

Draft Canterbury District Local Plan to 2040

Cllr Local Plan Working Group

- Resolved in May 2023, began in June 2023
- The LPWG has met **16** times for more than **50** hours of work
- Four Labour, two Lib Dem, two Con, one Green - chaired by Cllr Pat Edwards
- The group has been instrumental in providing guidance and recommendations for officers to incorporate into this draft Local Plan
- These slides outline the key changes and recommendations

Permission granted to consult on...

- Draft Canterbury District Local Plan To 2040
- Sustainable Design Guide Supplementary Planning Document (SPD)
- Draft Canterbury District Transport Strategy
- Draft Air Quality Action Plan
- Draft Open Space Strategy
- ... also received approval of a new Local Development Scheme which sets out the timetable for preparing the plan

New draft Local Plan - key differences

- plan period being reduced from **2045** to **2040/41**
- a **fall** in the number of new homes proposed **by a total of 4,149** - from **13,495** to **9,346** over the life of this plan compared to the previous draft plan
- reduction in our annual housing need from **1,252** homes per year to **1,149**

New draft Local Plan - key differences

- **removal** of the proposal for an Eastern Movement Corridor, better known as the **Eastern Bypass**, in Canterbury, and, as a consequence:
 - **removal** of the proposed **Canterbury Circulation Plan** which contained the suggestion that the city should be zoned to remove 'rat runs' and force active travel opportunities
 - **removal** of the proposed **strategic sites** to the **east of Canterbury** which provided land for a part of the Eastern Movement Corridor and funding

New draft Local Plan - key differences

- **removal** of the proposed new settlement at **Cooting Farm** near Adisham

The following proposals have been added or strengthened to the draft:

- tackling climate change and boosting biodiversity put even more firmly at the heart of the plan
- supportive policies for Blean Woodland and Old Park

New draft Local Plan - key differences

- a transport strategy that now focuses on **better bus services** as well as the promotion of **walking and cycling** to help to persuade people to leave their cars at home, rather than building additional road capacity
- brownfield development sites such as Wincheap now prioritised
- a new freestanding settlement on land to the north of the University of Kent in Canterbury
- a renewed emphasis on monitoring, compliance and enforcement

New draft Local Plan - key proposals

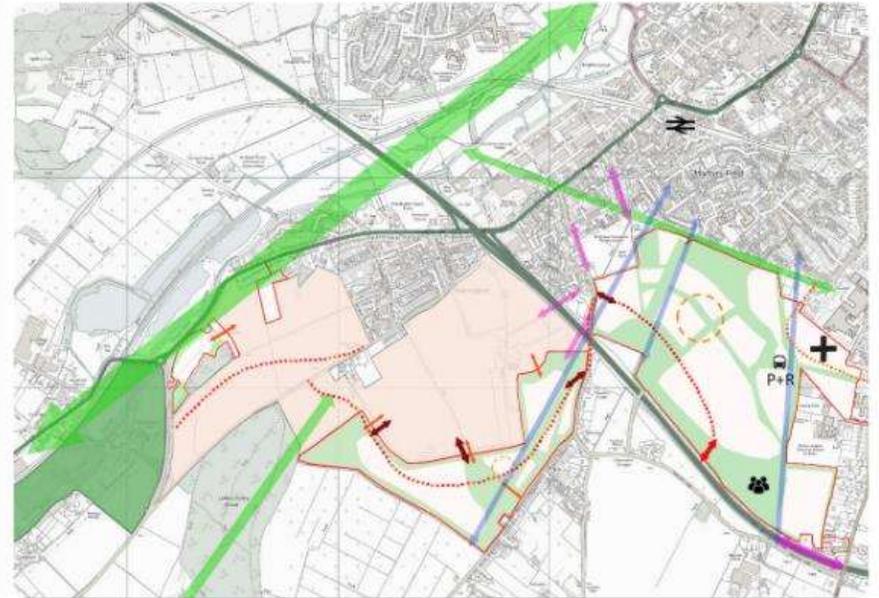
District-wide (continued)

- new developments at relatively low average densities outside of the city and town centres, with open space and community facilities
- measures to support city and town centre vitality, including heritage and culture
- biodiversity gain set at 20%, not national 10% level

