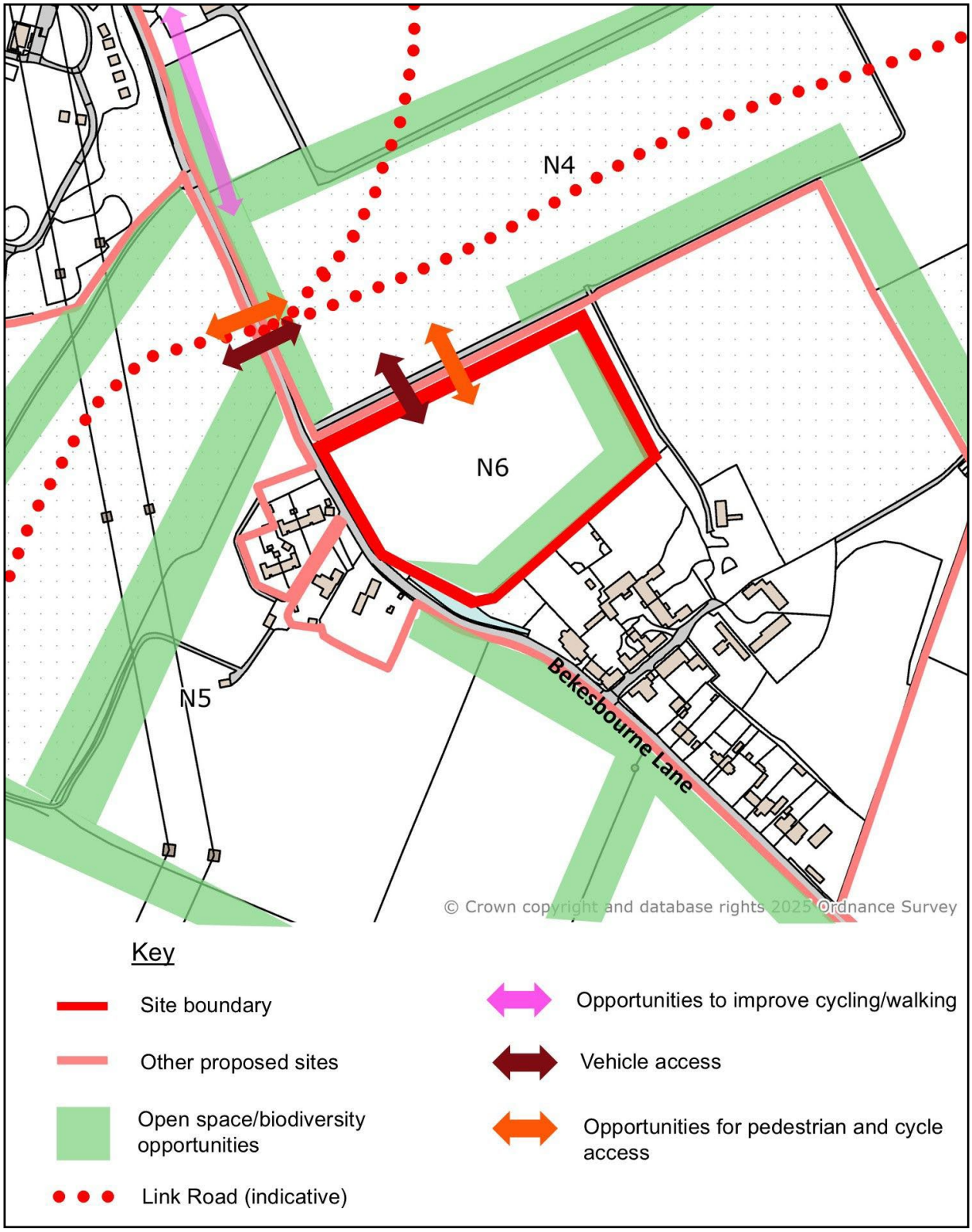
c) The local distributor road connection to Site 1 (Policy CF1), must be fully operational prior to the occupation of 500 dwellings.

d) The Local Centre, including commercial and community space, must be delivered prior to occupation of 25% of the total dwellings.

e) The business space should be provided as fully serviced land prior to the occupation of 50% of the total dwellings together with a robust Delivery Strategy.

f) The primary school site must be transferred to KCC at 'nil consideration' and fulfil KCC's General Transfer Terms, prior to the occupation of 100 dwellings. New and improved walking and cycling connections to school locations, both within the site and surrounding communities; are required to be provided prior to the opening of the school on-site.

Policy N6 - Land north of Bekesbourne Lane at Hoath Farm



LAND NORTH OF BEKESBOURNE LANE AT HOATH FARM - CONCEPT MASTERPLAN

Site N6 is allocated for residential development. Planning permission will be granted for development which meets the following criteria:

1) **Development mix**

Across the site, the development mix will include:

a) Approximately 67 new dwellings including affordable housing, accessible housing and an appropriate housing mix in line with Policies DS1 and DS2.

b) Proportionate contributions to community infrastructure in line with Policy DS7.

c) Open space provided in line with Policy DS24.

2) **Design and layout**

The design and layout of the site should:

a) Be coordinated with the masterplans for sites N4 and N5;

b) Provide a high quality built environment, in line with Policy DS6, with an average net density of around 35dph;

c) Protect and enhance nearby heritage assets, in line with Policy DS26. A landscape buffer should be provided adjacent to the Grade II listed buildings and curtilage listed buildings at Hoath Farm to the south of the site; and

3) **Landscape and green infrastructure**

The green and blue infrastructure strategy for the site should:

a) Assess the site's potential to be functionally linked land, in line with Policy DS17

b) Incorporate opportunities for landscape and biodiversity enhancements identified within the Local Character Area H6: Littlebourne Fruit belt as set out in Canterbury Landscape Character and Biodiversity Appraisal; and

c) Provide a landscape buffer to the south and east of the site to reduce visual impact of the development.

4) **Access and transportation**

The access and transport strategy for the site should:

a) Provide safe and convenient pedestrian and cycle connectivity including:

i) Connections to Sites N4 and N5 to facilitate easy access to community facilities and services within these sites; and

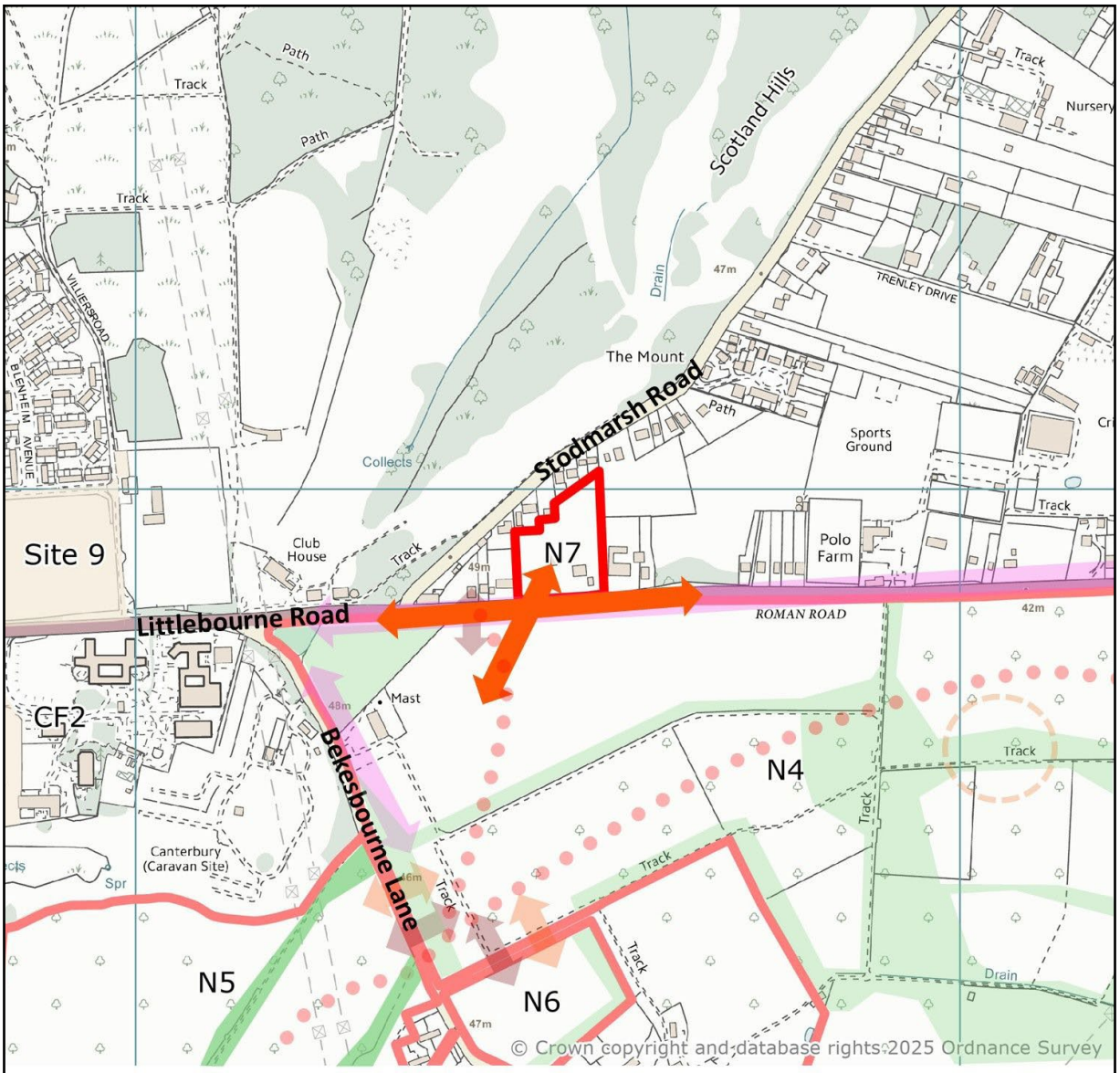
ii) Improvements to the PRoW network crossing and around the site as required.

b) Maximise connectivity to the public transport facilities provided as part of the wider Strategic Development Area;

c) Provide vehicular access from Site N4 only; and

d) Provide a Transport Assessment to demonstrate the connectivity of the site with the existing highway network, any necessary mitigation and measures to minimise the need for use of private cars.

Policy N7 - Land at Seotamot



Key

- Site boundary
- Other proposed sites
- Carried Forward Local Plan 2017 Sites (Policy CF1)
- Open space/biodiversity opportunities
- Improved pedestrian and cycle access

LAND AT SEOTAMOT - CONCEPT MASTERPLAN

Site N7 is allocated for residential development. Planning permission will be granted for development which meets the following criteria:

1) **Development mix**

Across the site, the development mix will include:

a) Approximately 14 new dwellings including affordable housing, accessible housing and an appropriate housing mix in line with Policies DS1 and DS2.

b) Proportionate contributions to community infrastructure in line with Policy DS7.

c) Open space provided in line with Policy DS24.

2) **Design and layout**

The design and layout should:

a) Provide a high quality built environment, in line with Policy DS6, with an average net density of around 20 dph;

b) Coordinate with proposals for neighbouring sites, including Land south of Littlebourne Road (Policy N4);

c) Mitigate and/or minimise adverse noise impacts from Littlebourne Road (A257); and

d) Provide a Minerals Assessment in accordance with the Kent Minerals and Waste Local Plan and other material considerations.

3) **Landscape and green infrastructure**

The green and blue infrastructure strategy for the site should:

a) Incorporate opportunities for landscape and biodiversity enhancements identified within the Local Character Area G2: Trenley Park Woodlands set out in Canterbury Landscape Character and Biodiversity Appraisal.

4) **Access and transportation**

The access and transport strategy for the site should:

a) Provide pedestrian and cycle connectivity to Site N4 to facilitate easy access to community facilities within this site;

b) Improve the eastbound and westbound bus stops, including improvements to the footway;

c) Provide a new crossing to the southern side of Littlebourne Road;

d) Provide a footway on either side of the access to connect to the existing footway along Littlebourne Road; and

e) Improve the existing vehicle access from Littlebourne Road.

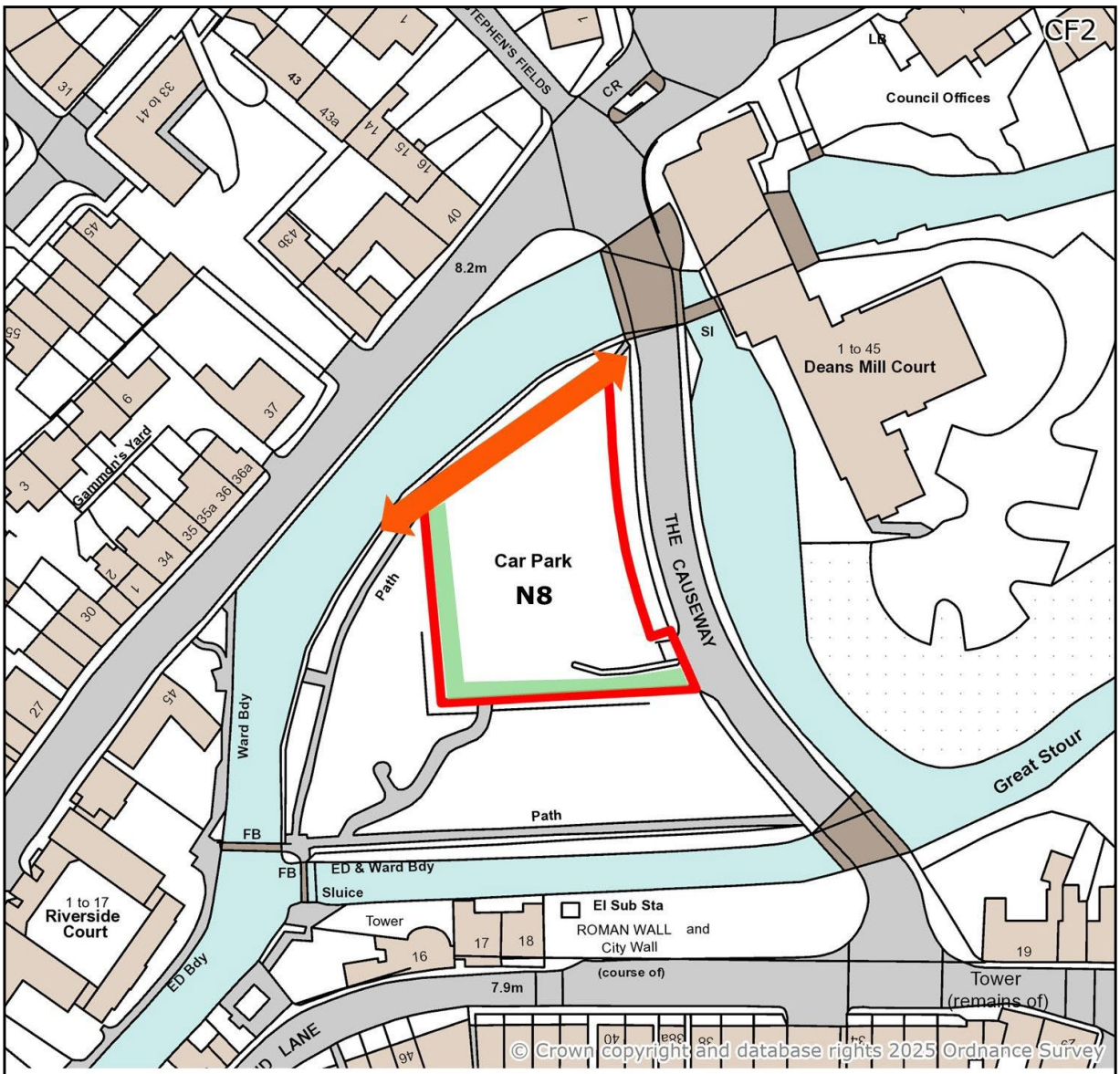
Canterbury Urban Area Allocations

3.33 Growth within the urban area of the city offers the greatest opportunity to encourage a higher mode switch to active and sustainable travel. The majority of these new housing sites, including the former council offices at Military Road, are proposed on brownfield land supporting the regeneration of the city.

3.34 In addition to the newly proposed housing allocations, a new hotel at the Spitfire Ground, St Lawrence, will contribute to the economic vitality of the city and support local tourism.

Policy Ref	Site Name	Proposed Use
N8	Millers Field car park	Residential
N9	Land at Hawk's Lane	Residential
N10	Land at Military Road	Residential
N11	Land at Long Meadow Way	Residential
N12	Land at Bawden Close	Residential
N13	Land at Copinger Close	Residential
N14	Land at Jesuit Close	Residential
N15	Land at Suffolk Road	Residential
N16	Land at St Stephen's Road	Residential
N17	Land at Whitehall Close	Residential
N18	Land at Sussex Avenue	Residential
N19	Spitfire Ground, St Lawrence	Hotel

Policy N8 – Millers Field car park



Key

Site boundary

Improved pedestrian and cycle access

Open space/biodiversity opportunities

MILLERS FIELD CAR PARK - CONCEPT MASTERPLAN

Site N8 is allocated for residential development. Planning permission will be granted for development which meets the following criteria:

1) **Development mix**

   Across the site, the development mix will include:

   a) Approximately nine new dwellings including an appropriate housing mix in line with Policy DS2.

   b) Open space provided in line with Policy DS24.

2) **Design and layout**

   The design and layout should:

   a) Provide a high quality built environment, in line with Policy DS6, with an average net density of around 80 dph;

   b) Minimise impacts on the Millers Field open space area to the south and west;

   c) Assess Areas of Archaeological Importance and protect and enhance nearby heritage assets including Canterbury Conservation Area and Grade 2 Listed and Locally Listed buildings, in line with Policy DS26; and

   d) Provide a site-specific Flood Risk Assessment in line with Policy DS20 to inform the following requirements:

      i) The Sequential Approach should be applied to the layout of the site by locating the most vulnerable elements in the lowest risk areas. The Sequential Approach should also be applied to the internal layout of buildings, in particular where floor levels cannot be raised;

      ii) Flood resistance and resilience measures should be considered for inclusion; and

      iii) Suitable mitigation (such as compensatory flood storage) should be provided where development would displace floodwater to ensure no increase in risk of flooding to the surrounding area.

