

## APPENDIX F1

### PROPOSED CHANGES TO REVISED DEPOSIT LOCAL PLAN – JANUARY 2004

#### Foreword

This is a schedule of proposed changes arising from comments received at the Revised Deposit consultation (April 2003). The changes include amendments to policies, factual corrections or minor amendments to text, for clarification or to reflect changing circumstances.

They have been agreed by the meeting of the City Council's Executive on 15<sup>th</sup> January 2004 and will be submitted to the Inspector for consideration at the Inquiry. They are available for inspection but do not constitute formal pre-inquiry changes for public consultation. It is open to those submitting evidence to the Inquiry to make comments on the Proposed Changes as part of their evidence, and the Council will respond accordingly.

Proposed changes to the revised deposit text are shown as **highlighted** for new text and deletions have been ~~struck out~~.

Additional changes may occur as a result of discussions with objectors during the Local Plan Inquiry until its closure.

For further information please contact the Local Plans Team on 01227 862199

<b>Proposed Change Reference</b>	<b>Proposed Change to Text</b>
PCi/001	<b>Ai/003: Amend as follows:</b>  In view of the District's rich and diverse culture and heritage within East Kent, the City Council will work with local partners by building upon existing relationships, to seek out opportunities that harness the potential of the District's cultural and historical assets to help create a <b>cultural</b> renaissance in East Kent.
PCi/002	<b>The Natural Environment</b>  <b>Ai/004: Amend as follows:</b>  The Natural Environment – a high quality natural environment is crucial to the economic, cultural and social well-being of the District. It contributes towards the quality of life of residents and visitors. This Plan seeks to preserve, and sensitively enhance, the rich and diverse features of the natural environment. These features include the Kent Downs Area of Outstanding Natural Beauty, Sites of Nature Conservation Interest, Sites of Special Scientific Interest, Areas of High Landscape Value, Special Landscape Areas, river corridors, <b>developed and undeveloped coast, foreshore and beaches</b> , wildlife habitats and the Seasalter and Graveney levels.

**Chapter 1: Key Vision and Strategic Development Objectives**

Proposed Change Reference	Proposed Change to Text
PC1/001	<p><b>ECONOMIC GROWTH</b></p> <p><b>Para 1.8: Amend as follows:</b></p> <p>The Council's spatial strategy for economic growth has also been reviewed. Under the previous Plan, economic growth had been encouraged along the coast, both to create local employment opportunities and to aim towards sustainable patterns of travel, by promoting local employment opportunities for local people. This encouragement has been by way of employment allocations along the Old and New Thanet Way and the A28 corridor and whilst this approach has continued, it has been extended elsewhere in the District, by a number of other initiatives.</p>
PC1/002	<p><b>Para 1.24: Amend as follows and reinstate part b):</b></p> <p>The Council's Strategic Development Objectives are set out as follows:</p> <p>a) To focus sustainable housing development within the defined urban areas on previously developed land, seeking to protect the environment and green space.</p> <p>b) To retain and add to the existing allocated employment land across the District, while seeking to protect the environment.</p> <p>c) To encourage and locate business innovation associated with research and development activities of the Universities and Colleges.</p> <p>d) To identify and promote opportunities in the District for business growth and investment.</p> <p>e) To promote sustainable rural communities and enhanced and managed environments.</p> <p>f) To support investment that will promote the District's heritage and local distinctiveness, and to achieve cultural-related development and cultural enhancement across the District and the wider East Kent area.</p> <p>g) Within the Regeneration Zones in Canterbury City, to encourage investment that will achieve the regenerative objectives of the area.</p> <p>h) To secure investment in Herne Bay and Whitstable Harbour to promote business and leisure development whilst protecting the wildlife of the adjacent internationally important sites.</p> <p>i) To look to provide development arising from the consultations and objectives of the Local Strategic Partnership.</p>