Canterbury

- 3,200 homes including affordable and older persons housing
- Land safeguarded for hospital expansion
- Sports hub and community facilities
- Park and ride and fast bus links
- Open spaces and biodiversity
- Longer term 1,000 home regeneration at Wincheap

South West Canterbury Strategic Development Area - concept masterplan

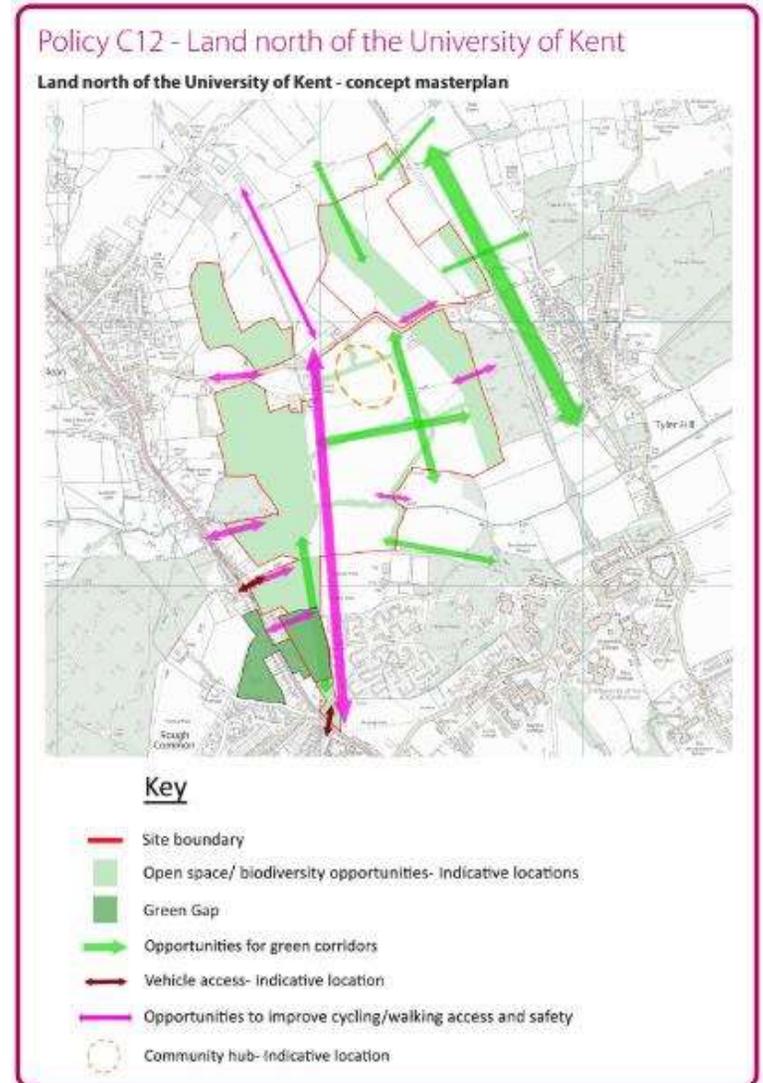


Key

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|--|--|
|  Site boundary |  Opportunities to improve cycling/walking access and safety |
|  Open space/ biodiversity opportunities- Indicative locations |  Pedestrian and cycle access- Indicative location |
|  Opportunities for green corridors |  Vehicle access- Indicative location |
|  Community hub- Indicative location | P+R  Park and ride - Indicative location |
|  Potential new hospital facilities |  Interchange to fast bus link/ Transport Hub |
|  New sports hub- Indicative location |  Opportunity for new junction off A2 |
|  Carried Forward 2017 Local Plan strategic site allocations |  Key views |
|  South west Canterbury link road - Indicative route (Part) |  Fast Bus link -indicative |
|  Proposed green gap | |