3) **Landscape and green infrastructure**

   The green and blue infrastructure strategy for the site should:

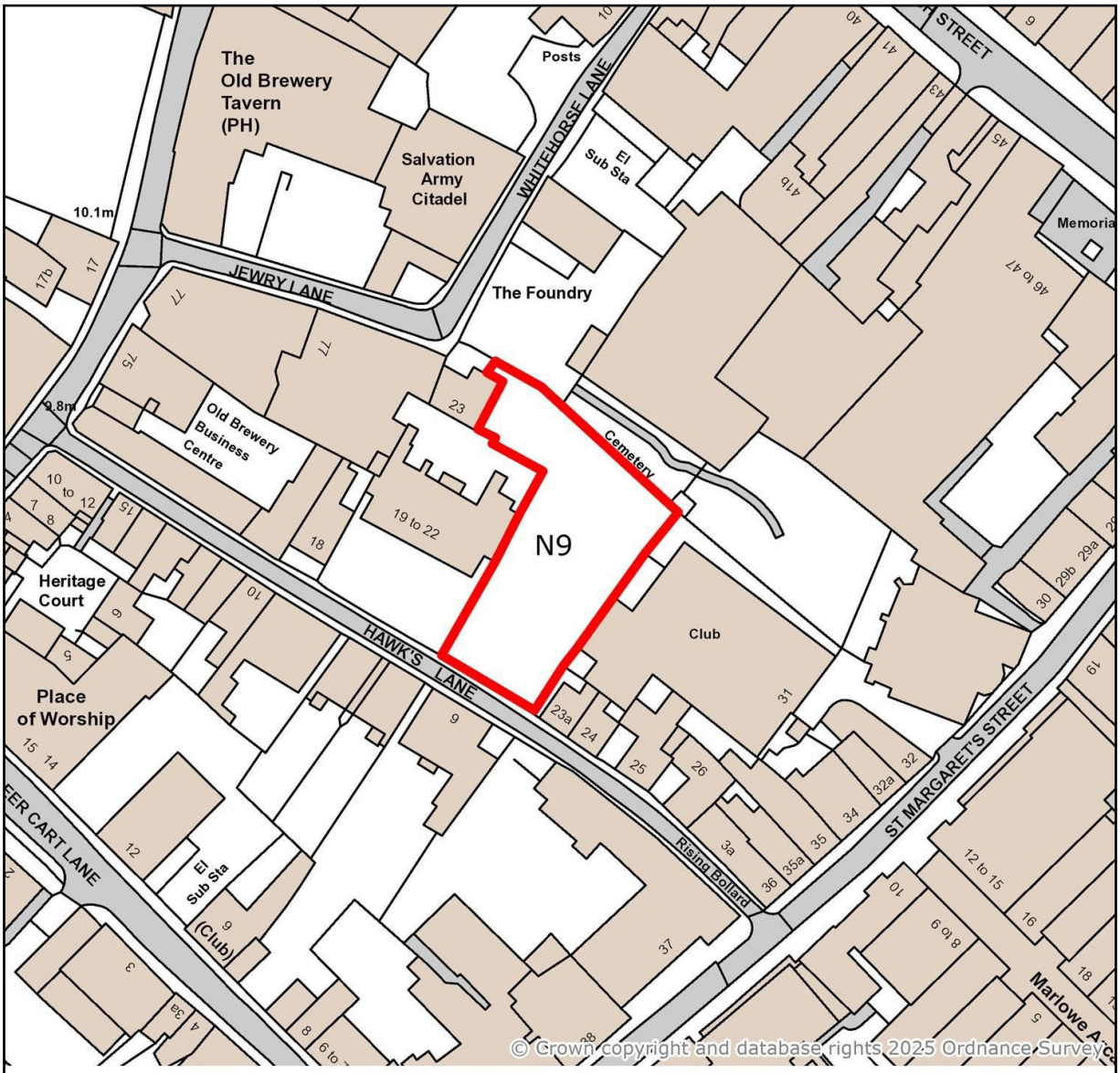
   a) Protect and enhance the existing trees surrounding the site, in line with Policy DS21.

4) **Access and transportation**

   The access and transport strategy for the site should:

   a) Consider opportunities to enhance the Riverside Walk footpaths in the vicinity of the site.

Policy N9 - Land at Hawk's Lane



Key

Site boundary

LAND AT HAWK'S LANE - CONCEPT MASTERPLAN

Site N9 is allocated for residential development. Planning permission will be granted for development which meets the following criteria:

1) **Development mix**

   Across the site, the development mix will include:

   a) Approximately 12 new dwellings including affordable housing, accessible housing and an appropriate housing mix in line with Policies DS1 and DS2.

   b) Proportionate contributions to community infrastructure in line with Policy DS7.

   c) Open space provided in line with Policy DS24.

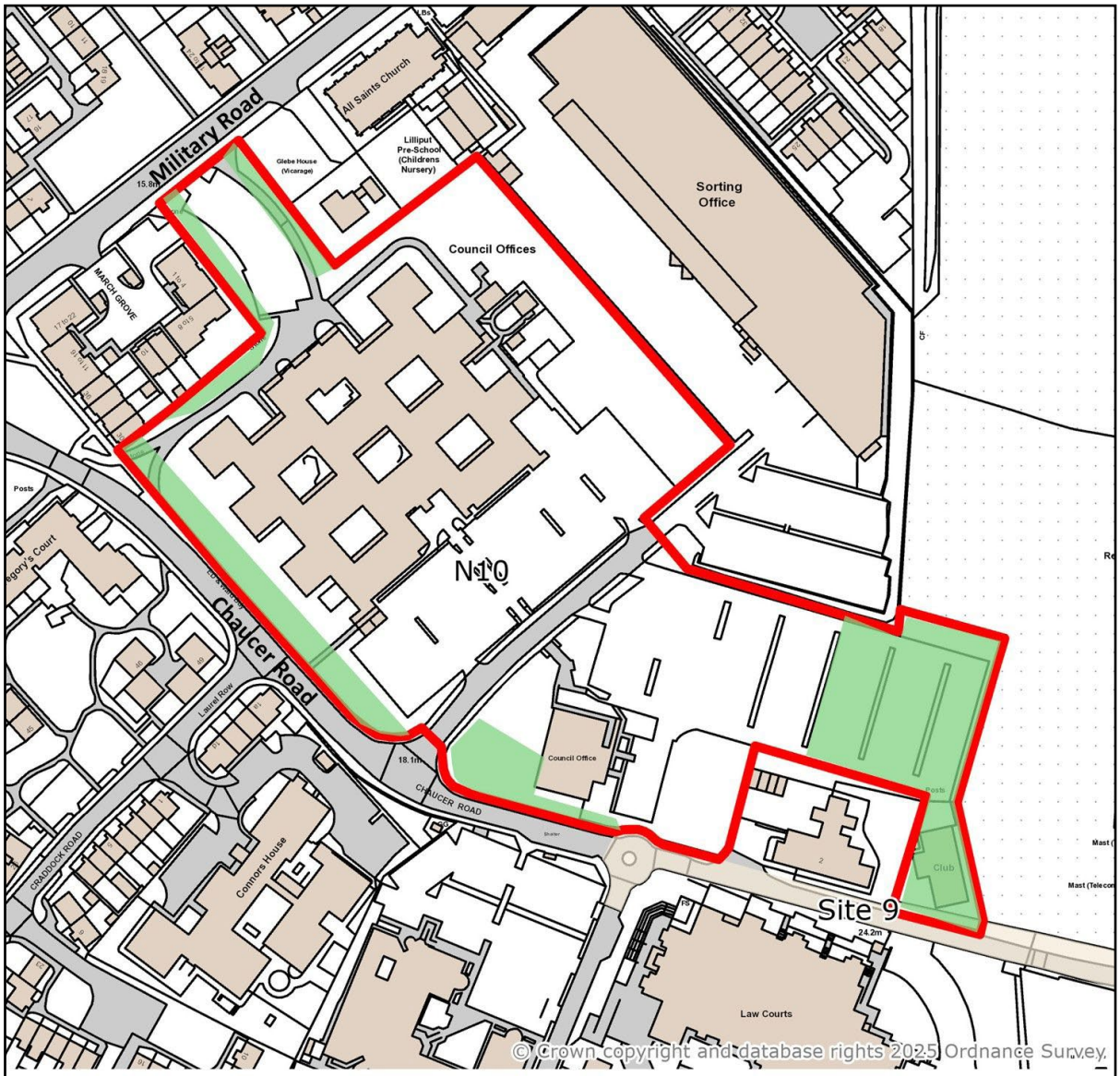
2) **Design and layout**

   The design and layout should:

   a) Provide a high quality built environment, in line with Policy DS6, with an average net density of 80dph; and

   b) Assess Areas of Archaeological Importance, Areas of Archaeological Potential, and protect and enhance nearby heritage assets including Canterbury Conservation Area and listed buildings, in line with Policy DS26.

Policy N10 – Military Road



Key

- Site boundary
- Open space/biodiversity opportunities
- Carried Forward Local Plan 2017 Sites (Policy CF1)

LAND AT MILITARY ROAD - CONCEPT MASTERPLAN

Site N10 is allocated for residential development. Planning permission will be granted for development which meets the following criteria:

1) **Development mix**

   Across the site, the development mix will include:

   a) Approximately 180 new dwellings including affordable housing, accessible housing and an appropriate housing mix in line with Policies DS1 and DS2.

   b) Non-residential development:

      i) Consideration of need for local shopping and community facilities; and

      ii) Proportionate contributions to community infrastructure in line with Policy DS7.

   c) Open space provided in line with Policy DS24.

2) **Design and layout**

   The design and layout should:

   a) Provide a high quality built environment, in line with Policy DS6, with an average net density of around 80 dph; and

   b) Protect and enhance nearby heritage assets including the Grade II Listed All Saints Church, in line with Policy DS26.

3) **Landscape and green infrastructure**

   The green and blue infrastructure strategy for the site should:

   a) Provide a significant proportion of the open space in the eastern part of the site to provide a substantial landscape buffer to the Priority Habitat at Realm Wood; and

   b) Protect and enhance the existing trees on site, including those on the south western boundary of the site, in line with Policy DS21.

4) **Access and transportation**

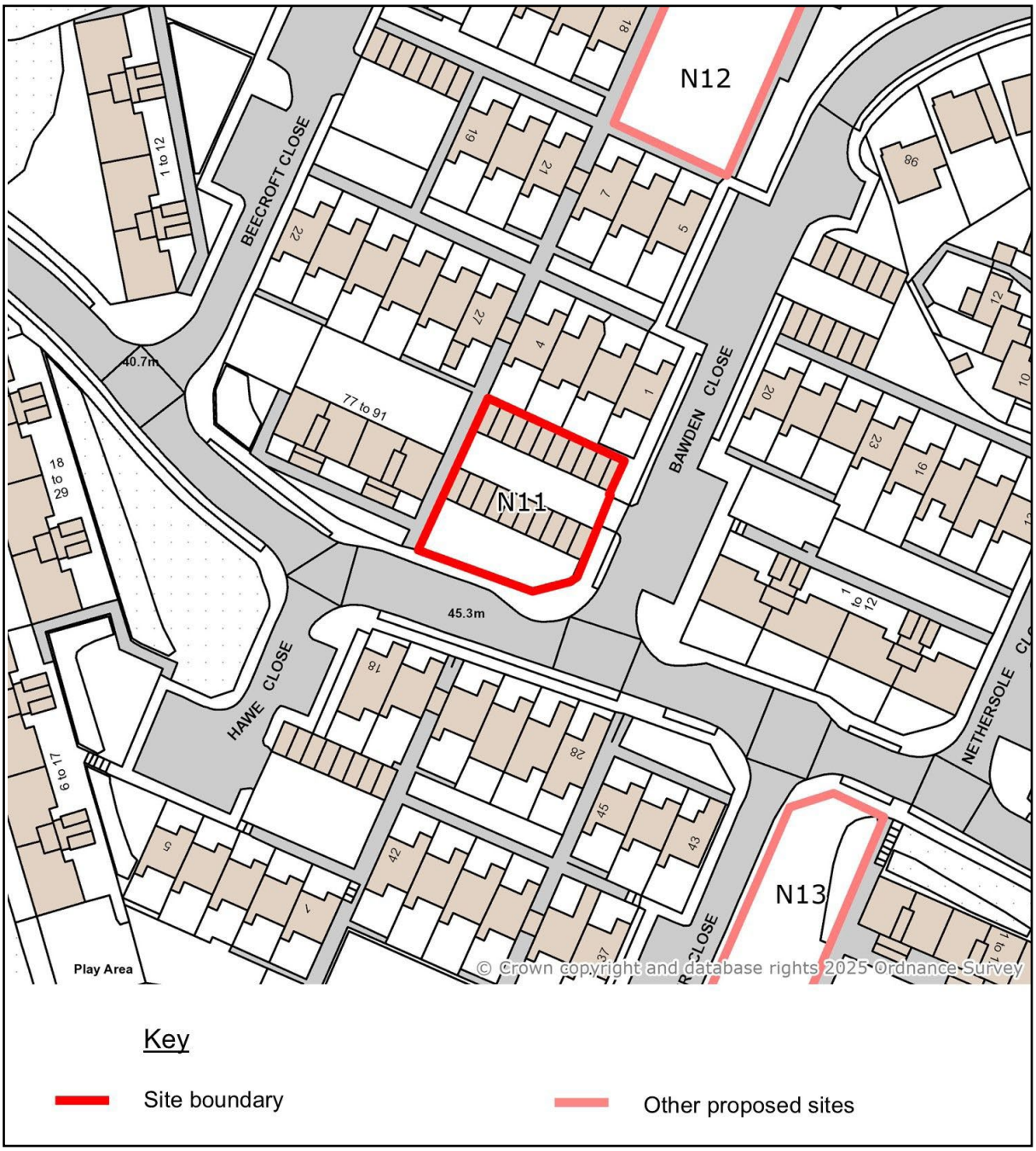
   The access and transport strategy for the site should:

   a) Provide pedestrian and cycle connectivity between Military Road and Chaucer Road where it meets Falala Way; and

   b) Retain suitable vehicular, cycle and pedestrian access to the Royal Mail Sorting and Delivery Office from Chaucer Road; and

   c) Provide a Transport Assessment to demonstrate the connectivity of the site with the existing highway network, any necessary mitigation and measures to minimise the need for use of private cars.

Policy N11 - Land at Long Meadow Way



LAND AT LONG MEADOW WAY - CONCEPT MASTERPLAN

Site N11 is allocated for residential development. Planning permission will be granted for development which meets the following criteria:

1) **Development mix**

   Across the site, the development mix will include:

   a) Approximately five new dwellings including an appropriate housing mix in line with Policy DS2.

   b) Open space provided in line with Policy DS24.

2) **Design and layout**

   The design and layout should:

   a) Provide a high quality built environment, in line with Policy DS6, with an average net density of 80dph.

Policy N12 - Land at Bawden Close

LAND AT BAWDEN CLOSE - CONCEPT MASTERPLAN

Site N12 is allocated for residential development. Planning permission will be granted for development which meets the following criteria:

1) **Development mix**

   Across the site, the development mix will include:

   a) Approximately five new dwellings including an appropriate housing mix in line with Policy DS2.

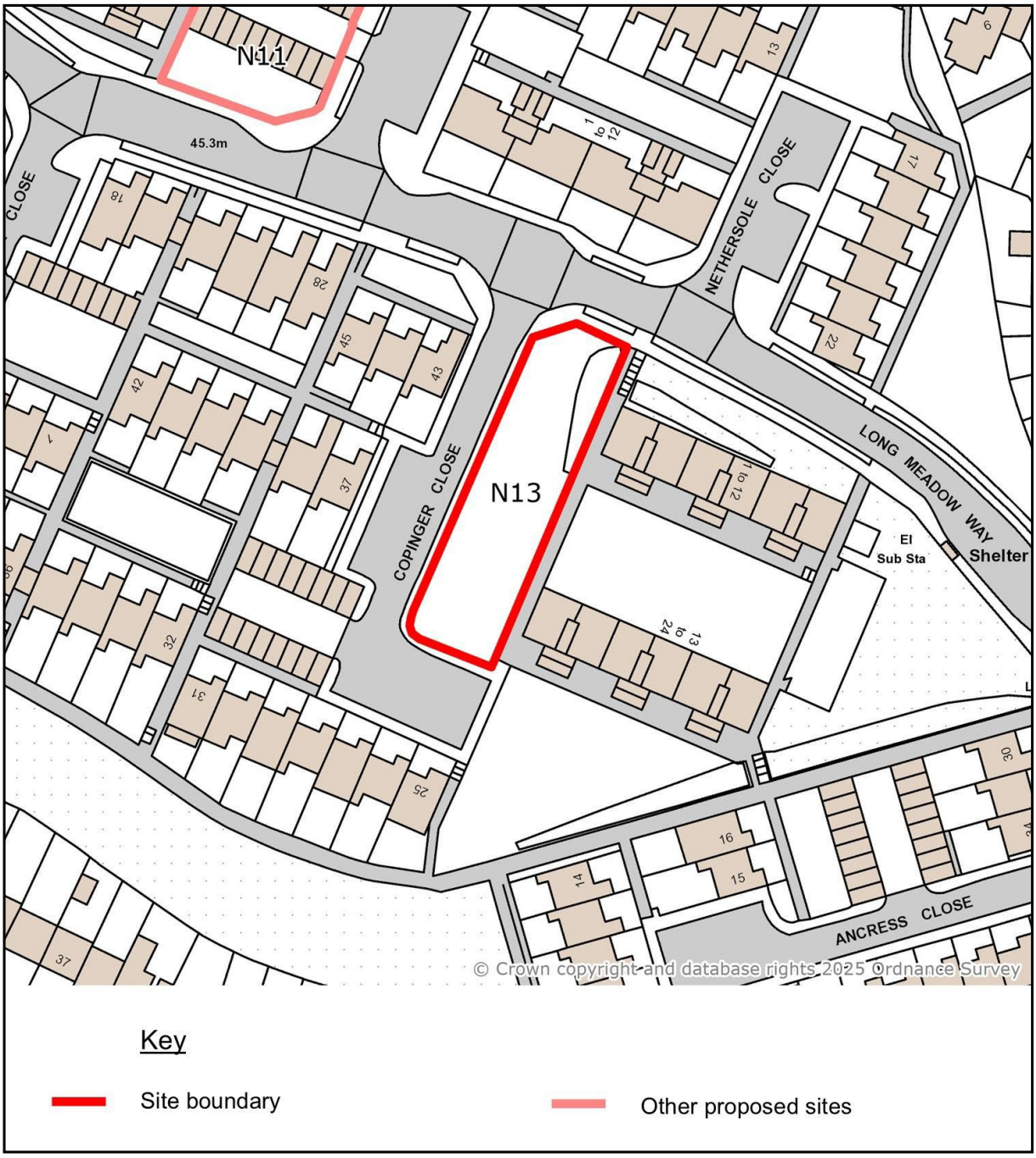
   b) Open space provided in line with Policy DS24.