## Chapter 2: Providing Decent Housing

Proposed Change Reference	Proposed Change to Text
PC2/001	<p><b>The Range of Housing Accommodation</b></p> <p><b>Paragraph 2.26: Amend as follows</b></p> <p>A significant change in Canterbury’s household make-up will arise from the demand and need for affordable dwellings, smaller households, ‘key worker’ housing and also for student accommodation. Student and other accommodation is dealt with more fully in paragraphs 2.41 and 7.84. Each year some 4,550 students occupy dwellings in the private rented sector. This demand is accentuated by choice, living habits and preferences and will affect the future provision of the type, tenure, size and location of new housing.</p>
PC2/002	<p><b>GYPSY SITES</b></p> <p><b>Paragraph 2.45: Amend as follows</b></p> <p>Canterbury City Council has no statutory duty to determine how many Gypsy sites are provided within the District, however, guidance in Circular 1/94 states that a needs assessment should be carried out and the need for such sites be identified. The City Council <del>but it</del> will look at the need to meet accommodation for gypsies <del>providing</del>, in accordance with Government guidance, <del>providing:-</del></p> <ol style="list-style-type: none"> <li>1) It is not in or adjacent to an Area of Outstanding Natural Beauty, Special Landscape Areas, Sites of Specific Scientific Interest, Areas of High Landscape Value, local and national nature reserves, Sites of Nature Conservation Interest and conservation areas;</li> <li>2) Where it is outside an existing settlement, it is within a reasonable distance of local services e.g. shops, hospitals and schools;</li> <li>3) Where the site is on the outskirts of a built up area, that care is taken to avoid encroachment on the open countryside.</li> </ol>
PC2/003	<p><b>Paragraph 2.45a: Amend as follows</b></p> <p>The unauthorised use of land and highways for travellers, gypsies and travelling showmen has become an increasing burden on the City Council and local communities. To meet seasonal demand and need for temporary sites, the City Council considers that an existing site used seasonally to station mobile homes and caravans should be provided. This should ensure that where demand arises, gypsies or travellers needing temporary accommodation can be directed to the site, rather than locate anywhere convenient to them without due concern for local people or the environment.</p>

Proposed Change Reference	Proposed Change to Text
PC2/004	<p><b>Policy H5: Reinstate criteria (d)</b></p> <p>The City Council will only grant planning permission for new gypsy sites on the following basis: a temporary period for the use of land for the stationing of homes for gypsies subject to the following criteria:</p> <p>(a) The use of the site should not have an adverse impact on residential amenity or existing buildings or uses, either by the close proximity, activities or operations on the site which would be detrimental to the surrounding area;</p> <p>(b) The site should not be located within or adjacent to areas designated as having special nature conservation, landscape, or conservation importance;</p> <p>(c) The site, caravans and associated activities should be adequately screened from the surrounding land;</p> <p>(d) The site should be well related to local services and facilities - shops, public transport, schools, medical and social services; and</p> <p>(e) Access to the site should not be detrimental to highway safety for vehicles and pedestrians, and should not conflict with other transportation policies or objectives.</p> <p>Applicants claiming gypsy status will have to demonstrate that their claim is genuine in order for their special circumstance to be taken into account for proposals outside urban areas. Any planning permission will have permitted development rights removed and proposals requiring planning permission will only be granted for development that is absolutely necessary for the health and safety of the occupiers, including, for example, sanitary arrangements.</p>

**Chapter 3: Boosting our Local Economy**

Proposed Change Reference	Proposed Change to Text
PC3/001	<p><b>Reinstate wording as follows:-</b></p> <p><b>OUR OBJECTIVES</b></p> <p>To maintain and boost the Canterbury District’s position as one of Kent’s largest and most significant local economies;</p> <p>To diversify the economic base and promote opportunities for the development of new enterprises;</p> <p>To support and maintain the urban and rural economies;</p> <p>To support the development of both existing businesses and knowledge-based, high value-added activities in the District;</p> <p>To protect and promote the economic development of Herne Bay, Whitstable and the Hersden area;</p> <p>To increase average earnings in the District. To improve the range of employment opportunities.</p>
PC3/002	<p><b>Amend heading:</b></p> <p><u>Attracting Inward Investment to the Area.</u></p>
PC3/003	<p><b>Reinstate wording to Policy ED6 as follows:-</b></p> <p><b>Policy ED6</b></p> <p>A positive approach will be taken when considering proposals for new economic activities, including new ventures from inward investment, re-investment and in-situ expansion by existing employers. The City Council will seek to encourage and accommodate new commercial development - particularly those aimed at knowledge-based and high value-added occupiers such as incubator units and high-specification office developments.</p>