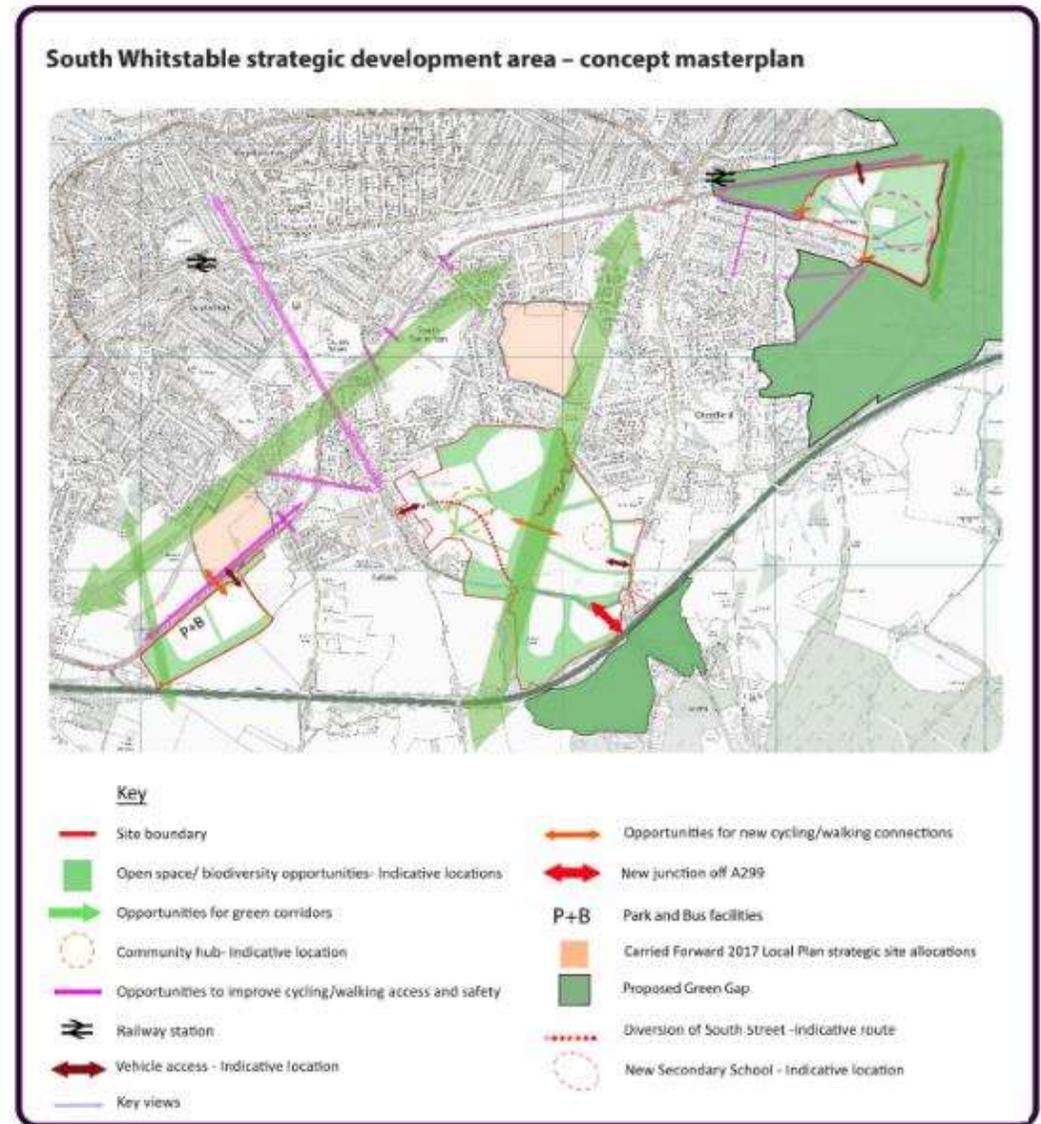
Canterbury

- New freestanding settlement, north of Canterbury
- 2,000 homes including affordable and older persons housing
- A2 Harbledown junction improvements
- New community hub and primary schools
- Open spaces and biodiversity opportunities



Whitstable

- 1,870 homes including affordable and older persons housing
- New 6FE secondary school plus sixth form
- Primary and SEND schools
- Park and bus facility
- A299 junction and completion of Crab and Winkle Way
- Open spaces and community facilities