2) **Design and layout**

   The design and layout should:

   a) Provide a high quality built environment, in line with Policy DS6, with an average net density of 80dph.

Policy N13 - Land at Copinger Close



LAND AT COPINGER CLOSE - CONCEPT MASTERPLAN

Site N13 is allocated for residential development. Planning permission will be granted for development which meets the following criteria:

1) **Development mix**

   Across the site, the development mix will include:

   a) Approximately six new dwellings including an appropriate housing mix in line with Policy DS2.

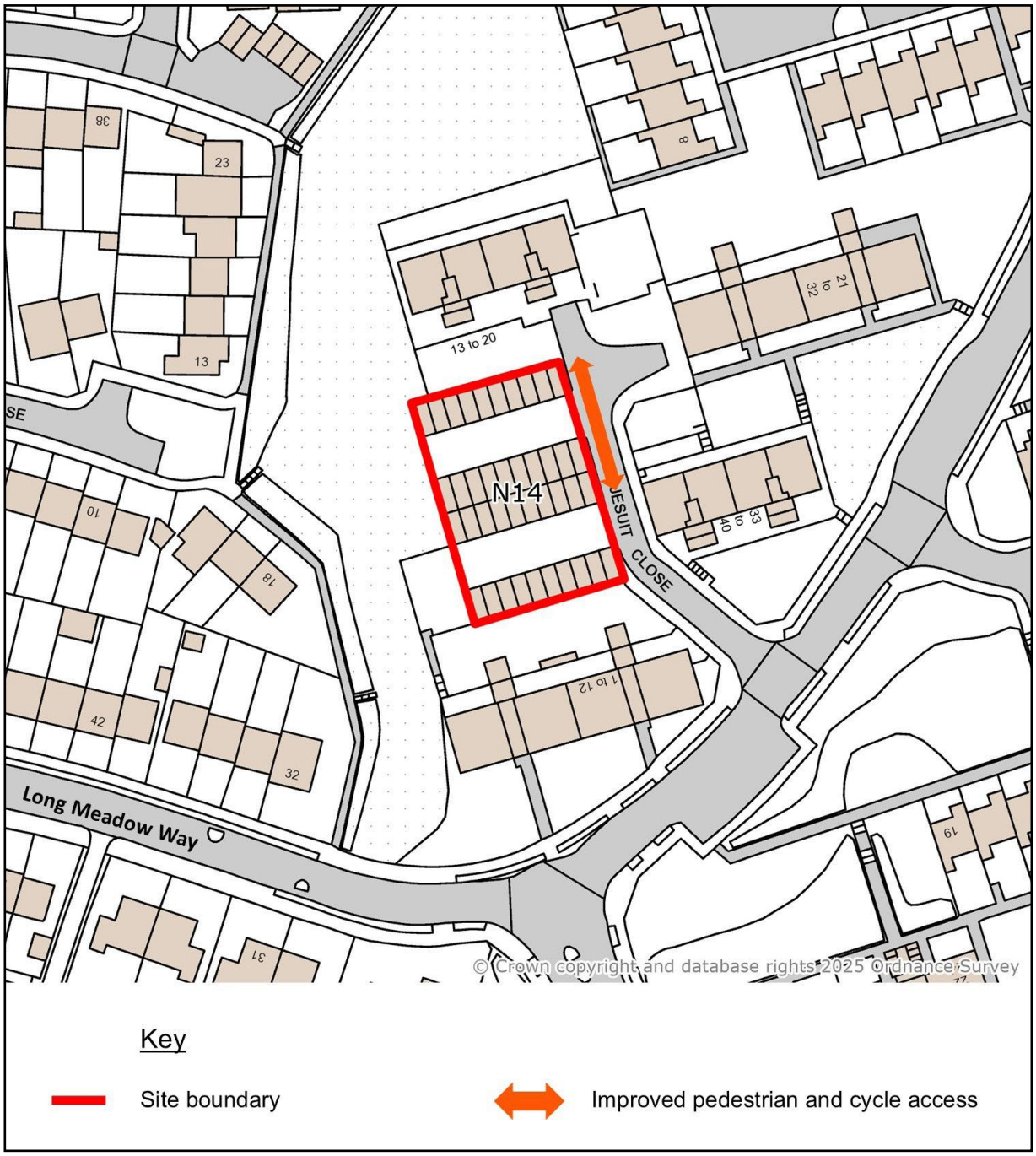
   b) Open space provided in line with Policy DS24.

2) **Design and layout**

   The design and layout should:

   a) Provide a high quality built environment, in line with Policy DS6, with an average net density of 80dph.

Policy N14 - Land at Jesuit Close



LAND AT JESUIT CLOSE - CONCEPT MASTERPLAN

Site N14 is allocated for residential development. Planning permission will be granted for development which meets the following criteria:

1) **Development mix**

   Across the site, the development mix will include:

   a) Approximately six new dwellings including an appropriate housing mix in line with Policy DS2.

   b) Open space provided in line with Policy DS24.

2) **Design and layout**

   The design and layout should:

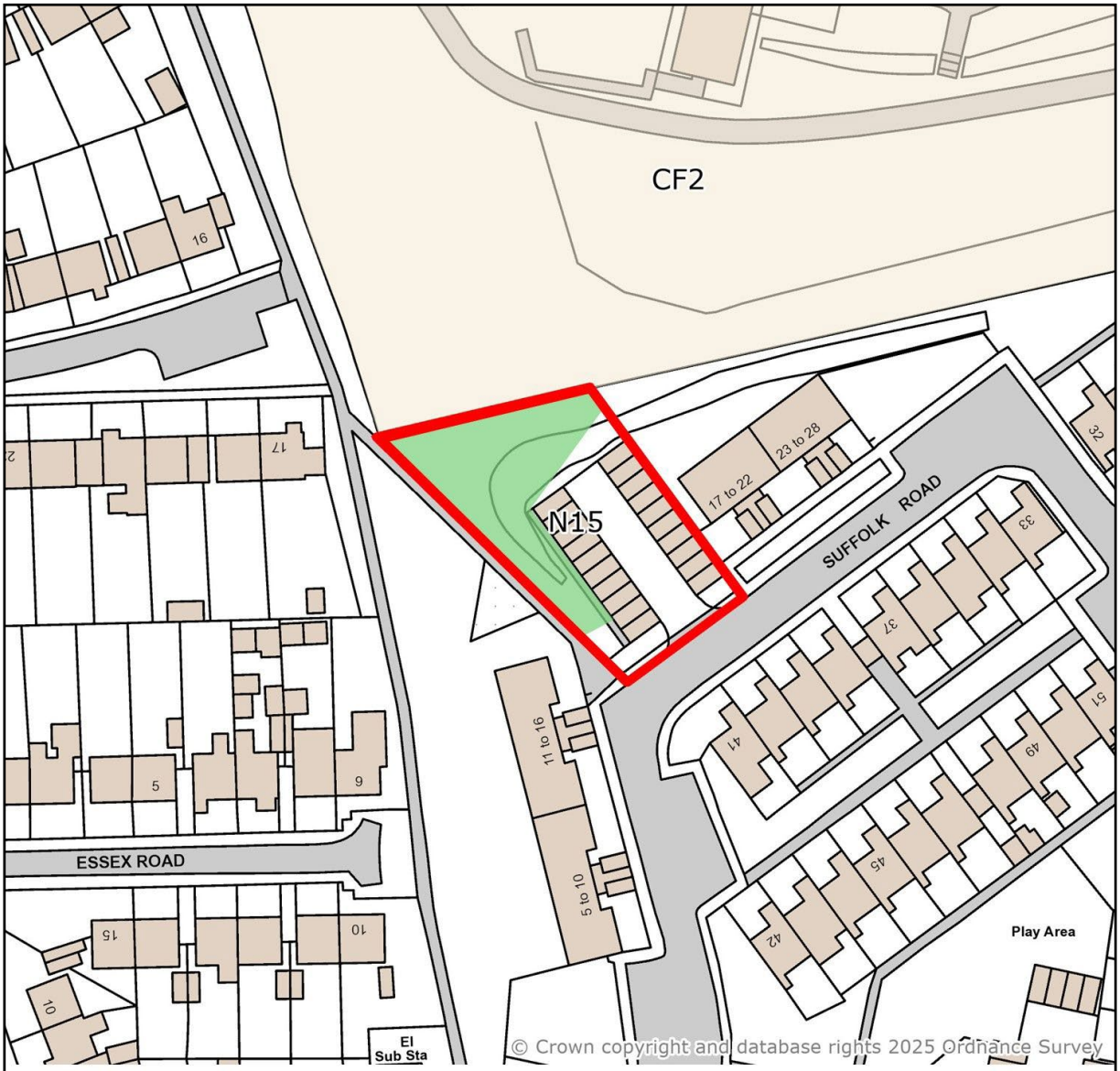
   a) Provide a high quality built environment, in line with Policy DS6, with an average net density of 80dph.

3) **Access and transportation**

   The access and transport strategy for the site should:

   a) Provide a new footway on Jesuit Close along the eastern site boundary.

Policy N15 - Land at Suffolk Road



Key

Site boundary

Open space/biodiversity opportunities

Carried Forward Local Plan 2017 Sites (Policy CF2)

LAND AT SUFFOLK ROAD - CONCEPT MASTERPLAN

Site N15 is allocated for residential development. Planning permission will be granted for development which meets the following criteria:

1) **Development mix**

   Across the site, the development mix will include:

   a) Approximately five new dwellings including an appropriate housing mix in line with Policy DS2.

   b) Open space provided in line with Policy DS24.

2) **Design and layout**

   The design and layout should:

   a) Provide a high quality built environment, in line with Policy DS6, with an average net density of 80dph; and

   b) Provide open space in the western part of the site in the area covered by St Martin's Hospital Conservation Area, in line with Policy DS26.

Policy N16 - Land at St Stephen's Road

Key

Site boundary

Open space/biodiversity opportunities

LAND AT ST STEPHEN'S ROAD - CONCEPT MASTERPLAN

Site N16 is allocated for residential development. Planning permission will be granted for development which meets the following criteria:

1) **Development mix**

   Across the site, the development mix will include:

   a) Approximately 18 dwellings including affordable housing, accessible housing and an appropriate housing mix in line with Policies DS1 and DS2.

   b) Proportionate contributions to community infrastructure in line with Policy DS7.

   c) Open space provided in line with Policy DS24.

2) **Design and layout**

   The design and layout should:

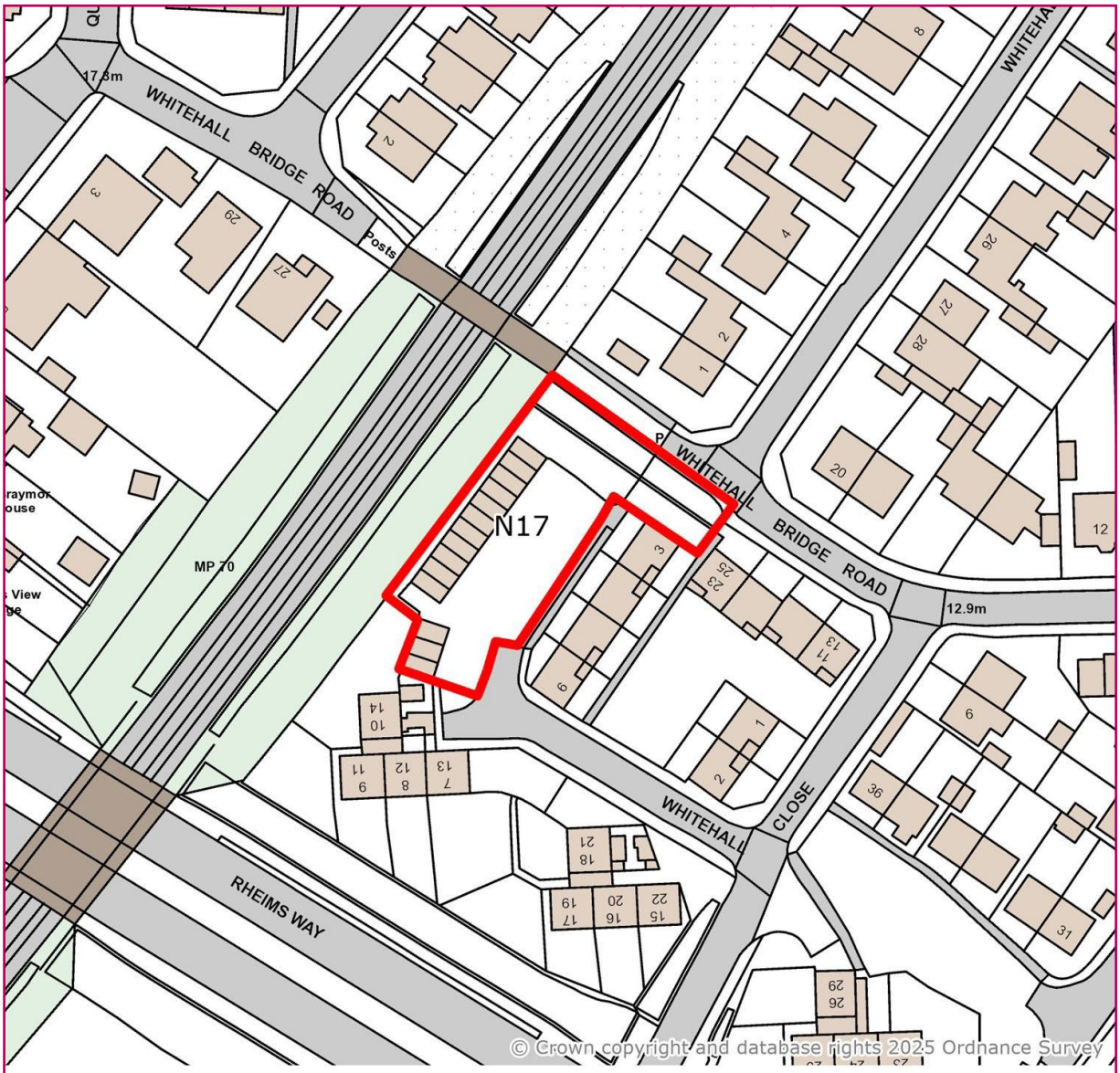
   a) Provide a high quality built environment, in line with Policy DS6, with an average net density of 80dph;

   b) Retain and sensitively integrate Beverley House (No.104 St Stephen's Road) into the development if feasible;

   c) Assess Areas of Archaeological Potential and protect and enhance nearby heritage assets including Canterbury Conservation Area, in line with Policy DS26; and

   d) Mitigate and/or minimise noise impacts from the nearby railway line.

Policy N17 - Land at Whitehall Close



Key

Site boundary

LAND AT WHITEHALL CLOSE - CONCEPT MASTERPLAN

Site N17 is allocated for residential development. Planning permission will be granted for development which meets the following criteria:

1) **Development mix**

   Across the site, the development mix will include:

   a) Approximately seven new dwellings including an appropriate housing mix in line with Policy DS2.

   b) Open space provided in line with Policy DS24.

2) **Design and layout**

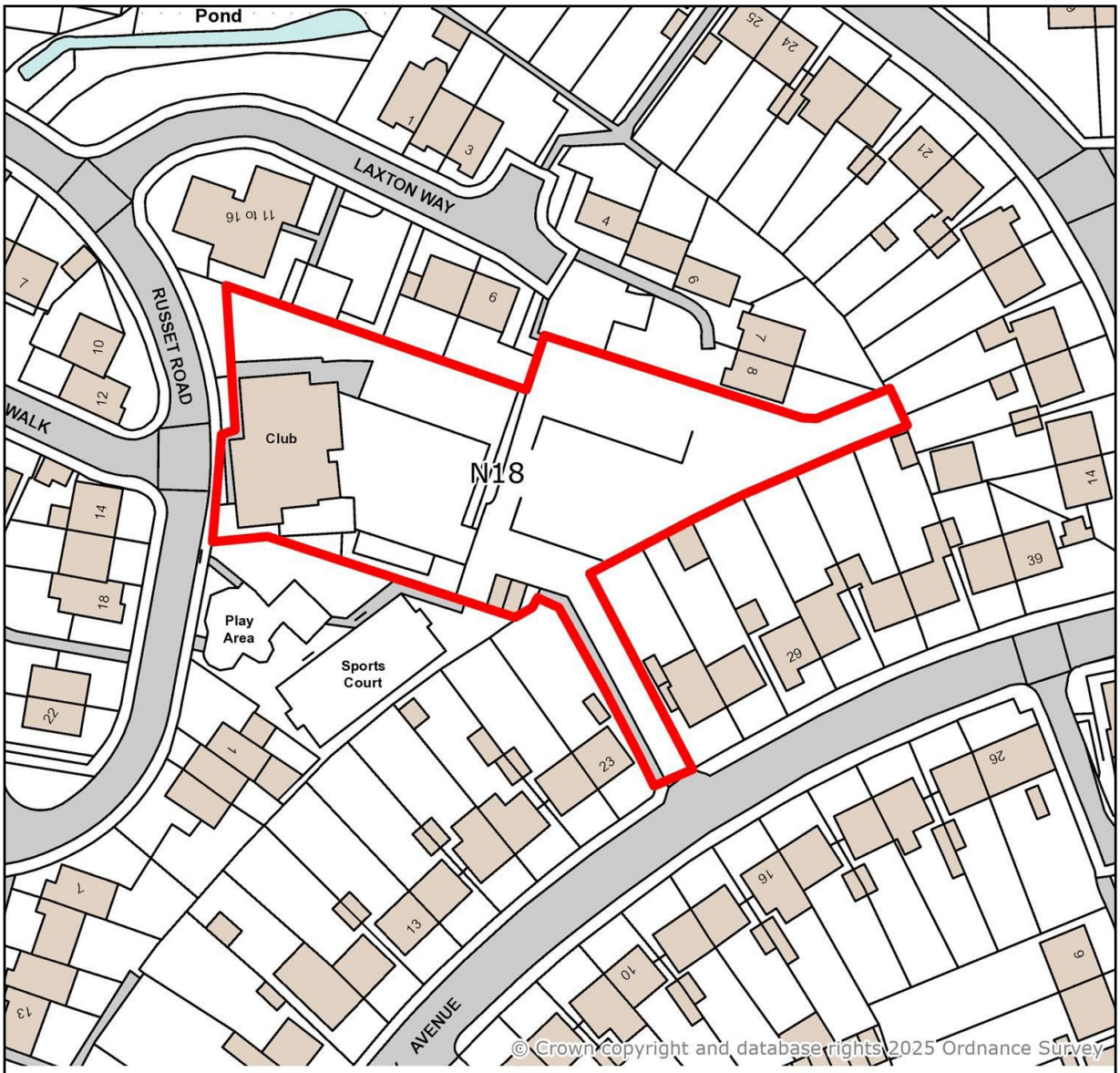
   The design and layout should:

   a) Provide a high quality built environment, in line with Policy DS6, with an average net density of 80dph;

   b) Assess Areas of Archaeological Importance, in line with Policy DS26; and

   c) Mitigate and/or minimise noise impacts from the nearby railway line.