**Chapter 4: Improving the Quality of Life in our City and Town Centres**

Proposed Change Reference	Proposed Change to Text
PC4/001	<p><b>Policy TC1a add criteria f):-</b></p> <p>Development that attracts a significant amount of people and includes offices, entertainment, leisure and other such uses proposed outside the town centre boundaries will be granted planning permission on the basis that:</p> <p>There is a recognised need for the development;</p> <p>The site is sequentially the best location after first considering available sites within or nearer to the town centre;</p> <p>There is no harm to the viability and vitality of the town centre;</p> <p>The proposal can demonstrate that the site is sustainable and accessible by public transport; and</p> <p>There is no conflict with residential amenity or other environmental objectives; and</p> <p>There is no detrimental effect on highway network in terms of road safety or congestion.</p>
PC4/002	<p><b>Paragraph 4.25 - amend as follows:</b></p> <p>The City Council is concerned that, wherever possible, existing tourist accommodation is not lost to other uses. This approach will assist in promoting the industry and retaining employment. While the City Council recognises that there is always an ebb and flow of changes of accommodation at the lower priced end of the market, the following policy is required to protect establishments which perform a recognised and valuable role in meeting visitor needs in the District. In order to safeguard these establishments, the City Council may require the applicant to demonstrate that there is no longer a need or a demand for a particular facility by considering how the existing facility has been managed, marketed and operated. For example, the City Council may require evidence that the property has been marketed for a consistent period of two years at a competitive price and that this has been undertaken through mainstream tourism publications and appropriate local agencies. Evidence of a lack of demand may also be required and this will need to be based on evidence of the preceding three years occupancy rates and returns. Finally, the City Council may require evidence that the physical structure of the building cannot be enhanced or investment undertaken to make it suitable for continued tourism use.</p>
PC4/003	<p><b>New paragraph 4.53a and amend as follows:-</b></p> <p>The Wincheap Estate provides a significant opportunity for redevelopment providing quality design, a mix of uses, and a planned layout which will incorporate a traffic management scheme and enhanced</p>

Proposed Change Reference	Proposed Change to Text
	<p>environment. A master planning exercise will inform the preparation of a Development Brief for the Regeneration Zone. The City Council expects new development to incorporate upper floor accommodation to enable a comprehensive mixed use development of the Regeneration Zone. Proposals adjacent to the residential properties on Wincheap should pay regard to the scale of the residential context. Proposals adjacent to the open space on the Great Stour should also pay regard to the wildlife and landscape quality of this area. This area of habitat is designated as a Site of Nature Conservation Importance and Area of High Landscape Value and will be safeguarded in any development proposals. The development brief should also respond to flooding risks in the area. The City Council will look to promote the improvement of Wincheap itself through the development of the existing estate, the potential for a street market and the independent retail sector.</p>
PC4/004	<p><b>Policy TC14 add new criterion e):-</b></p> <p>Proposals for retail development, which are cumulatively or individually in excess of 1000 sq. m. gross floorspace, will be determined on the basis of the following criteria:</p> <ul style="list-style-type: none"> <li>a) The quantitative and qualitative need for the development;</li> <li>b) Whether there are other, more suitably located and available sites nearer to the town centre using a sequential approach to site identification;</li> <li>c) The impact of the proposal individually or cumulatively with other recently completed development (or extant planning permissions for new development) upon the vitality and viability of the town centre; and</li> <li>d) Whether the site is accessible and convenient to a range of transport modes.</li> <li>e) The proposed development does not have a detrimental effect on the highway network in terms of congestion and road safety.</li> </ul> <p>The City Council will also consider how the proposal assists the regeneration of the surrounding area, provides or enables improvements to transport infrastructure and social facilities or achieves economic and environmental objectives.</p>
PC4/005	<p><b>Policy TC26a add new criterion e):-</b></p> <p>Proposals for retail development, which are cumulatively or individually in excess of 1000 sq. m. gross floorspace, will be determined on the basis of the following criteria:</p> <ul style="list-style-type: none"> <li>a) The quantitative and qualitative need for the development;</li> <li>b) Whether there are other, more suitably located and available sites nearer to the town centre using a sequential approach to site</li> </ul>

Proposed Change Reference	Proposed Change to Text
	<p>identification;</p> <p>c) The impact of the proposal individually or cumulatively with other recently completed development (or extant planning permissions for new development) upon the vitality and viability of the town centre; and</p> <p>d) Whether the site is accessible and convenient to a range of transport modes.</p> <p>e) The proposed development does not have a detrimental effect on the highway network in terms of congestion and road safety.</p> <p>The City Council will also consider how the proposal assists the regeneration of the surrounding area, provides or enables improvements to transport infrastructure and social facilities or achieves economic and environmental objectives.</p>