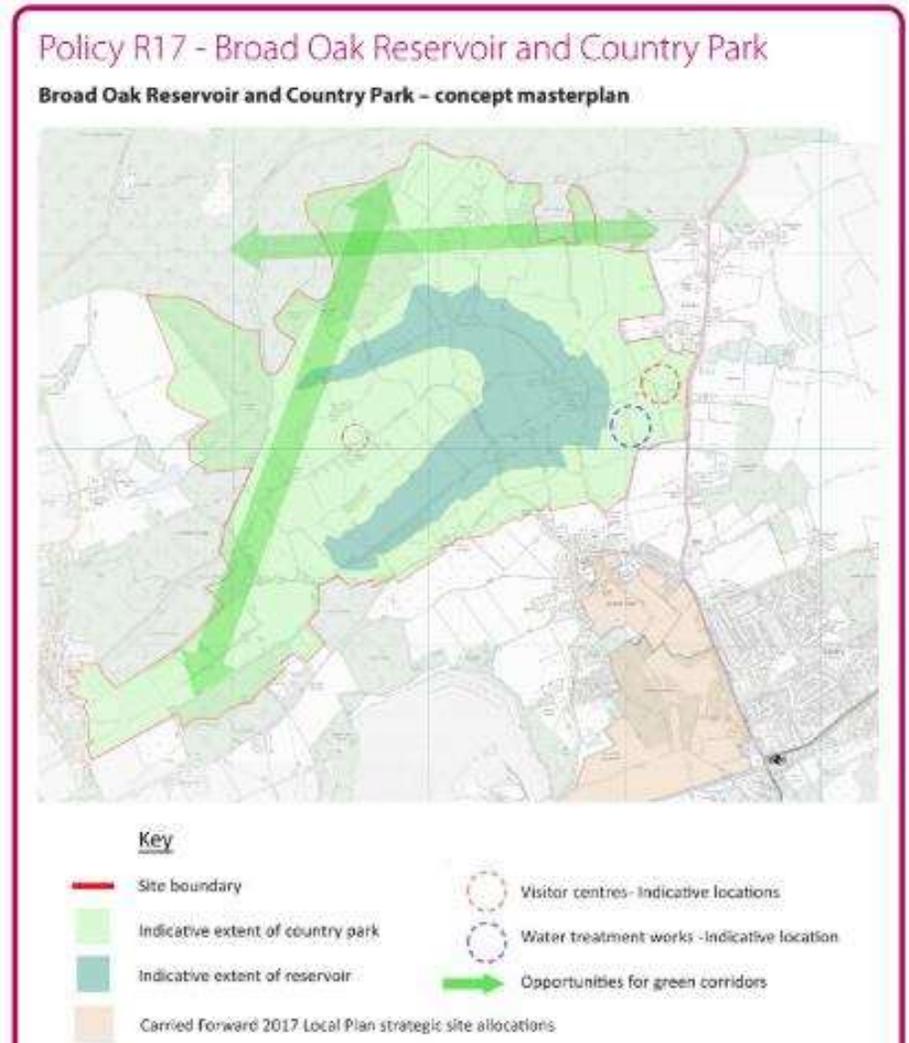
Herne Bay

- New 6FE secondary school plus sixth form
- 150 new homes including affordable housing
- Local shopping and community facilities
- Flexible approach at Altira Commercial Area
- Longer term business development at Eddington Park



Rural

- A new reservoir at Broad Oak to include a new country park
- Maintaining a rural settlements' character through sensitive growth
- Strengthened policies on the use of agricultural land for renewable energy purposes
- Support for neighbourhood plans



Consultation

- Issues and Options consultations carried out in 2020 and 2021
- Draft Local Plan (October 2022) more than 2,000 people responded resulting in 24,000 representations
- Current consultations open to **3 June 2024**
 - Public events at Canterbury, Whitstable and Herne Bay
 - Stakeholder meetings and engagement
- New Local Development Scheme outlines Regulation 19 stage early 2025 ahead of Government deadline for submission in June 2025

Draft Canterbury District Transport Strategy

Background



The previous draft Transport Strategy to support Reg 18 of the Local Plan was widely opposed because of the following aspects:

- objections to Canterbury Circulation Plan
- opposition to construction of eastern movement corridor on the grounds that it would create traffic, sever Fordwich, destroy ancient woodlands/green fields,
- objections to the use of Rough Common Road as part of an outer city ring road
- objections to the zoning plan on grounds that it would increase distance that residents would have to drive

Revised approach: a bus-led transport strategy

Bus strategy vision: *Buses to become the first transport choice for as many people as possible by making it a convenient, affordable and reliable alternative to the private car*