Policy N18 - Land at Sussex Avenue



Key

Site boundary

LAND AT SUSSEX AVENUE – CONCEPT MASTERPLAN

Site N18 is allocated for residential development. Planning permission will be granted for development which meets the following criteria:

1) **Development mix**

   Across the site, the development mix will include:

   a) Approximately 21 new dwellings including affordable housing, accessible housing and an appropriate housing mix in line with Policies DS1 and DS2.

   b) Proportionate contributions to community infrastructure in line with Policy DS7.

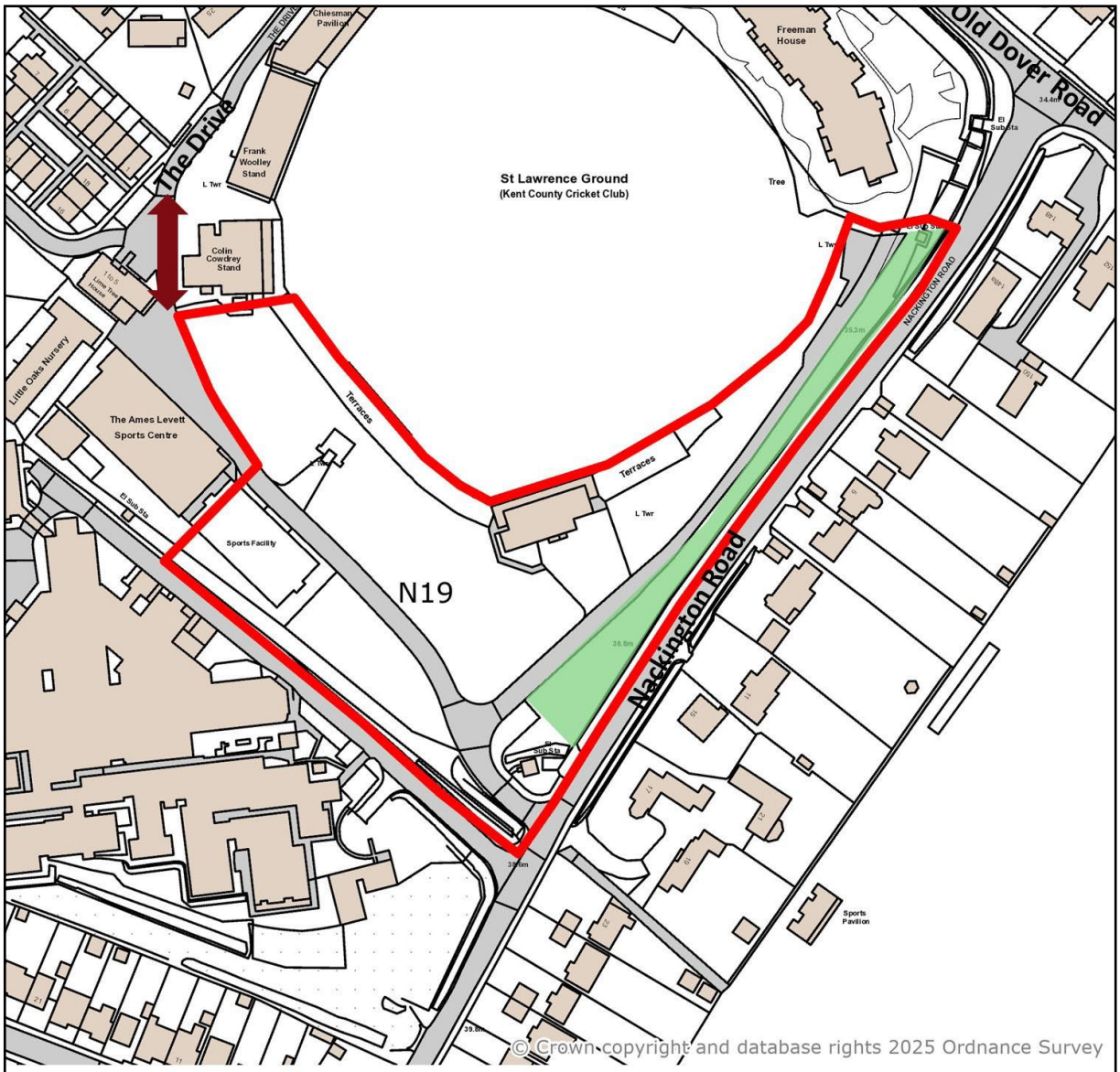
   c) Open space provided in line with Policy DS24.

2) **Design and layout**

   The design and layout should:

   a) Provide a high quality built environment, in line with Policy DS6, with an average net density of 80dph.

Policy N19 – Land south of The Spitfire Ground, St Lawrence



Key

Site boundary

Vehicle access

Open space/biodiversity opportunities

LAND SOUTH OF THE SPITFIRE GROUND, ST LAWRENCE – CONCEPT MASTERPLAN

Site N19 is allocated for mixed-use development. Planning permission will be granted for development which meets the following criteria:

1) **Development mix**

   Across the site, the development mix will include:

   a) A hotel of approximately 140 rooms.

   b) Commercial development related to the operations of the cricket club, such as a media centre, pavilion building and office suite.

2) **Design and layout**

   The design and layout of the site should:

   a) Be carefully designed to ensure development does not compromise the operations of the cricket ground;

   b) Be designed complementary to the form and setting of the cricket ground;

   c) Provide a high quality form of development which relates to the existing pattern, character and scale of development in the area and protects the amenity and privacy of future occupiers and adjacent residents; and

   d) Protect and enhance nearby heritage assets including Old Dover Road, Oaten Hill and St Lawrence Conservation Area, in line with Policy DS26.

3) **Landscape and green infrastructure**

   The landscape and green infrastructure strategy for the site should:

   a) Protect and enhance the existing trees on the eastern boundary of the site, in line with Policy DS21.

4) **Access and transportation**

   The access and transport strategy for the site should:

   a) Provide vehicle access from The Drive only; and

   b) Provide a Transport Assessment to demonstrate the connectivity of the site with the existing highway network, any necessary mitigation and measures to minimise the need for use of private cars.

WHITSTABLE AREA

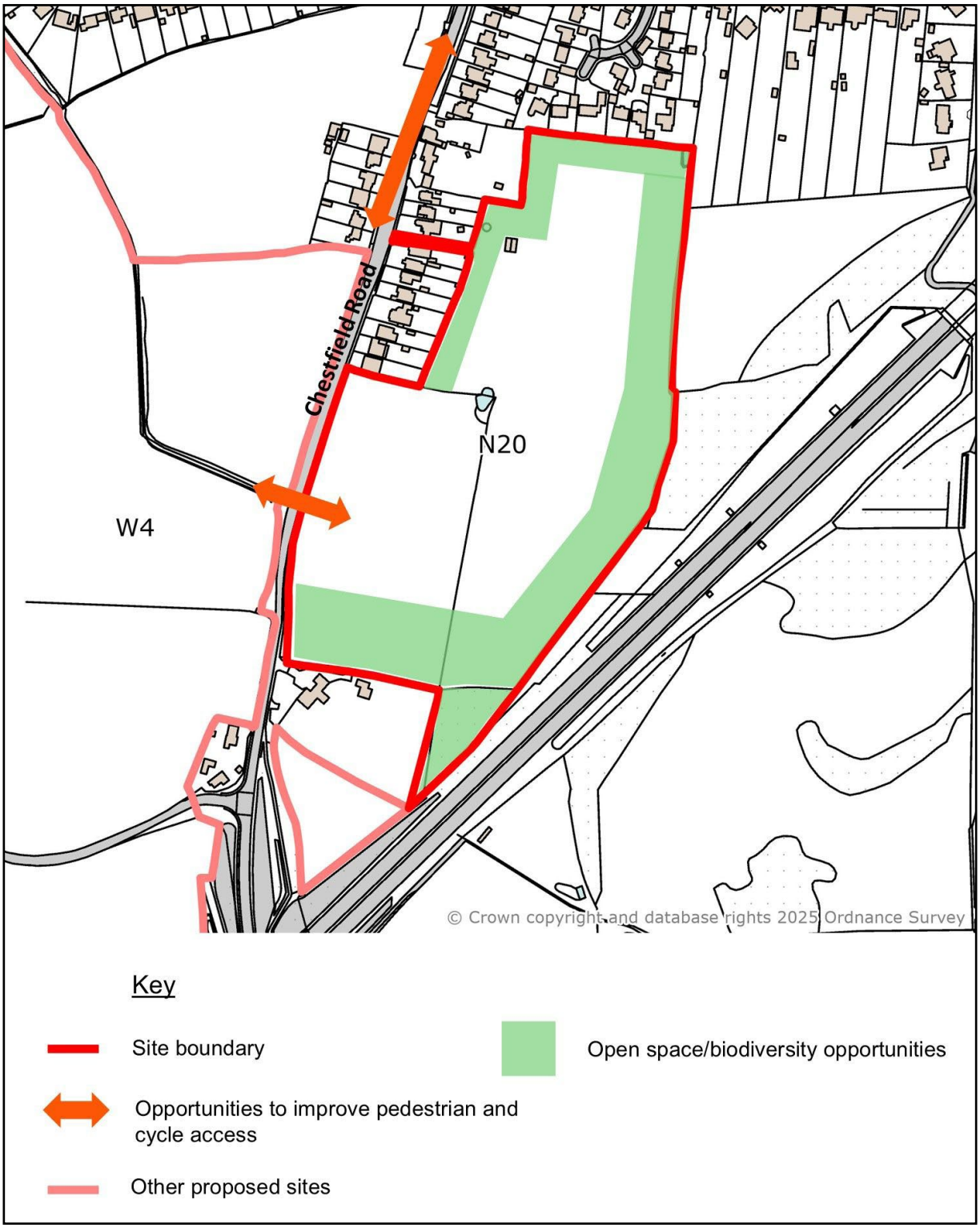
3.35 In Whitstable a new residential allocation is proposed at Land to the east of Chestfield Road. This site will complement the proposed draft allocation at Brooklands Farm (W4) and form a logical extension to the south of Chestfield.

3.36 Land at Golden Hill was previously included in the 2022 draft Local Plan consultation. It is now proposed with an amended site boundary for Gypsy and Traveller accommodation and residential development. Landscaping along the northern boundary of the site will help mitigate visual impact of development from the A2990. A small adjacent allocation at Land Lying to the West of Golden Hill is also proposed for Gypsy and Traveller accommodation.

3.37 An extension to Joseph Wilson Business Park will provide new employment opportunities to meet the needs of the local economy and in the wider Whitstable Urban Area. A small brownfield site is proposed for residential development at Beresford Road.

Policy Ref	Site Name	Proposed Use
N20	Land east of Chestfield Road	Residential
N21	Land at Golden Hill	Residential and Gypsy and Traveller
N22	Land at Beresford Road	Residential
N23	Land to the south west of Joseph Wilson Business Park	Business and employment
N24	Land Lying to the West of Golden Hill	Gypsy and Traveller

Policy N20 – Land east of Chestfield Road



LAND EAST OF CHESTFIELD ROAD – CONCEPT MASTERPLAN

Site N20 is allocated for residential development. Planning permission will be granted for development which meets the following criteria:

1) **Development mix**

   Across the site, the development mix will include:

   a) Approximately 150 new dwellings including affordable housing, accessible housing and an appropriate housing mix in line with Policies DS1 and DS2.

   b) Proportionate contributions to community infrastructure in line with Policy DS7.

   c) Open space provided in line with Policy DS24.

2) **Design and layout**

   The design and layout of the site should:

   a) Coordinate with proposals for neighbouring Site W4 (Land at Brooklands Farm);

   b) Provide a high quality built environment, in line with Policy DS6, with an average net density of around 35 dph;

   c) Protect and enhance nearby heritage assets. Lower density development should be provided adjacent to Chestfield Conservation Area, in line with Policy DS26; and

   d) Mitigate and/or minimise noise impacts from the A299.

3) **Landscape and green infrastructure**

   The landscape and green infrastructure strategy for the site should:

   a) Assess the site's potential to be functionally linked land, in line with Policy DS17;

   b) Incorporate opportunities for landscape and biodiversity enhancements identified within the Local Character Area C2: Chestfield Farmland set out in the Canterbury Landscape Character and Biodiversity Appraisal;

   c) Retain and enhance the existing area of woodland within the southeastern section of the site; and

   d) Provide a significant proportion of open space in the east of the site, to provide a substantial landscape buffer and enhancement to existing woodland and priority habitat. Visual integration of development edges should be provided to transition the surrounding rural landscape.

4) **Access and transportation**

   The access and transport strategy for the site should:

   a) Provide safe and convenient pedestrian and cycle connectivity through the creation of new and improved routes including:

      i) Connections to Chestfield, including widening of the existing footway on Chestfield Road;

      ii) Connections to Site W4 (Land at Brooklands Farm), including crossings on Chestfield Road as appropriate; and

      iii) Improvements to the local PRoW network as required.

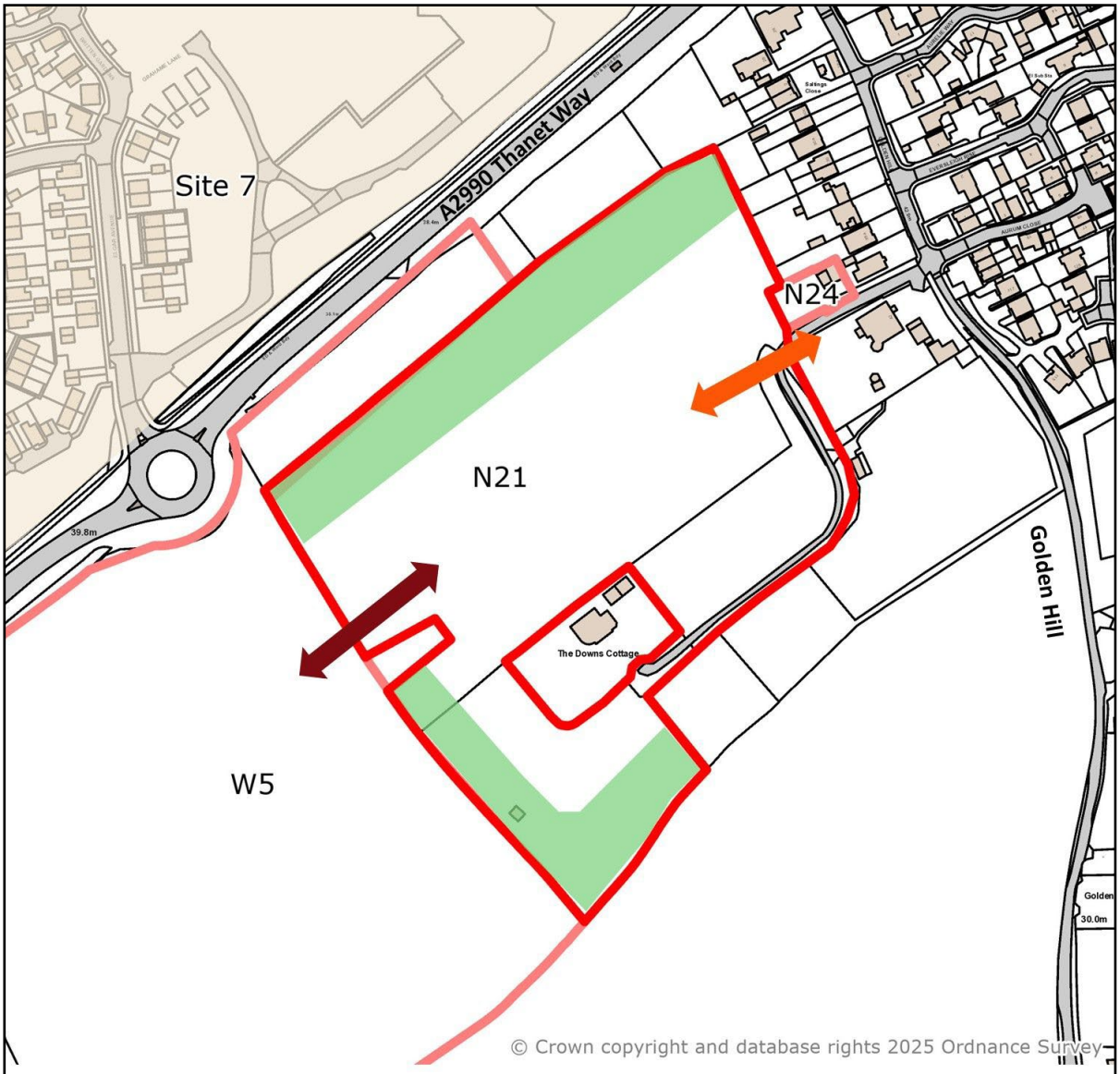
   b) Provide new bus stops on Chestfield Road;

   c) Provide vehicular access from Chestfield Road only;

   d) Proportionate contributions to the east facing A299 junctions contained within Site W4 (Land at Brooklands Farm); and

   e) Provide a Transport Assessment to demonstrate the connectivity of the site with the existing highway network, any necessary mitigation and measures to minimise the need for use of private cars.