**Chapter 5: Promoting our Countryside**

Proposed Change Reference	Proposed Change to Text
PC5/001	<p><b>Paragraph 5.18 amend as follows:-</b></p> <p>There has been a steady decline in opportunities for employment in the countryside and the rural economy is changing. The City Council recognises the need for farm diversification in the rural economy and will seek to encourage agricultural diversification. This may relate to small scale business development, or the provision of tourism, <b>community</b> and leisure facilities. There is also an increasing focus on small enterprises unrelated to a farming unit, which can also provide local employment opportunities, help maintain the vitality or viability of rural services and meet local community needs. It is important to ensure, however, that these new enterprises are appropriate in scale and location and do not have an adverse impact on the character and appearance of the countryside.</p>
PC5/002	<p><b>New paragraph 5.18a amend as follows:-</b></p> <p>The City Council will allow the conversion of redundant rural buildings for uses related to agricultural diversification and rural enterprise, subject to the criteria set out in Policy R3. There is a presumption in favour of the re-use of rural buildings for business and commercial use, <b>and potentially tourism or community uses</b>, as opposed to conversion for residential purposes, and such uses should be actively sought prior to seeking a residential use for the building. Policy R1 supports this approach.</p>
PC5/003	<p><b>Policy R4 amend as follows:-</b></p> <p>The City Council will permit the erection of new buildings that will diversify the rural economy or an existing farm business provided:</p> <p>(a) The proposal is appropriate in scale, siting and design with the rural surroundings and the site retains its character; and</p> <p>(b) Access and parking provisions are acceptable and the use does not significantly increase traffic to the detriment of the area or highway safety; and</p> <p>(c) The proposed <del>re-use</del> <b>use</b> does not lead to dispersal of activity detrimental to village vitality; and</p> <p>(d) There is no detrimental impact on landscape interests, protected species, sites or features of nature conservation interest or on sites of architectural or historic importance; and</p> <p>(e) There is no detrimental impact on residential amenity; and</p> <p>(f) The use of the land surrounding the building, for activities such as parking, storage, lighting, or advertisements are not intrusive nor detrimental to the character and appearance of the locality; and</p>

Proposed Change Reference	Proposed Change to Text
	<p>(g) Appropriate landscaping and screening is provided where necessary; and</p> <p>(h) There is no overriding conflict with other policies in the plan.</p> <p>New buildings not associated with an existing farm business should be well related to an existing settlement and accessible by a range of transport modes.</p>
PC5/004	<p><b>New Policy R5a amend as follows:-</b></p> <p>The following SLAs as shown on the Proposals Map (see also Insets 1, 2 &amp; 3) are defined as having county significance in terms of the quality of the landscape:</p> <ul style="list-style-type: none"> <li>(i) The North Kent Marshes;</li> <li>(ii) The North Downs;</li> <li>(iii) Blean Woods</li> </ul> <p>In considering applications for development within these areas the Council will give priority to the conservation and enhancement of the natural beauty of the landscape over other landscape planning considerations, whilst having due regard to the economic and social well being of the area.</p> <p>Development proposals which would cause unacceptable harm will not be permitted.</p>

**Chapter 6: Preserving, Enhancing and Conserving our Built and Natural Environments**

Proposed Change Reference	Proposed Change to Text
PC6/001	<p><b>Paragraph 6.3 amend as follows:-</b></p> <p>‘Kent Design - A Guide to Sustainable Development KALA, March 2000’, expands the design policies in this Local Plan. Canterbury City Council has adopted ‘Kent Design’ as Supplementary Planning Guidance. It is intended that further Supplementary Planning Guidance on Conservation and Heritage, landscape design and lighting design will be produced and adopted. Supplementary Planning Guidance (SPG) expands on and illustrates the policies in the Local Plan. A number of different types of guidance are available from the City Council, including Development Briefs, Conservation Area Appraisals, landscape appraisals and subject specific guidance, such as affordable housing. These documents are intended to assist the Council in making decisions and help people who are applying for planning permission. By providing this advice, the Council helps ensure that good quality development is achieved. Subject specific guidance available includes the following titles, which may be amended or added to during the life-time of the Plan:</p> <ul style="list-style-type: none"> <li>• Affordable Housing (Housing for Local Needs);</li> <li>• KPOG Good Practice Guide on Development Contributions;</li> <li>• Canterbury Area of High Landscape value;</li> <li>• Trees and Development;</li> <li>• Crime Prevention through Design;</li> <li>• Riverside Strategy;</li> <li>• Shopfront Design;</li> </ul>
PC6/002	<p><b>New paragraph 6.29a amend as follows:-</b></p> <p>Compatibility of Uses</p> <p>To maintain the high quality of life for the District’s residents, workers and visitors, the City Council will ensure that proposed uses of land are compatible with adjacent uses. As such, development that may give rise to noise and general disturbance such as evening and late night opening, industrial uses or aircraft / helicopter noise and disturbance, will be considered carefully against Policy BE1 and appropriate conditions will be imposed to mitigate against the harm that may be created.</p>
PC6/003	<p><b>New Paragraph 6.54a amend as follows:-</b></p> <p>Sustainability statements are a useful method of clarifying the ways in which the objectives of sustainable development have been incorporated within a proposed development. Where appropriate, the statement</p>