Bus improvements will be delivered alongside improvements to other sustainable transport modes: walking, cycle, rail

This approach is fully in line with national, regional and KCC policies - but is it not without its challenges

Key bus improvements



- Provision of more bus services, including to/from villages and adjacent towns
- Hopper bus services in Canterbury, Herne Bay and Whitstable
- Demand-responsive bus services in rural areas
- Bus lanes and priority measures e.g. bus 'gates'
- Improved ticketing options
- Bus stop improvements
- Zero emission buses

Park and Ride



- Role is to provide a more sustainable transport option where regular bus services close to people's homes is not available.
- Zero emission bus fleet
- Possible new Park and Ride site at Merton Park, Wincheap (via new A2 off-slip)
- Consideration of Park and Bus sites on A257 and A290
- Consider use of Park and Ride sites as transport hubs

Parking measures

- Redistribute parking supply from city centre car parks to Park and Ride sites - possible 10% reduction in city centre parking
- Continue to use parking tariffs to encourage use of sustainable travel
- Expansion of resident parking schemes
- Expand EV charging within car parks and on-street

Walking and cycling measures



Implementation of the Local Cycling and Walking Implementation Plan (LCWIP) :

- a district-wide strategy for improvements to cycling and walking infrastructure to encourage mode shift
- Possible implementation of modal filters at key locations to remove through traffic
Provided there is community support



Potential rail measures

- Canterbury West - new passenger access from north
- Canterbury West - platform lengthening for 12-carriage trains
- Canterbury East - new passenger access from west
- Sturry - platform lengthening to enable train to stop clear of the level crossing gates
- Sturry - extra ticket machine on London-bound platform to save passengers from having to cross the railway line to buy a ticket
- Whitstable - step-free access between both platforms

Measures in coastal Towns: Whitstable



- Public realm improvements to town centre to reduce car dominance
- Park & bus scheme on A2990 Thanet Way
- Expansion of residents' parking scheme
- Expansion of car club and cycle hire to coastal towns
- Construction of measures in Local Cycling and Walking Plan
- Completion of the Crab & Winkle walking/ cycling route direct to the harbour
- A299 north facing slips at Chestfield

Measures in coastal Towns: Herne Bay



- Public realm improvements to town centre to reduce car dominance
- Expansion of residents' parking scheme
- Extension of pedestrian zone hours
- Expansion of car club and cycle hire to coastal towns
- Construction of measures in Local Cycling and Walking Plan
- Improved walking and cycling links between King's Hall, Bandstand and Herne Bay Pier

Draft delivery timetable



The Local Plan Inspector and KCC will require evidence that this strategy is credible. Phasing in 5 year delivery plans using a 'vision and validate' approach

Vision: all residents, visitors and businesses have access to sustainable transport that is as convenient as car transport

Validate: continuous monitoring of all-vehicle traffic flow to determine the success of the short term measures. If these don't achieve the mode switch targets, then more controversial measures will be needed in the medium and longer term.

Short term measures (first 5 years)

Measures agreed

- Wincheap contraflow bus lane
- Sturry link road with bus lane

Measures that could be delivered subject to consultation

- Bus service improvements, bus priority measures
- Pedestrian and cycling improvements
- Removal of city centre parking spaces
- Extend resident on-street parking schemes
- Expansion of Park and Ride

Medium term measures (5-10 years)

Measures agreed

- Fast bus link from Mountfield, expanded Park & Ride near A2

Measures that could be delivered subject to consultation

- Reallocation of road space to bus and cycle lanes
- Ring road roundabout signalisation
- Modal filters
- Rail improvements
- Road infrastructure linked to developments

Long term measures if required (10-15 years)

- Workplace charging in city centre

Implication/risks



- Strategy aims to offer affordable, safe and convenient sustainable transport options but it will only work if people switch from using their cars
- KCC need to be satisfied that the strategy will meet its objectives - however it is in line with national and regional policies and no other credible transport solution has been identified
- To meet modal shift targets the strategy is likely to require the reallocation of some road space from cars to create bus/cycle lanes, ring road roundabout signalisation etc
- CCC will need to demonstrate its commitment through the removal of some city centre off street parking