Policy N21 – Land at Golden Hill



Key

- Site boundary
- Open space/biodiversity opportunities
- Other proposed sites
- Improved pedestrian and cycle access
- Vehicle access
- Carried Forward Local Plan 2017 Sites (Policy CF1)

LAND AT GOLDEN HILL - CONCEPT MASTERPLAN

Site N21 is allocated for mixed use development. Planning permission will be granted for development which meets the following criteria:

1) **Development mix**

Across the site, the development mix will include:

a) Approximately 70 new dwellings including affordable housing, accessible housing and an appropriate housing mix in line with Policies DS1 and DS2.

b) A minimum of 20 gypsy and traveller pitches, with day room facilities that are proportionate in scale to their function as outbuildings serving caravans.

c) Proportionate contributions to community infrastructure in line with Policy DS7.

d) Open space provided in line with Policy DS24.

2) **Design and layout**

The design and layout should:

a) Coordinate with proposals for neighbouring sites, including Site W6 and Site 7 (Policy CF1);

b) Provide a high quality built environment, in line with Policy DS6, with an average net density of around 35 dph;

c) Mitigate and/or minimise noise impacts from the A2990 and A299; and

d) Assess Areas of Archaeological Potential, in line with Policy DS26.

3) **Landscape and green infrastructure**

The green and blue infrastructure strategy for the site should:

a) Incorporate opportunities for landscape and biodiversity enhancements identified within the Local Character Area C3: Court Lees and Millstrood Farmlands set out in Canterbury Landscape Character and Biodiversity Appraisal;

b) Provide a landscape buffer on the northern edge of the site to mitigate visual impact of development from the A2990;

c) Provide an area of open space on the elevated land in the southern corner of the site, to mitigate visual and landscape impacts to the countryside to the south; and

d) Assess the site's potential to be functionally linked land, in line with Policy DS17.

4) **Access and transportation**

The access and transport strategy for the site should:

a) Provide safe and convenient pedestrian and cycle connectivity through the creation of new and improved routes including:

i) Connections to Golden Hill;

ii) Connections to Whitstable via the Crab & Winkle Way and PRoW CW20;

iii) Connections to Herne Bay via A2990 Thanet Way; and

iv) Improvements to the PRoW network around the site as required.

b) Provide primary vehicular access via Site W5; and

c) Provide proportionate contributions to the east facing A299 junctions contained within Site W4.

5) **Phasing and delivery**

a) The gypsy and traveller pitches should be provided as fully serviced land prior to occupation of any residential dwellings.

Policy N22 – Land at Beresford Road

Key

Site boundary

Improved pedestrian and cycle access

LAND AT BERESFORD ROAD – CONCEPT MASTERPLAN

Site N22 is allocated for residential development. Planning permission will be granted for development which meets the following criteria:

1) **Development mix**

   Across the site, the development mix will include:

   a) Approximately six new dwellings including an appropriate housing mix in line with Policy DS2.

   b) Open space provided in line with Policy DS24.

2) **Design and layout**

   The design and layout of the site should:

   a) Provide a high quality built environment, in line with Policy DS6, with an average net density of around 35dph;

   b) Provide a site-specific Flood Risk Assessment in line with Policy DS20 to inform the following requirements:

      i) The Sequential Approach should be applied to the layout of the site by locating the most vulnerable elements in the lowest risk areas. The Sequential Approach should also be applied to the internal layout of buildings, in particular where floor levels cannot be raised;

      ii) Floor levels should be raised above the depth of flooding from surface water, including an additional freeboard where practicable;

      iii) Flood resistance and resilience measures should be considered for inclusion; and

      iv) Suitable mitigation (such as compensatory flood storage and floodable voids) should be provided where development would displace floodwater to ensure no increase in risk of flooding to the surrounding area.

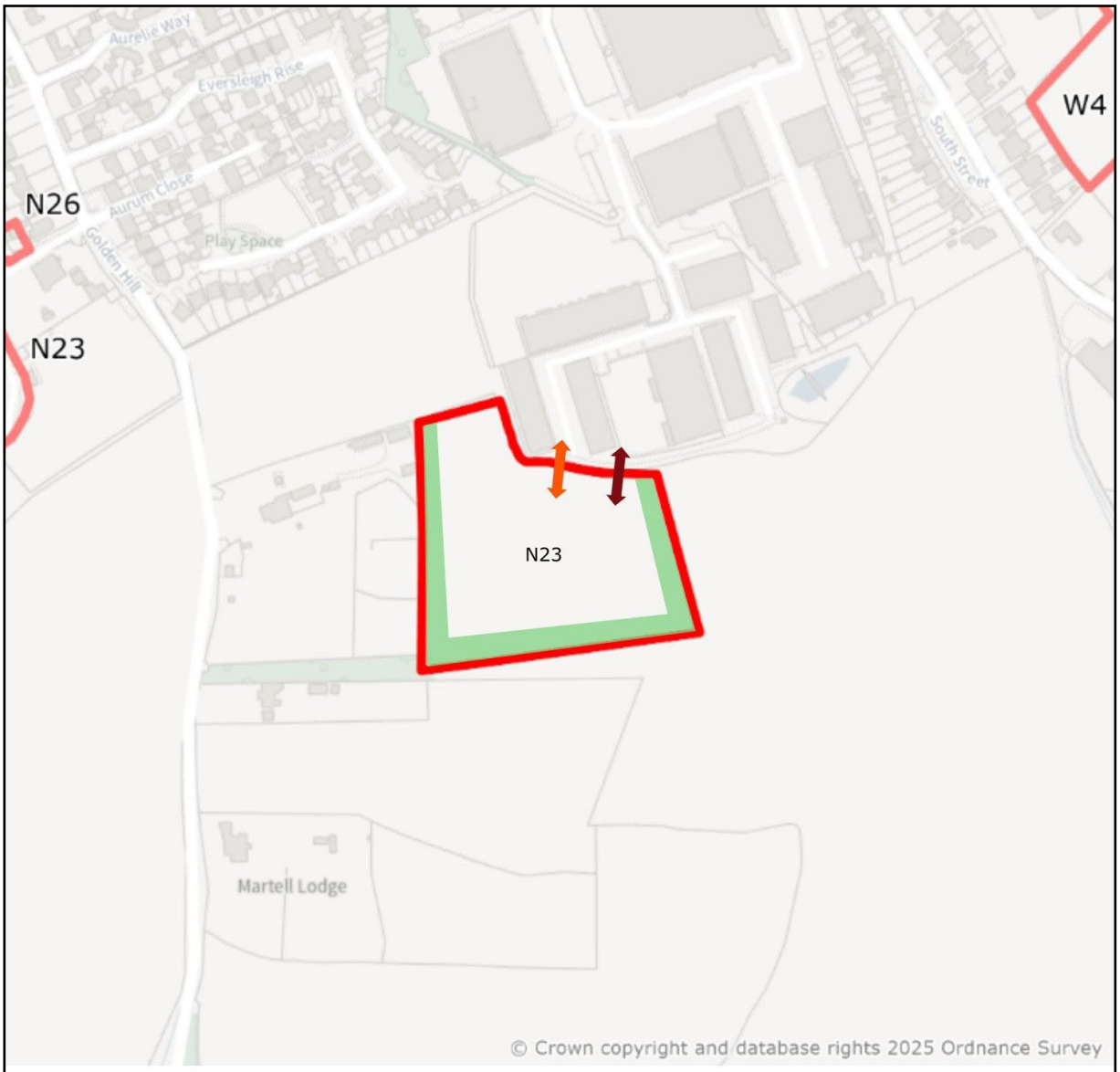
   c) Mitigate and/ or minimise noise impacts from neighbouring employment uses.

3) **Access and transportation**

   The access and transport strategy for the site should:

   a) Improve existing footways and remove redundant vehicle crossings.

Policy N23 – Land to the south west of Joseph Wilson Business Park



Key

- Site boundary
- Vehicle access
- Improved pedestrian and cycle access
- Open space/biodiversity opportunities

LAND TO THE SOUTH WEST OF JOSEPH WILSON BUSINESS PARK – CONCEPT MASTERPLAN

Site N23 is allocated for business or employment development. Planning permission will be granted for development which meets the following criteria:

1) **Development mix**

   Across the site, the development mix will include:

   a) Approximately 7,720sqm of business or employment floorspace.

2) **Design and layout**

   The design and layout of the site should:

   a) Be coordinated with the existing Joseph Wilson Business Park to allow for a comprehensive and coordinated approach to growth.

3) **Landscape and green infrastructure**

   The landscape and green infrastructure strategy for the site should:

   a) Assess the site's potential to be functionally linked land, in line with Policy DS17;

   b) Incorporate opportunities for landscape and biodiversity enhancements identified within the Local Character Area C3: Court Lees and Millstrood Farmlands set out in Canterbury Landscape Character and Biodiversity Appraisal; and

   c) Provide a landscape buffer to the south of the site to provide visual separation between development and surrounding countryside.

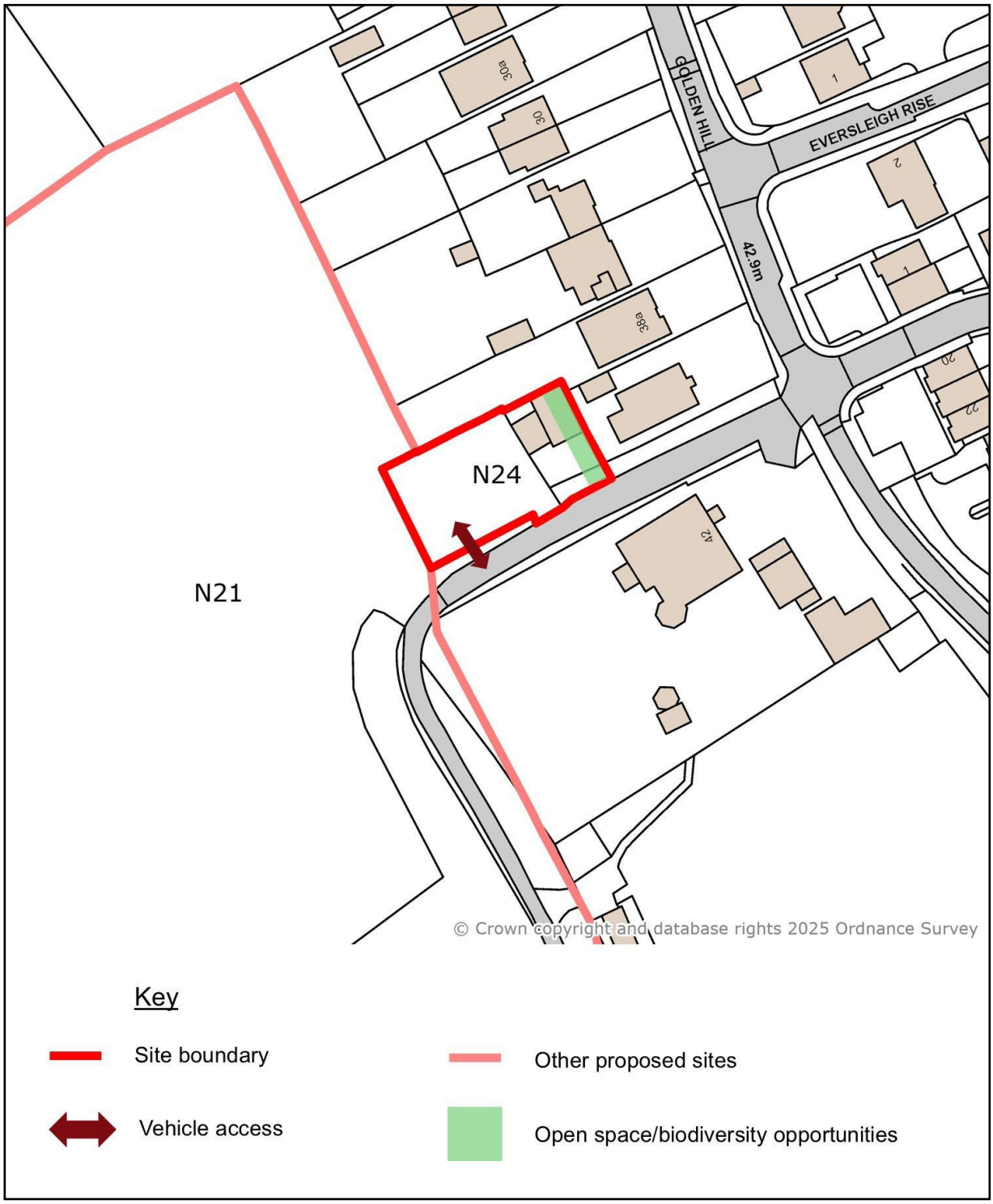
4) **Access and transportation**

   The access and transport strategy for the site should:

   a) Provide safe and convenient pedestrian and cycle connectivity to the wider business park and surrounding areas; and

   b) Provide vehicle access via the existing Joseph Wilson Business Park only.

Policy N24 – Land Lying to the West of Golden Hill



LAND LYING TO THE WEST OF GOLDEN HILL – CONCEPT MASTERPLAN

Site N24 is allocated for Gypsy and Traveller accommodation. Planning permission will be granted for proposals that meet the following criteria:

1) **Development mix**

   Across the site, the development mix will include:

   a) Approximately one pitch; and

   b) If required by the applicant, the provision of a day room would be supported provided it is proportionate in scale with its function as an outbuilding serving caravans.

2) **Landscape and green infrastructure**

   The landscape and green infrastructure strategy for the site should:

   a) Assess the site's potential to be functionally linked land, in line with Policy DS17; and

   b) Provide a landscape buffer along the eastern boundary of the site to reduce the impact of the development on living conditions.

HERNE BAY AREA

3.38 Herne Bay has seen significant levels of growth as part of the Canterbury District Local Plan 2017, with a series of strategic development sites identified to the south and east of the town. A number of new residential allocations are proposed which can consolidate this growth, including brownfield sites at Beacon Road, Moyne and the Former Herne Bay Driving Range. Further information about the assessments can be found in the Focused Regulation 18 Topic Paper (2025).

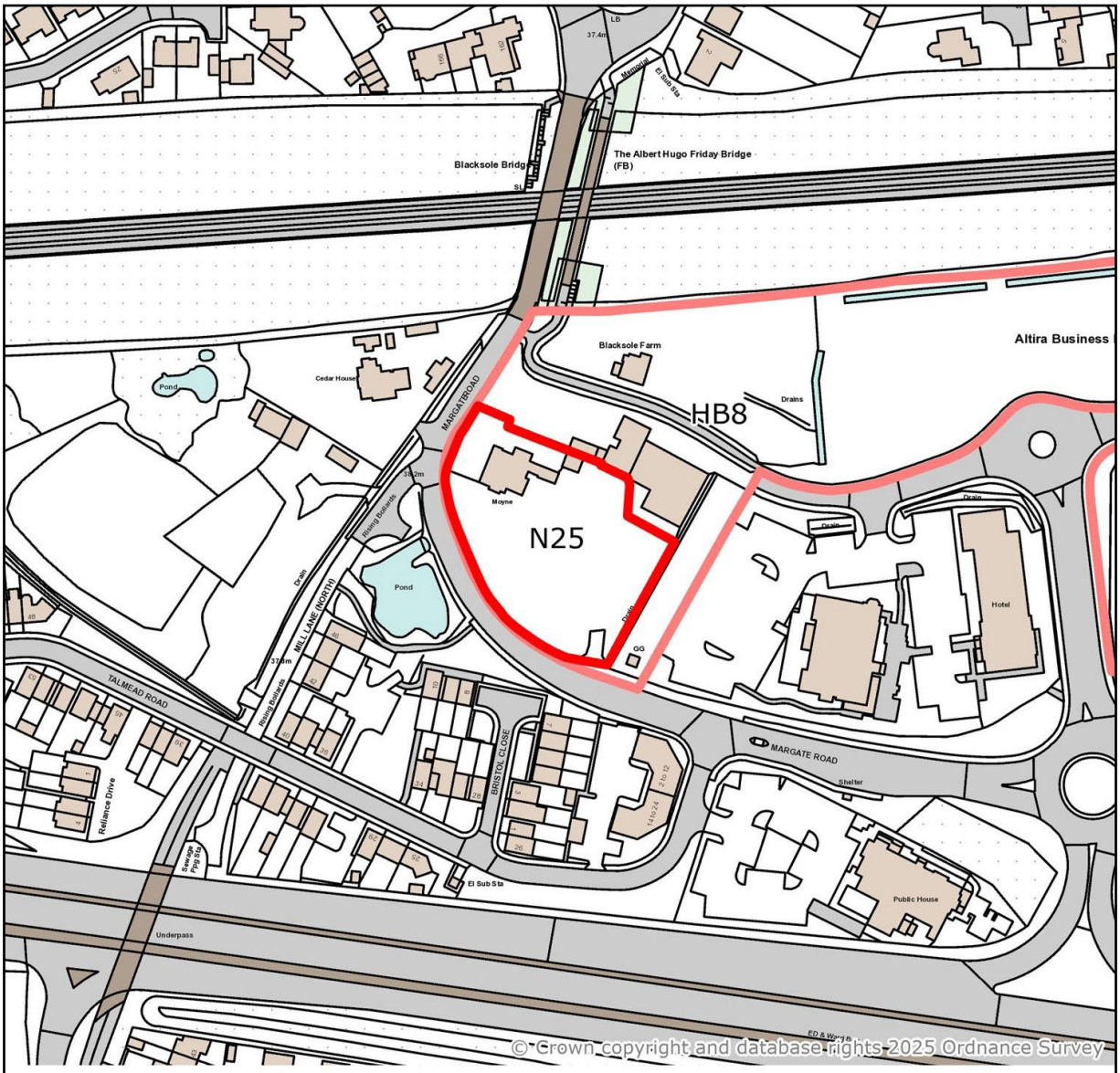
3.39 The site at Moyne was previously included in the 2022 and 2024 draft Local Plan consultations as part of Policy HB8 Altira. However, the residential parcel of this site, excluding the area covered by N27 Moyne, has since been granted planning permission for the full draft housing figure. The small remaining area at Moyne is therefore now proposed as a separate allocation.