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	<p>should provide information on the subjects contained within the sustainability checklist in paragraph 6.7. The sustainability statement is another important means by which applicants should demonstrate design quality. For small-scale proposals this could be incorporated as part of the design statement, but for major developments, this should form a separate statement that focuses in detail on measures taken to reduce environmental impact and enhance social and economic benefits. The South East England Development Agency's '<i>Sustainability Checklist for Developments in the South East</i>' provides further guidance that may be used by developers to demonstrate that sustainability has been incorporated into their development proposals. Guidance available on this subject may be amended or updated during the life-time of the Plan.</p>
PC6/004	<p><b>Paragraph 6.71 amend as follows:</b></p> <p>The City Council will seek to safeguard the character and settings of listed buildings and locally listed buildings through control of the design of new development in their vicinity, by control of the change of use of adjacent land to ensure that there is no adverse material impact, and by the preservation of trees and other site features as and where appropriate. The setting of a building is an essential part of its character. As well as ancillary or adjacent land, the setting of a building may include land some distance away from it.</p>
PC6/005	<p><b>Paragraph 6.72 amend as follows:-</b></p> <p><u>Demolition</u></p> <p>The general presumption is that locally listed buildings in conservation areas, and buildings in conservation areas that make a positive contribution to the character or appearance of a conservation area, should be retained. Consent will not be given for full or substantial demolition without clear and convincing evidence that all reasonable efforts have been made to sustain existing uses or to find new viable uses; that preservation in some form of charitable or community ownership is not possible or suitable; or that redevelopment would produce substantial benefits for the community which would outweigh the loss from demolition.</p>
PC6/006	<p><b>Policy BE12 amend as follows:-</b></p> <p>Advertisements should be appropriately designed and located in the interests of visual amenity and public safety. Consent will be granted for proposals that satisfy the following:</p> <p>(a) The advertisements do not constitute an injury to public safety or road safety and do not visually harm their landscape or townscape setting; and</p> <p>(b) The cumulative impact of the advertisements would not be detrimental to the character of the building, or locality, where they are to be displayed; and</p>

Proposed Change Reference	Proposed Change to Text
	(c) Within conservation areas and on listed buildings, the design, size, scale, materials, colour and means of illumination of signs and advertisements are appropriate having regard to the character and appearance of the area and building in and/or on which they are to be displayed.
PC6/007	<p><b>Paragraph 6.106 amend as follows:-</b></p> <p>Advice on whether there is likely to be an archaeological site affected by a development proposal can be obtained by contacting the City Council (Conservation and Development Services sections), Kent County Council, Canterbury Archaeological Trust (the City Council's archaeological advisor) or English Heritage. The Countywide Sites and Monuments Record provides the archaeological database for the District. An additional urban archaeological database is being prepared by the City Council. The database will have an index of all published and unpublished documentation about the City's archaeology, a comprehensive list of observations of historic remains and an index of known monuments. It will then be used to assess the archaeological importance of development sites, and will be further developed with assessment and strategy work to provide a detailed foundation on which to consider archaeological issues in the City.</p>