3.40 Similarly, the area covered by the N27 Former Herne Bay Driving Range, has previously formed part of site Herne Bay Golf Driving Range and Land adjacent (Policy HD1) in the adopted Local Plan. However, the full allocated housing number has been provided on a smaller site area. The remaining site at the Former Herne Bay Driving Range is therefore proposed as a new allocation for residential development.

3.41 Two sites, N29 Land at Home Farm Strode Park and N30 Land to the west of Bullockstone Road, are situated adjacent to Strode Farm (Site 5, Policy SP3) in the adopted Local Plan and are proposed for residential development. The sites will benefit from the infrastructure upgrades to support the Strode Farm development. An area of open space will be provided adjacent to the existing settlement of Bullockstone to protect its setting.

Policy Ref	Site Name	Proposed Use
N25	Moyne	Residential
N26	Land at Beacon Road	Residential
N27	Former Herne Bay Driving Range	Residential
N28	Land to the east of Bullockstone Road	Residential
N29	Land at Home Farm Strode Park	Residential
N30	Land to the west of Bullockstone Road	Residential

Policy N25 - Moyne



Key

Site boundary

Other proposed sites

Vehicle access

MOYNE – CONCEPT MASTERPLAN

Site N25 is allocated for residential development. Planning permission will be granted for development which meets the following criteria:

1) **Development mix**

   Across the site, the development mix will include:

   a) Approximately 25 new dwellings including affordable housing, accessible housing and an appropriate housing mix in line with Policies DS1 and DS2.

   b) Proportionate contributions to community infrastructure in line with Policy DS7.

   c) Open space provided in line with Policy DS24.

2) **Design and layout**

   The design and layout of the site should:

   a) Provide a high quality built environment, in line with Policy DS6, with an average net density of around 80 dph;

   b) Be coordinated with proposals for neighbouring sites, including Altira (Policy HB8);

   c) Residential development must be carefully designed and located to ensure any potential conflicts with neighbouring commercial uses are minimised;

   d) Assess Areas of Archaeological Potential, in line with Policy DS26; and

   e) Mitigate and/or minimise adverse noise impacts from the A299 and the railway line to the north.

3) **Landscape and green infrastructure**

   The landscape and green infrastructure strategy for the site should:

   a) Provide open space within the gas pressure pipeline buffer zone.

4) **Access and transportation**

   The access and transport strategy for the site should:

   a) Provide vehicle access via Site HB8 (Altira) only.

Policy N26 – Land at Beacon Road

Key

Site boundary

Vehicle access

Open space/biodiversity opportunities

LAND AT BEACON ROAD – CONCEPT MASTERPLAN

Site N26 is allocated for residential development. Planning permission will be granted for development which meets the following criteria:

1) **Development mix**

   Across the site, the development mix will include:

   a) Approximately 32 new dwellings including affordable housing, accessible housing and an appropriate housing mix in line with Policies DS1 and DS2.

   b) Proportionate contributions to community infrastructure in line with Policy DS7.

   c) Open space provided in line with Policy DS24.

2) **Design and layout**

   The design and layout of the site should:

   a) Provide a high quality built environment, in line with Policy DS6, with an average net density of around 35 dph;

   b) Provide development which relates to the existing pattern, character and scale of development in the area and protects the amenity and privacy of adjacent residents; and

   c) Protect and enhance nearby heritage assets including the Herne Bay Conservation Area, in line with Policy DS26.

3) **Landscape and green infrastructure**

   The landscape and green infrastructure strategy for the site should:

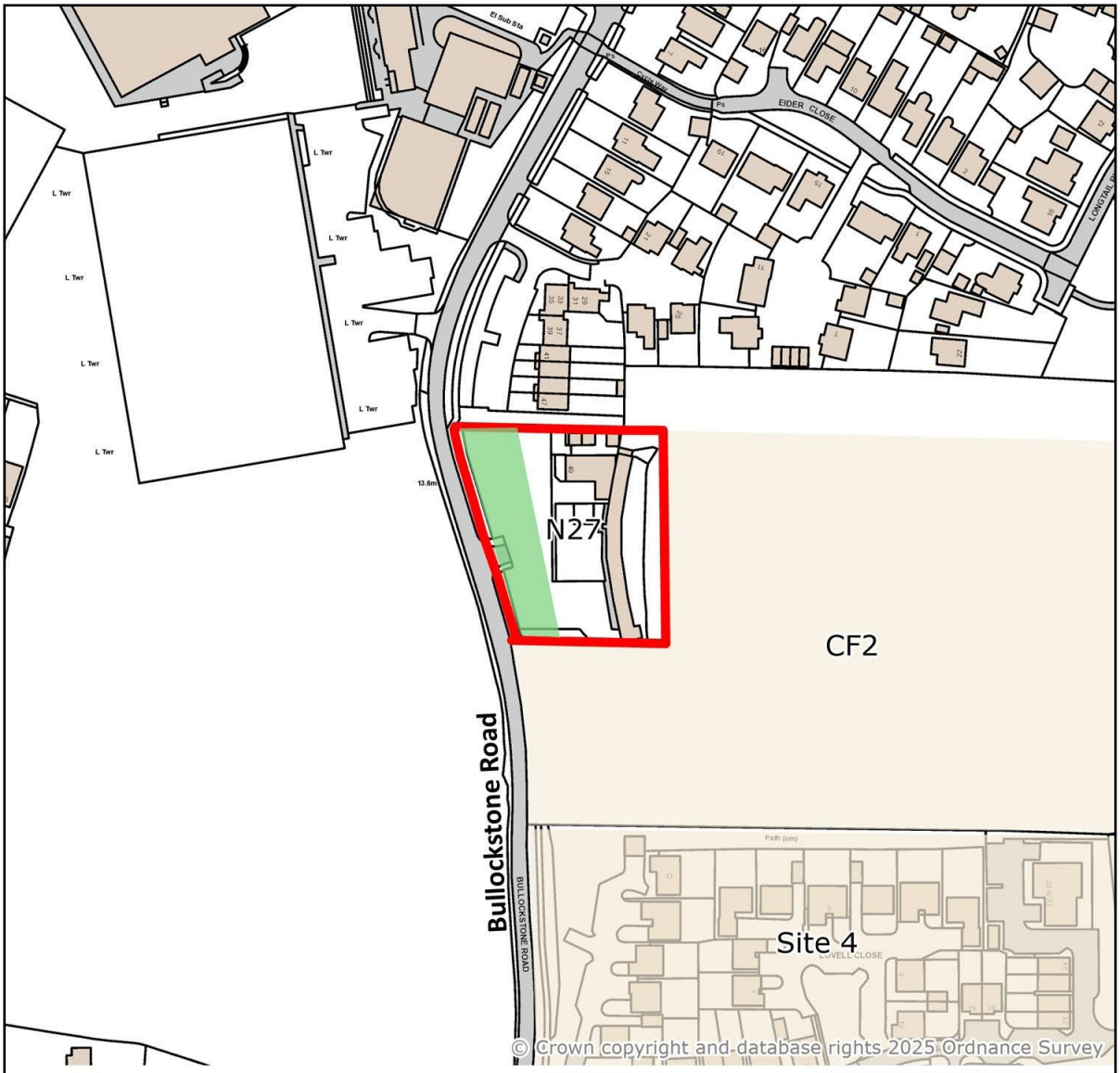
   a) Provide an appropriate mitigation strategy for the loss of sports facilities on the site.

4) **Access and transportation**

   The access and transport strategy for the site should:

   a) Improve the existing access from Beacon Road.

Policy N27 – Herne Bay Golf Course Driving Range



Key

Site boundary

Open space/biodiversity opportunities

Carried Forward Local Plan 2017 Sites (Policy CF2)

HERNE BAY GOLF COURSE DRIVING RANGE – CONCEPT MASTERPLAN

Site N27 is allocated for residential development. Planning permission will be granted for development which meets the following criteria:

1) **Development mix**

   Across the site, the development mix will include:

   a) Approximately 10 new dwellings including affordable housing, accessible housing and an appropriate housing mix in line with Policies DS1 and DS2.

   b) Proportionate contributions to community infrastructure in line with Policy DS7.

   c) Open space provided in line with Policy DS24.

2) **Design and layout**

   The design and layout of the site should:

   a) Provide a high quality built environment, in line with Policy DS6, with an average net density of around 35 dph; and

   b) Be coordinated with proposals for neighbouring sites, including Herne Bay Golf Club (Site 4, Policy CF1).

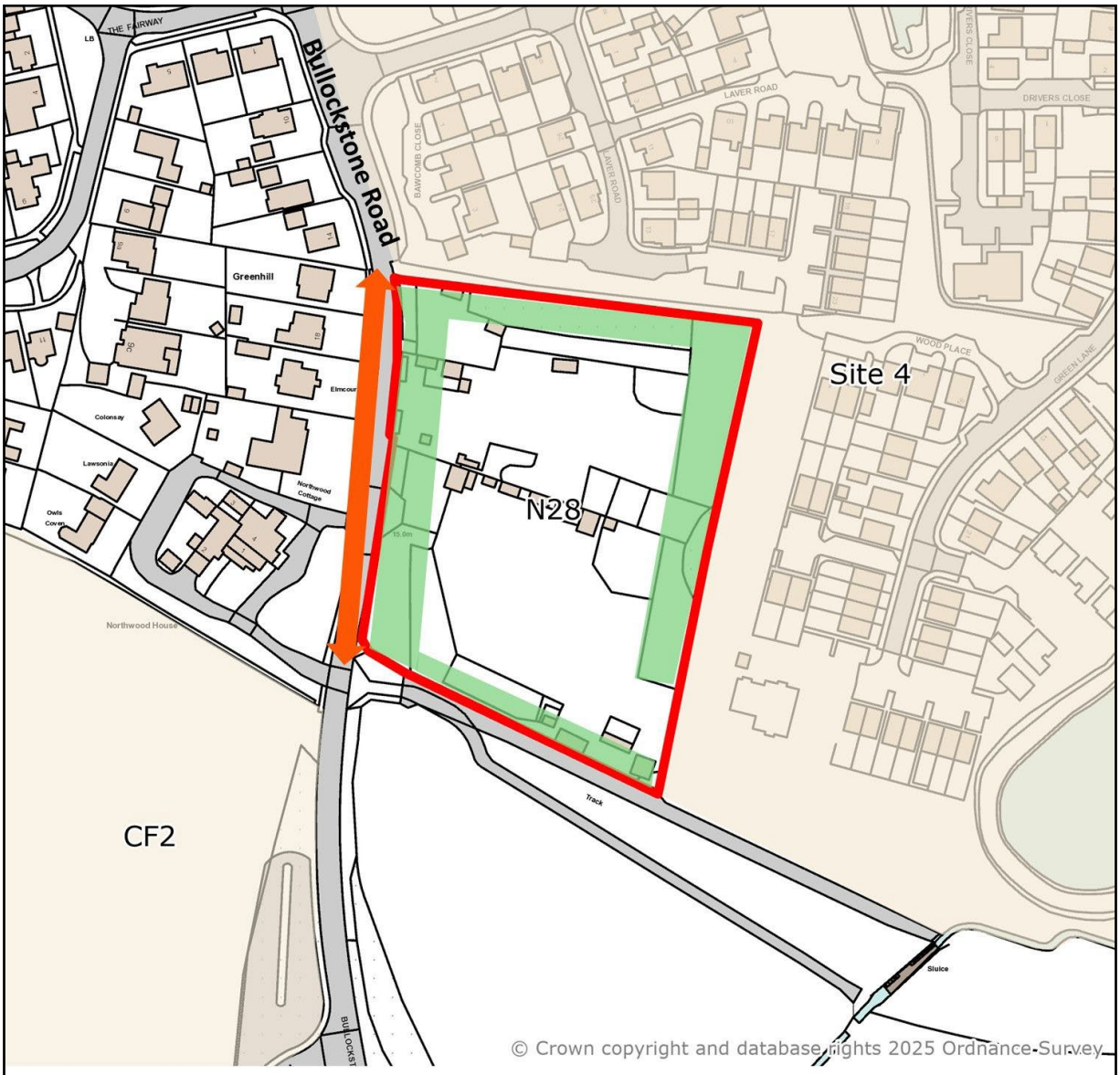
3) **Landscape and green infrastructure**

   The landscape and green infrastructure strategy for the site should:

   a) Incorporate opportunities for landscape and biodiversity enhancements identified within the Local Character Area C1: Chestfield Gap and Greenhill set out in Canterbury Landscape Character and Biodiversity Appraisal; and

   b) Provide open space in the western part of the site over the area covered by the gas pressure pipeline.

Policy N28 – Land to the east of Bullockstone Road



Key

Site boundary

Improved pedestrian and cycle access

Open space/biodiversity opportunities

Carried Forward Local Plan 2017 Sites
(Policy CF1 and Policy CF2)

LAND TO THE EAST OF BULLOCKSTONE ROAD – CONCEPT MASTERPLAN

Site N28 is allocated for residential development. Planning permission will be granted for development which meets the following criteria:

1) **Development mix**

   Across the site, the development mix will include:

   a) Approximately 35 new dwellings including affordable housing, accessible housing and an appropriate housing mix in line with Policies DS1 and DS2.

   b) Proportionate contributions to community infrastructure in line with Policy DS7.

   c) Open space provided in line with Policy DS24.

2) **Design and layout**

   The design and layout of the site should:

   a) Provide a high quality built environment, in line with Policy DS6, with an average net density of around 35 dph;

   b) Be coordinated with proposals for neighbouring sites, including Herne Bay Golf Club (Site 4, Policy CF1); and

   c) Mitigate and/or minimise adverse noise impacts from the nearby A299.

3) **Landscape and green infrastructure**

   The landscape and green infrastructure strategy for the site should:

   a) Protect and enhance the existing trees on the northern and eastern boundary of the site, in line with Policy DS21; and

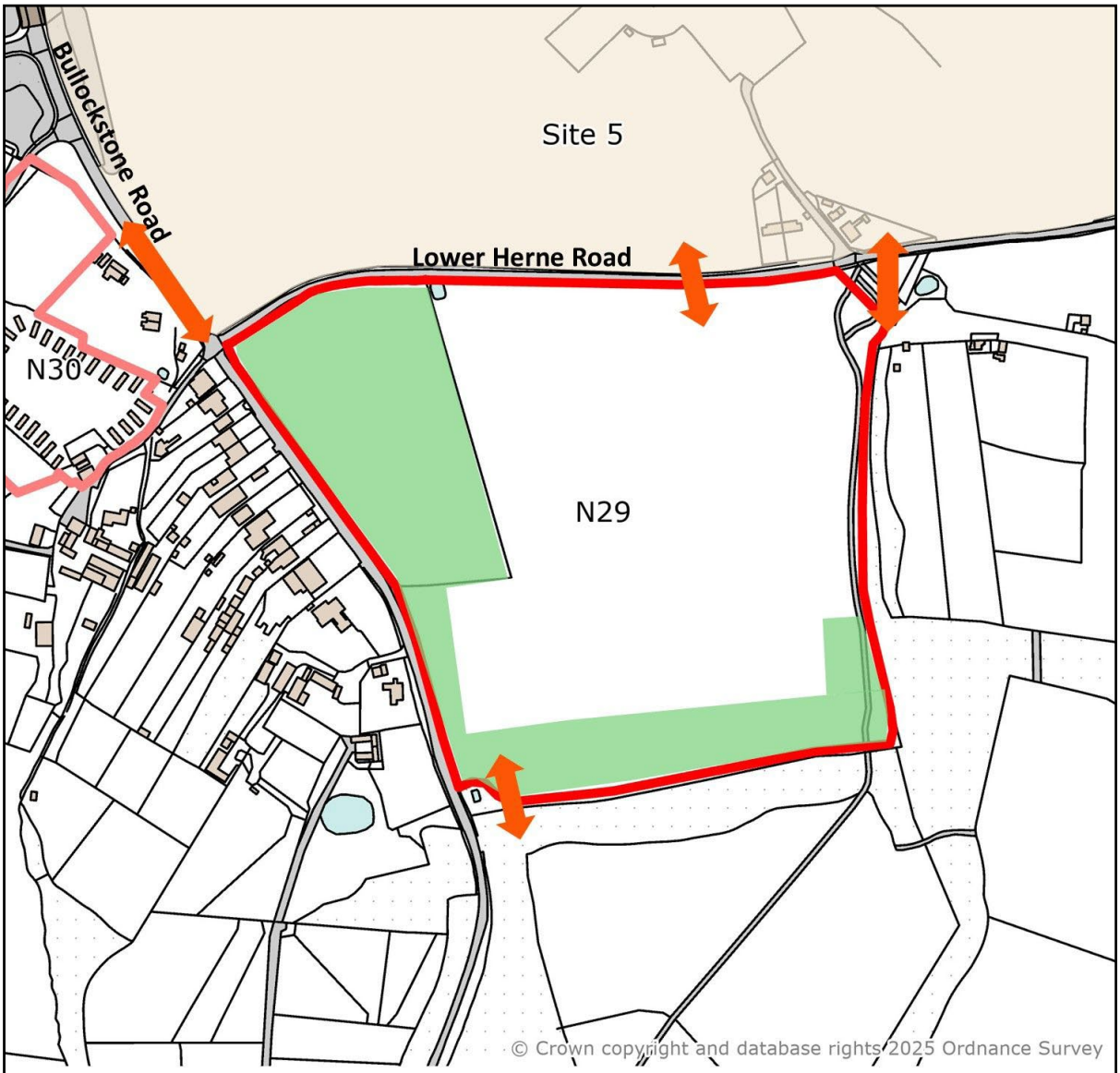
   b) Provide open space in the western part of the site over the area covered by the gas pressure pipeline.

4) **Access and transportation**

   The access and transport strategy for the site should:

   a) Provide new footways to connect to the existing pedestrian network.

Policy N29 – Land at Home Farm, Strode Park



Key

- Site boundary
- Opportunities to improve pedestrian and cycle access
- Open space/biodiversity opportunities
- Other proposed sites
- Carried Forward Local Plan 2017 Sites (Policy CF1)

LAND AT HOME FARM, STRODE PARK – CONCEPT MASTERPLAN

Site N29 is allocated for residential development. Planning permission will be granted for development which meets the following criteria:

1) **Development mix**

   Across the site, the development mix will include:

   a) Approximately 200 new dwellings including affordable housing, accessible housing and an appropriate housing mix in line with Policies DS1 and DS2.

   b) Proportionate contributions to community infrastructure in line with Policy DS7.

   c) Open space provided in line with Policy DS24.

2) **Design and layout**

   The design and layout of the site should:

   a) Provide a high quality built environment, in line with Policy DS6, with an average net density of around 35 dph;

   b) Be coordinated with existing and planned development on neighbouring sites, including Land to the west of Bullockstone Road (Policy N30) and Strode Farm (Site 5, Policy CF1); and

   c) Protect and enhance nearby heritage assets including Herne Conservation Area, in line with Policy DS26.

3) **Landscape and green infrastructure**

   The green and blue infrastructure strategy for the site should:

   a) Assess the site's potential to be functionally linked land, in line with Policy DS17;

   b) Incorporate opportunities for landscape and biodiversity enhancements identified within the Local Character Area E1: Herne Common set out in Canterbury Landscape Character and Biodiversity Appraisal;

   c) Provide a significant proportion of the natural and semi natural open space in southern part of the site to provide a substantial landscape buffer and enhancement to existing ancient woodland and priority habitat. Visual integration of development edges should be provided to transition the surrounding rural landscape; and

   d) Provide a significant proportion of open space, including the amenity green space and parks and gardens, in the north western part of the site, including on the frontage to Bullockstone Road, to protect the setting of the linear settlement of Bullockstone.

4) **Access and transportation**

   The access and transport strategy for the site should:

   a) Provide safe and convenient pedestrian and cycle connectivity through the creation of new and improved routes including:

      i) Connections to Herne Bay;

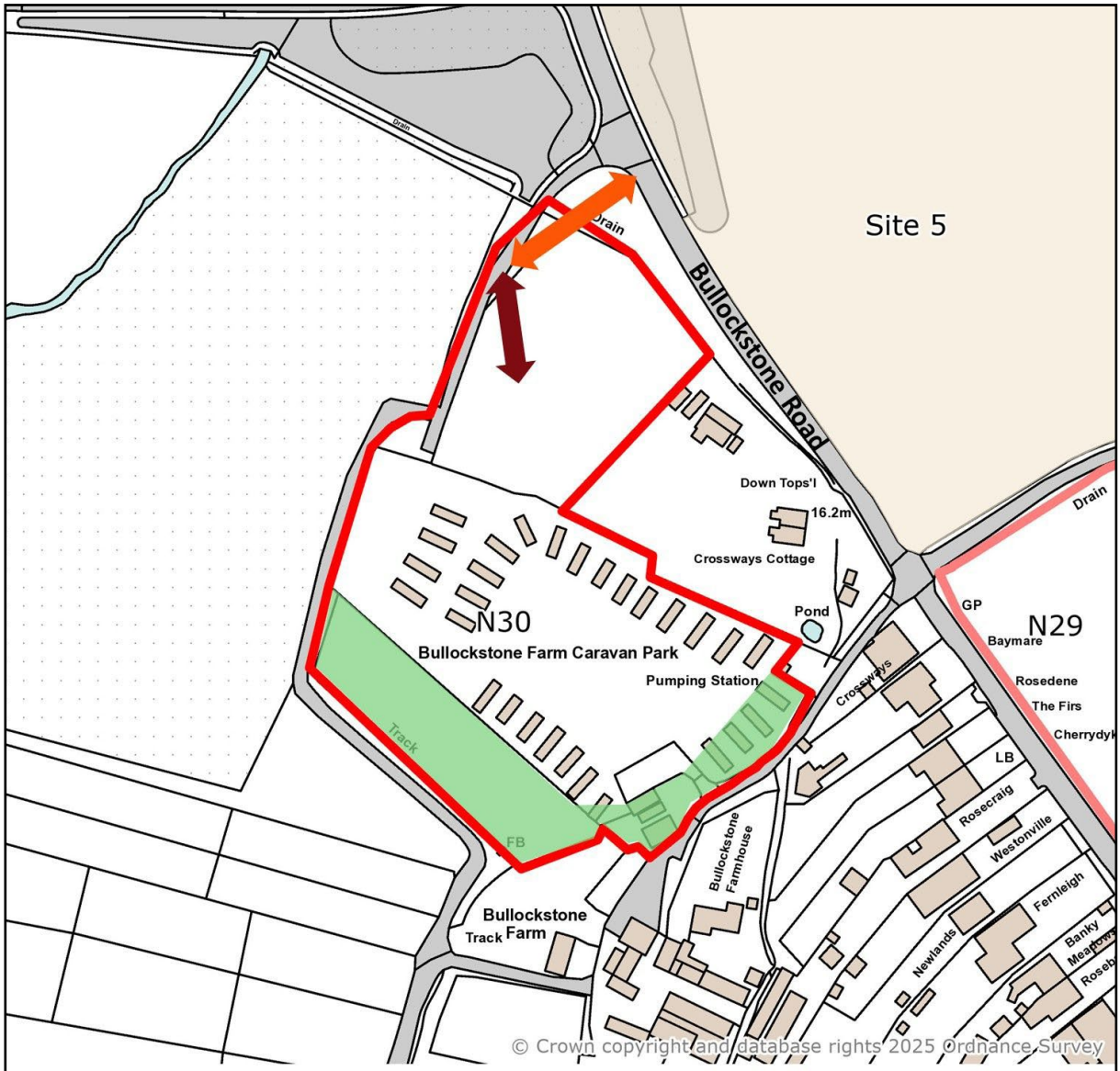
      ii) Connections to neighbouring developments, including Land to the west of Bullockstone Road (Policy N30) and Strode Farm (Site 5, Policy CF1);

      iii) Connections to the planned pedestrian and cycle route to Herne Bay and Herne Common (Policy CF3), which runs adjacent to the eastern site boundary; and

      iv) Improvements to the local PRoW network as required, including footpaths CH27/ CH26 to Herne.

   b) Provide a Transport Assessment to demonstrate the connectivity of the site with the existing highway network, any necessary mitigation and measures to minimise the need for use of private cars.

Policy N30 – Land to the west of Bullockstone Road



Key

- Site boundary
- Open space/biodiversity opportunities
- Other proposed sites
- Improved pedestrian and cycle access
- Vehicle access
- Carried Forward Local Plan 2017 Sites (Policy CF1)

LAND TO THE WEST OF BULLOCKSTONE ROAD – CONCEPT MASTERPLAN

Site N30 is allocated for residential development. Planning permission will be granted for development which meets the following criteria:

1) **Development mix**

Across the site, the development mix will include:

a) Approximately 50 new dwellings including affordable housing, accessible housing and an appropriate housing mix in line with Policies DS1 and DS2.

b) Proportionate contributions to community infrastructure in line with Policy DS7.

c) Open space provided in line with Policy DS24.

2) **Design and layout**

The design and layout of the site should:

a) Provide a high quality built environment, in line with Policy DS6, with an average net density of around 35 dph;

b) Be coordinated with proposals for neighbouring sites, including Land at Home Farm (Policy N29) and Strode Farm (Site 5, Policy CF1); and

c) Protect and enhance nearby heritage assets including the Grade 2 Listed Down Tops'l Cottage, in line with Policy DS26.

3) **Landscape and green infrastructure**

The green and blue infrastructure strategy for the site should:

a) Assess the site's potential to be functionally linked land, in line with Policy DS17;

b) Incorporate opportunities for landscape and biodiversity enhancements identified within the Local Character Area E1: Herne Common set out in Canterbury Landscape Character and Biodiversity Appraisal;

c) Protect and enhance the existing tree belt in the southwest of the site and the mature trees to the northwest on the frontage to Bullockstone Road, in line with Policy DS21;

d) Provide a significant proportion of the natural and semi natural open space in the south of the site, including the planting of new trees, to mitigate landscape and visual impact on the surrounding countryside. Visual integration of development edges should be provided to transition the surrounding rural landscape; and

e) Provide a landscape buffer on the southeastern boundary of the site to provide separation from Bullockstone.

4) **Access and transportation**

The access and transport strategy for the site should:

a) Provide safe and convenient pedestrian and cycle connectivity through the creation of new and improved routes including:

i) Connections to Herne Bay.

ii) Connections to neighbouring developments including Strode Farm (Site 5, Policy CF1) and Herne Bay Golf Course (Site 4, Policy CF1); and

iii) Improvements to the local PRoW network as required.

b) Provide vehicle access from Bullockstone Road via the access to Herne Bay Crematorium only.

RURAL AREA

3.42 Chartham is located to the south of Canterbury, adjacent to the Kent Downs National Landscape. It benefits from bus and rail connections to both Canterbury and Ashford, and the Great Stour Way provides a popular walking and cycling route to Canterbury city centre. The settlement is identified as a Rural Service Centre and benefits from good access to community facilities and services including a primary school, GP surgeries, local shops and a community hall.

3.43 Two sites are proposed for allocation in Chartham and will deliver a range of housing to meet local needs. Land at Chartham Papermill is a predominantly brownfield site in the centre of the settlement. It is proposed for regeneration to provide residential development, as well as new local shopping and community facilities which will benefit new and existing residents. Development will reflect the heritage of the site and be designed in keeping with the Chartham conservation area.

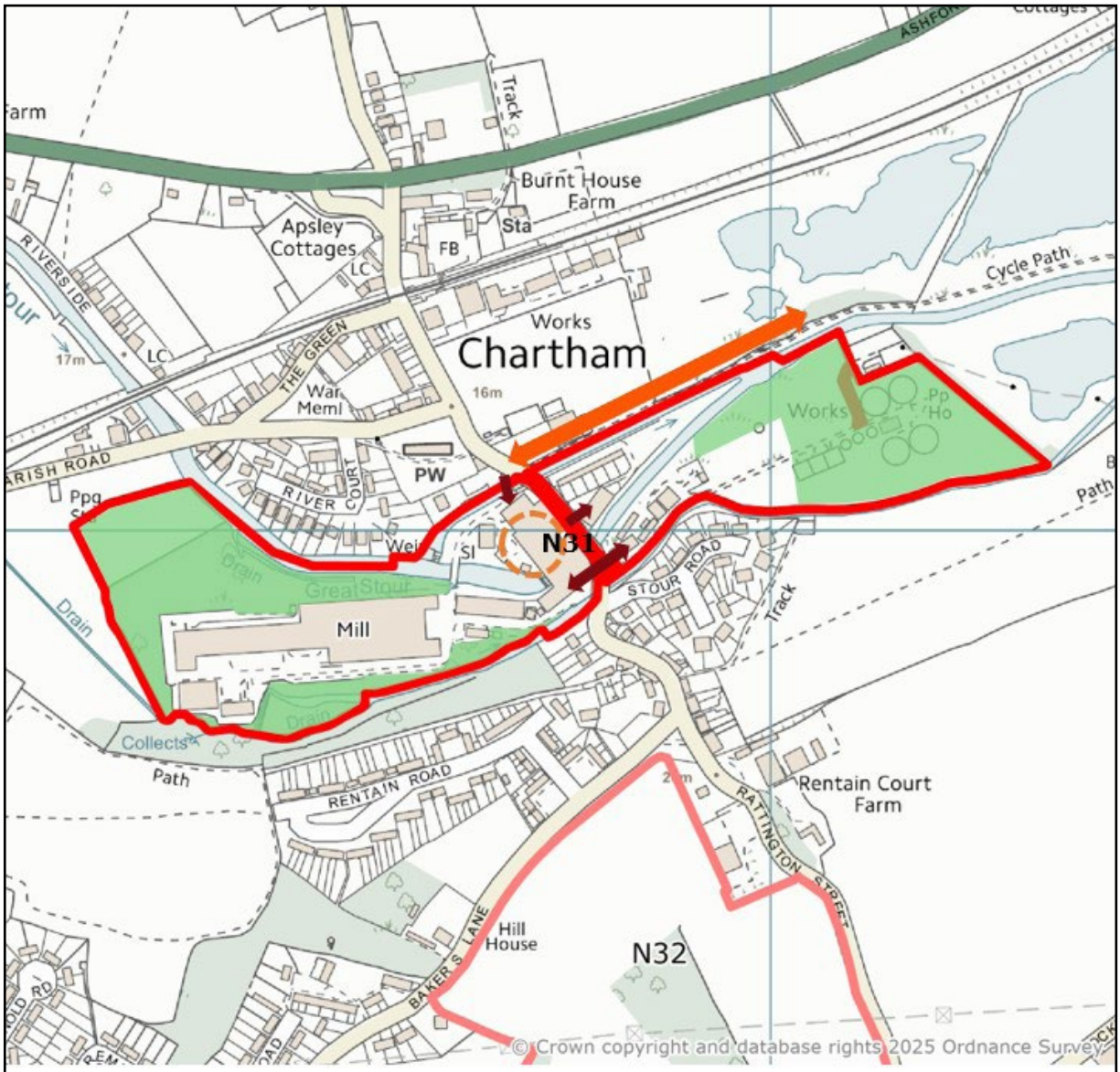
3.44 Land to the west of Rattington Street was previously included in the 2022 draft Local Plan consultation. It is now proposed again for residential development. It will provide large areas of open space preserving the areas of ancient woodland within the site and maintaining key views to the countryside to the north. The site also provides the opportunity for a pedestrian and cycle link connecting Baker's Lane to The Cresent.

3.45 In Hersden , which is also identified as a Rural Service Centre, Land at the former Spires Academy is proposed for residential development. The site will form an extension of the Montgomery Gardens development to the south.

3.46 The A2 corridor provides a strategic connection between the Port of Dover and London. The 2017 adopted Local Plan requires the provision of the 4th slip road on the A2 at Wincheap, to provide an all-movement junction and facilitate growth in the area. The provision of this slip road will result in the loss of a small lay-by which is used for lorry parking. To accommodate this loss and provide additional capacity, it is proposed to improve and expand the existing lay-by on the coastbound carriageway at Barham, adjacent to Kent Motorcycles.

Policy Ref	Site Name	Proposed Use
N31	Chartham Paper Mill	Residential
N32	Land at Rattington Street	Residential
N33	Land at the former Spires Academy	Residential
N34	Barham Layby	Lorry rest area

Policy N31 – Chartham Paper Mill



Key

- Site boundary
- Open space/biodiversity opportunities
- Improved pedestrian and cycle access
- Vehicle access
- Local shopping/community facilities – Indicative location

CHARTHAM PAPER MILL – CONCEPT MASTERPLAN

Site N31 is allocated for residential development. Planning permission will be granted for development which meets the following criteria:

1) **Development mix**

Across the site, the development mix will include:

a) Approximately 165 new dwellings including affordable housing, accessible housing and an appropriate housing mix in line with Policies DS1 and DS2.

b) Non-residential development:

i) Provision of new local shopping and community facilities; and

ii) Proportionate contributions to community infrastructure in line with Policy DS7.

c) Open space provided in line with Policy DS24.

2) **Design and layout**

The design and layout of the site should:

a) Provide a high quality built environment, in line with Policy DS6, with an average net density of around 35 dph;

b) Protect and enhance nearby heritage assets including Chartham Conservation Area, in line with Policy DS26; and

c) Provide a site-specific Flood Risk Assessment in line with Policy DS20 to inform the following requirements:

i) The Sequential Approach should be applied to the layout of the site by locating the most vulnerable elements in the lowest risk areas. The Sequential Approach should also be applied to the internal layout of buildings, in particular where floor levels cannot be raised;

ii) Floor levels should be raised above the depth of flooding from surface water, including an additional freeboard where practicable;

iii) Flood resistance and resilience measures should be considered for inclusion; and

iv) Suitable mitigation (such as compensatory flood storage and floodable voids) should be provided where development would displace floodwater to ensure no increase in risk of flooding to the surrounding area.

3) **Landscape and green infrastructure**

The landscape and green infrastructure strategy for the site should:

a) Assess the site's potential to be functionally linked land, in line with Policy DS17;

b) Incorporate opportunities for landscape and biodiversity enhancements identified within the F7: Stour Valley West set out in Canterbury Landscape Character and Biodiversity Appraisal;

c) Provide open space along the northern boundary of the site to provide a substantial landscape buffer to the Priority Habitat;

d) Retain and enhance the TPO trees along the along the southern and northern boundaries of the western part of the site, including within the gas pressure pipeline buffer zone, in line with Policy DS21;

e) Provide an area of natural and semi-natural open space in the eastern part

of the site to provide visual integration of development edges to transition the surrounding rural landscape to the east and south east; and

f) Provide a Minerals Assessment in accordance with the Kent Minerals and Waste Local Plan and other material considerations.

4) **Access and transportation**

The access and transportation strategy for the site should:

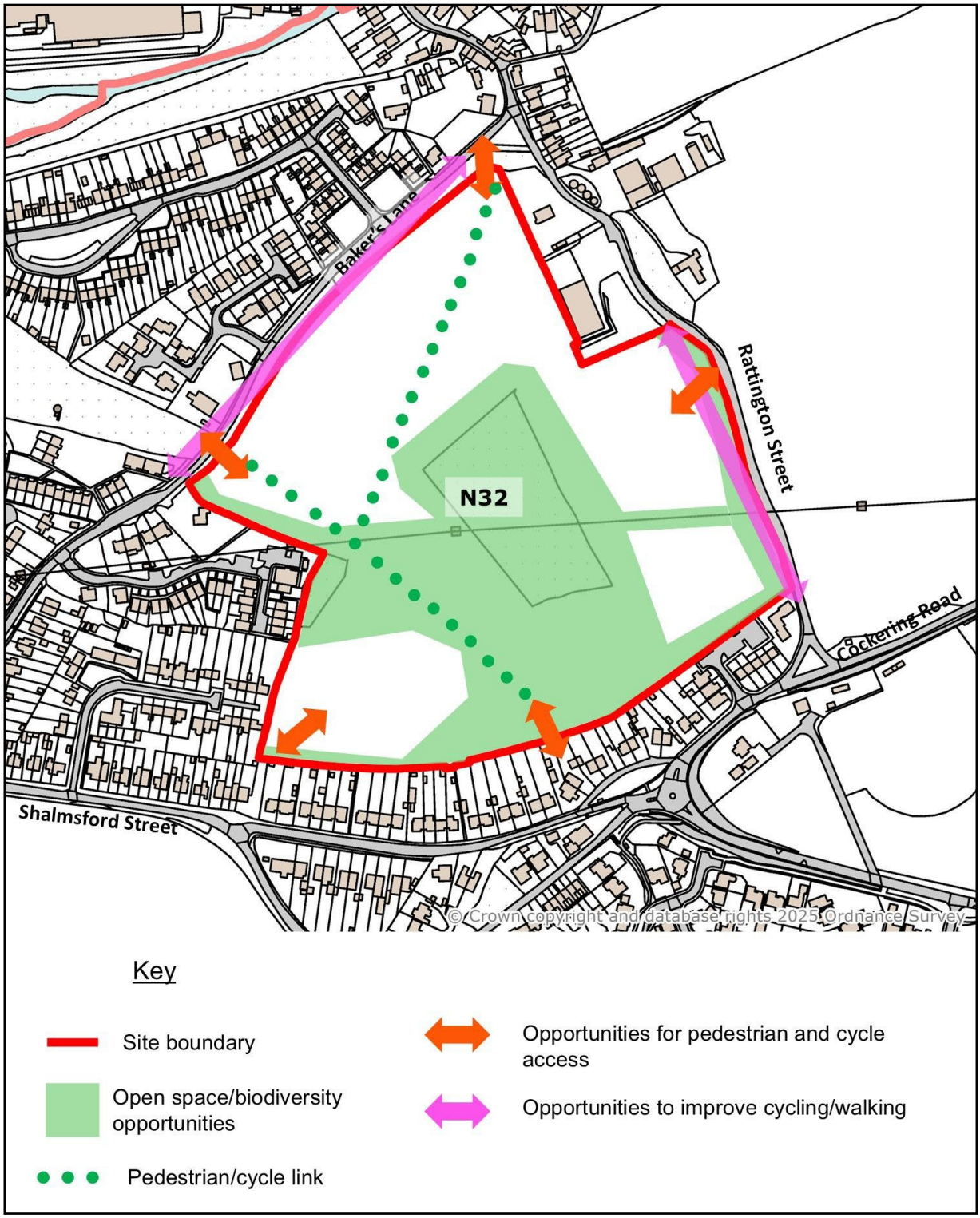
a) Provide pedestrian and cycle connections and improvements to the Great Stour Way;

b) Provide vehicle access via Station Road;

c) Improve Station Road by widening the road where necessary and providing new and improved footways; and

d) Provide upgrades to the A28 junction with Station Road as necessary.

Policy N32 – Land at Rattington Street



LAND AT RATTINGTON STREET – CONCEPT MASTERPLAN

Site N32 is allocated for residential development. Planning permission will be granted for development which meets the following criteria:

1) **Development mix**

Across the site, the development mix will include:

a) Approximately 170 new dwellings including affordable housing, accessible housing and an appropriate housing mix in line with Policies DS1 and DS2.

b) Proportionate contributions to community infrastructure in line with Policy DS7.

c) Open space provided in line with Policy DS24.

2) **Design and layout**

The design and layout of the site should:

a) Provide a high quality built environment, in line with Policy DS6, with an average net density of around 35 dph; and

b) Assess Areas of Archaeological Potential and protect and enhance nearby heritage assets, including Chartham Conservation Area, in line with Policy DS26.

3) **Landscape and green infrastructure**

The green and blue infrastructure strategy for the site should:

a) Assess the site's potential to be functionally linked land, in line with Policy DS17;

b) Incorporate opportunities for landscape and biodiversity enhancements identified within the Local Character Area F1: Stour Valley Sides set out in Canterbury Landscape Character and Biodiversity Appraisal;

c) Provide an area of open space running along and parallel to the ridgeline running through the site, to mitigate visual and landscape impacts to the countryside to the east;

d) Retain all ancient woodland and ancient or veteran trees, ensuring they are not damaged nor is their future retention threatened, in line with Policy DS18. Opportunities for the enhancement and improved connectivity of ancient woodland should be incorporated where possible; and

e) Provide a significant proportion of the natural and semi natural open space to the centre and west of the site around the two areas of Ancient Woodland.

4) **Access and transportation**

The access and transport strategy for the site should:

a) Provide safe and convenient pedestrian and cycle connectivity including:

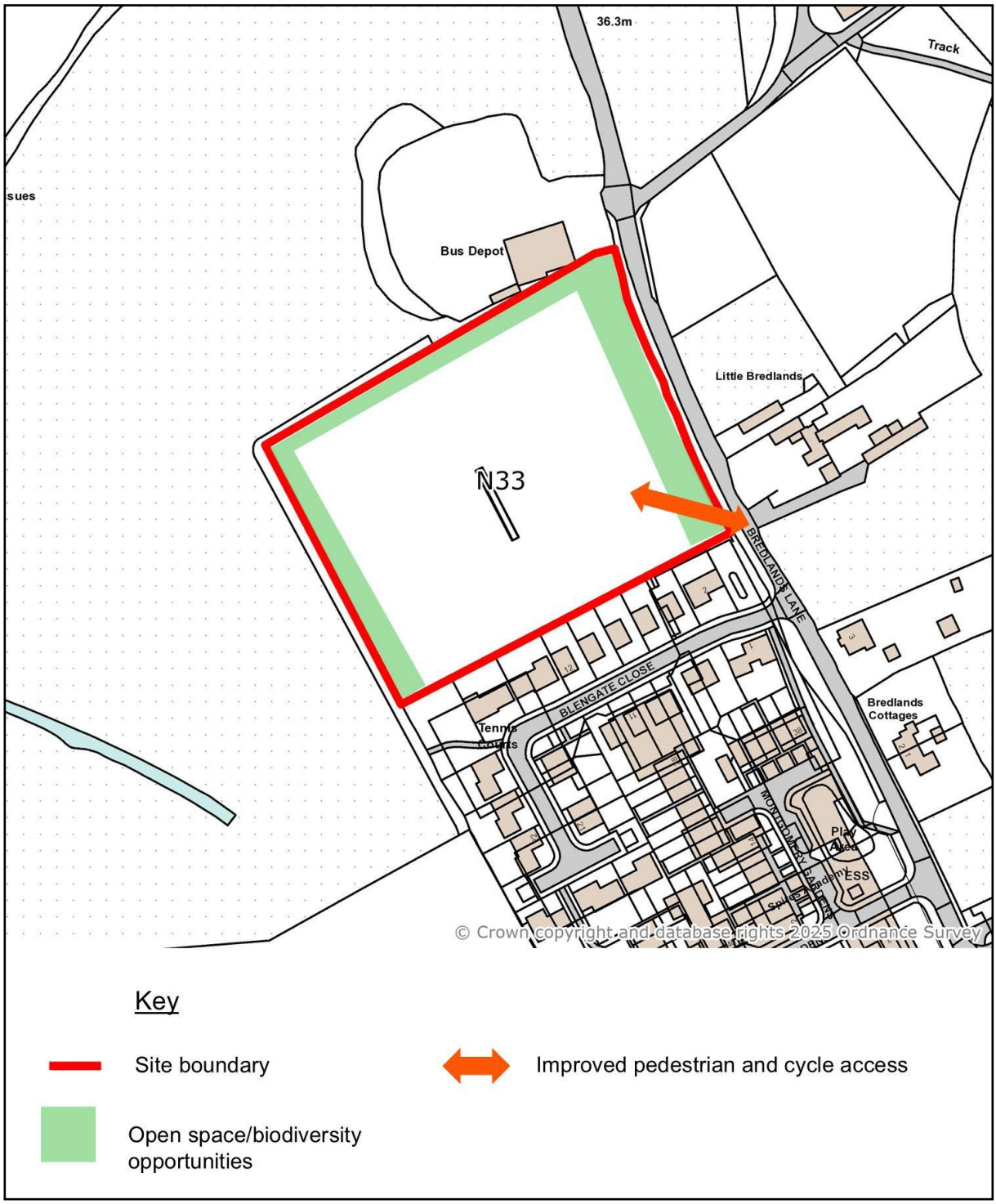
i) Improved walking and cycle connections to Great Stour Way;

ii) Pedestrian and cycle links through the site connecting The Crescent with Baker's Lane and the centre of the village at Rattington Street; and

iii) Improvements to the local PRoW network as required.

b) Provide a Transport Assessment to demonstrate the connectivity of the site with the existing highway network, any necessary mitigation and measures to minimise the need for use of private cars.

Policy N33 - Land at the former Spires Academy



LAND AT THE FORMER SPIRES ACADEMY – CONCEPT MASTERPLAN

Site N33 is allocated for residential development. Planning permission will be granted for development which meets the following criteria:

1) **Development mix**

   Across the site, the development mix will include:

   a) Approximately 37 new dwellings including affordable housing, accessible housing and an appropriate housing mix in line with Policies DS1 and DS2.

   b) Proportionate contributions to community infrastructure in line with Policy DS7.

   c) Open space provided in line with Policy DS24.

2) **Design and layout**

   The design and layout of the site should:

   a) Provide a high quality built environment, in line with Policy DS6, with an average net density of around 35 dph.

3) **Landscape and green infrastructure**

   The landscape and green infrastructure strategy for the site should:

   a) Incorporate opportunities for landscape and biodiversity enhancements identified within the Local Character Area F3: Hersden Ridge set out in Canterbury Landscape Character and Biodiversity Appraisal;

   b) Provide a significant proportion of the natural and semi natural open space to the western part of the site to provide a substantial landscape buffer to the Priority Habitat;

   c) Retain and enhance the trees along the western and northwestern boundary of the site, in line with Policy DS21; and

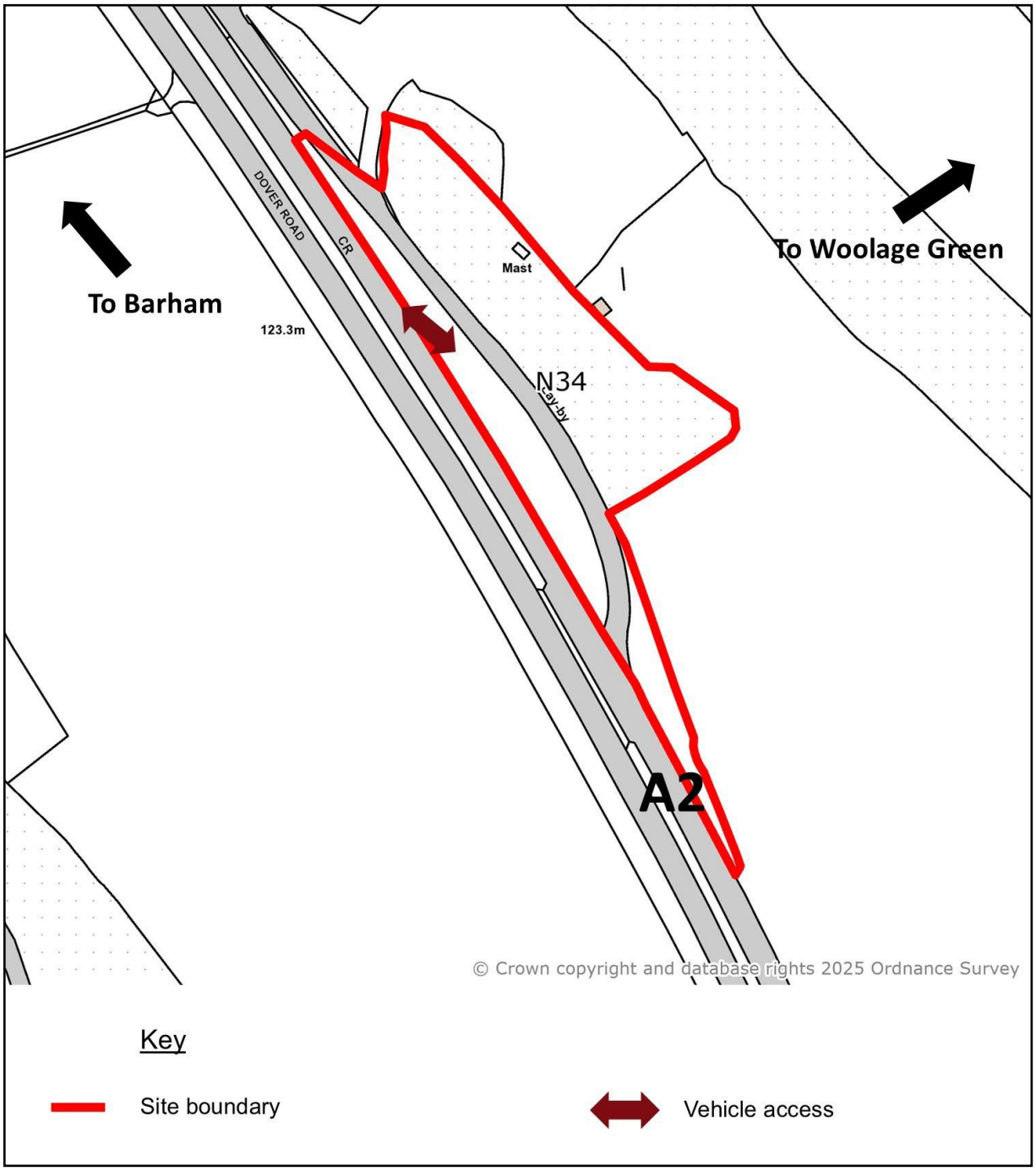
   d) Provide open space in the eastern part of the site including the area covered by the gas pressure pipeline buffer zone.

4) **Access and transportation**

   The access and transportation strategy for the site should:

   a) Provide new footways to connect to the existing pedestrian network.

Policy N34 – Barham Layby



BARHAM LAYBY – CONCEPT MASTERPLAN

Site N34 is allocated for a vehicle rest area. Planning permission will be granted for development which meets the following criteria:

1) **Development mix**

   Across the site, the development mix will include:

   a) A vehicle rest area containing up to 20 HGV parking spaces.

2) **Design and layout**

   The design and layout strategy for the site should:

   a) Respond to the site's sensitive location within the Kent Downs National Landscape and further the conservation and enhancement of its natural beauty, in line with Policy DS18.

3) **Landscape and green infrastructure**

   The landscape and green infrastructure strategy for the site should:

   a) Incorporate opportunities where possible for landscape and biodiversity enhancements with regard to The Kent Downs AONB Management Plan.

4) **Access and transportation**

   The access and transportation strategy for the site should:

   a) Provide access via the existing link road between Kent Motorcycles and the A2 eastbound carriageway.

DISTRICT-WIDE STRATEGIC POLICY

3.47 The 2025 Gypsy and Traveller and Travelling Showpeople Accommodation Assessment (GTAA) identified a need for 43 Gypsy and Traveller pitches across the period of the Local Plan. The GTAA identified no need for Travelling Showpeople plots.

3.48 Ensuring that there is sufficient provision for the growing needs of Gypsies and Travellers within the district is essential in planning for the sustainable growth and development of the district and its communities.

3.49 In planning positively, the council have looked to largely use existing sites to meet the identified need across the Local Plan period. This is to be achieved through both the regularisation of existing sites which do not currently have a permanent planning permission, and through the intensification of existing sites to occupy further pitches. This is in addition to the allocations identified at Policies N21 and N24.

3.50 The yield calculations listed in the policy are based on our assessment of what is considered a sustainable and suitable pitch size within the Canterbury district to provide a reasonable expectation of how these existing sites will contribute to meeting the district's identified need. Applications will however be assessed on a case-by-case basis and sites may be able to demonstrate a higher suitable site yield subject to site design.

3.51 Development in the Kent Downs National Landscape, including the siting of Gypsy and Traveller pitches, is required to further the conservation and enhancement of the natural beauty of the designation area, including the tranquillity, and be sensitively and sustainably located.

Policy N35: Gypsy and Traveller Accommodation

1) Proposals for the intensification and/or regularisation for the sites in Table 1 will be permitted where they meet the following criteria:

   a) Demonstrate how they will conserve and enhance the character and appearance of the landscape through a landscape strategy, and where relevant, vegetation should be planted to screen the site to mitigate any impacts on the landscape. The long-term maintenance and management of these should be outlined; and

   b) Would not have an unacceptable adverse impact on living conditions or existing buildings or uses, either by the design, close proximity, activities or operations on the site which would be detrimental to the surrounding area; and

   c) Proposals for intensification will mitigate against any increased risk to highways and pedestrian safety; and

   d) Site access should not be detrimental to highway safety for vehicles and pedestrians; and

   e) Where there is a flood risk within the site, the site layout should be designed in a way that avoids the siting of caravans within Flood Zones 2 and 3; and

   f) Proposals should avoid the siting of caravans within the Conservation Area unless compliance with Policy DS26 can be demonstrated; and

   g) Proposals for day rooms should be of a size proportionate in scale to their function as outbuildings serving caravans.

Table 1 – Sites identified as suitable for intensification and/or regularisation

Site Address	Intensification/Regularisation	Total Pitches
Orchard Nursery, Underdown, Mystole Lane, Chartham	Intensification	2
Small Meadows, Iffin Lane, Stuppington	Regularisation	1
Plot 3 Thanet Way, Lock / Chamber site, Yorkletts	Regularisation and Intensification	4
Plot 5 Thanet Way, Muddy Puddles, Yorkletts	Regularisation and Intensification	3
Plot 7 Thanet Way, Yorkletts	Regularisation and Intensification	6
The Chalet, Pilgrims Lane, Seasalter	Regularisation and Intensification	2
Romany View, Hatch Lane, Chartham Hatch	Regularisation and Intensification	3
Three Oaks, Land at New House Lane, Stuppington	Regularisation and Intensification	2

For the proposal of new sites for Gypsy and Traveller accommodation, for the intensification and/or regularisation of sites not identified above, or for the expansion of existing sites, applicants will also need to accord with other policies in this plan and meet the following criteria, in addition to the criteria above:

h) The site is within a reasonable distance of local services and facilities, including shops, public transport, schools, medical and social services, and would not place undue pressure on these services; and

i) The site is capable of being provided with on-site services such as water supply, sewage disposal and power supply; and

j) Where the site is within the built up area or on the outskirts of a settlement, it should be of a scale which respects, and does not dominate, the settled community.

In addition to the above requirements, proposals involving the use of land for Travelling Showpeople purposes should:

k) Make adequate provision for the storage of vehicles, trailers, plant and other equipment required; and

l) Be located with suitable access to the primary road network.

2) The loss of permitted existing gypsy and traveller accommodation will be supported where:

a) It can be demonstrated that the site no longer caters for current or future needs; or

b) Acceptable replacement accommodation is provided, prior to the loss of the existing site.