**Chapter 7: Investing in our Community Infrastructure**

Proposed Change Reference	Proposed Change to Text
PC7/001	<p><b>Paragraph 7.25 – amend as follows:-</b></p> <p><i>Travel Plans</i></p> <p>7.25 Central Government is seeking to raise awareness of the impact of travel decisions and to promote the widespread use of Travel Plans. The City Council will encourage local businesses, schools, further and higher education colleges, other institutions and organisations to prepare Travel Plans in an attempt to deliver sustainable transport alternatives to the motor car. In addition, all employers will be encouraged to look at ‘greening’ their transport requirements. The City Council’s Travel Plan will demonstrate how established businesses can tackle transport issues. Proposals for new commercial or institutional developments that have significant transport implications, must be accompanied by Travel Plans and/or Transport Assessments. All Travel Plans should consider air quality and traffic noise.</p>
PC7/002	<p><b>Paragraph 7.30 – Add the following wording:-</b></p> <p>The following road schemes have been considered as offering possible longer term solutions to traffic congestion ‘hot spots’ in the District. Detailed work on their feasibility, environmental impact or alignment or alignment has not taken place and therefore they are not safeguarded on the Proposals Map.</p> <p>A257/A28 ‘Barracks Link Road.’ A new road could be provided to link Chaucer Road with the A257 through Crown land currently used as Army Barracks. A traffic model study has shown that this link would reduce traffic congestion in the St Georges/Broad Street/ Military Road area.</p> <p>A291Herne Short By-Pass. A developer funded by-pass for Herne is shown in the Kent Structure Plan., and would reduce the impact of traffic (particularly HGVs) and improve the residential environment through the historic village of Herne, with its narrow main street and tight bends.</p> <p>A28 Sturry Short By-Pass. A developer funded by-pass for Sturry which includes a bridge over the railway line, would reduce delays to traffic caused by the level crossing and improve the residential environment in the village centre.</p>
PC7/003	<p><b>Paragraph 7.40 add the following text:-</b></p> <p>7.40 The north west of Canterbury needs to be served by a Park and Ride facility if the PARC Plan strategy is to continue to reduce Canterbury’s traffic congestion and in order to meet the anticipated demand for increased parking provision. Studies show that 900 new spaces for Park and Ride are needed to serve Canterbury within the Local Plan period. Land north of Hall Place at Harbledown has been identified for the fourth Park and Ride facility and this is shown on the Proposals Map. As previously discussed, the ability to deliver bus priority</p>

Proposed Change Reference	Proposed Change to Text
	measures will need to be considered at an early stage. The City Council will also investigate alternative options for Park and Ride facilities on the A2 corridor. A transport assessment will be prepared to consider the impact on the surrounding highway network prior to any site being developed
PC7/014	<p><b>Amend paragraph 7.46 as follows:</b></p> <p>7.46 Parking standards are currently in a state of flux, as central and local Government try to devise standards which complement integrated transport strategies without causing parking problems or affecting commercial viability. In accordance with PPG13, the City Council is expected to implement maximum parking standards, the aim being to match parking provision with the reasonable needs of each development. PPG13 uses maximum parking standards which are generally less restrictive than Kent County Council's (February 1999) standards. The City Council has adopted the latter, with the exception of the stricter PPG13 standards, which are summarised in Appendix 2. The City Council will adopt future revisions of Kent County Council's Vehicle Parking Standards subject to any local variations which might be deemed to be appropriate, and for which there is demonstrable justification. <del>Where there are no on-street parking controls, residential parking standards will not normally be regarded as maximum standards as this could lead to on-street parking problems.</del></p>
PC7/015	Paragraph 7.46a moved to follow 7.48.
PC7/016	<p><b>Amend paragraph 7.48 as follows:</b></p> <p><i>Residential Parking</i></p> <p>7.48 In areas of on-street parking control the amount of vehicle parking provided with residential developments can be reduced, and even minimised, without detriment to safety or the street scene, subject to effective enforcement and, where appropriate, carefully devised residents' parking schemes. However, in new developments where there is no on-street control the price of under-provision, or of badly designed parking areas can lead to pavement parking, obstruction and neighbour disputes. Surveys conducted locally in 1991 and 2000 have shown that this is a cause of considerable concern and dissatisfaction among residents. In areas of parking control the City Council will seek to keep residential parking to a minimum, with encouragement for 'car free' developments at appropriate locations. In uncontrolled areas the emphasis will be on the careful design of vehicle parking to cater for reasonable demand, in accordance with the adopted parking standards and supplementary guidance on the same, and having regard for the likely impact of locational characteristics upon car ownership and use, without impacting upon safety and amenity. Communal parking, especially for visitors, will be encouraged when there is no reasonable prospect of access roads being used as a permanent alternative. In such cases reduced standards may be acceptable.</p>

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PC7/004	<p><b>Paragraph 7.76 add the following text:-</b></p> <p>In addition, there are some schools within Herne Bay that are filled to capacity without prospects for expansion or significant upgrading. The City Council would like to support expansion or upgrading requirements of schools and will work with the Education Authority and Governors of these schools to come to an acceptable solution. Any proposals for expansion which have an impact on playing fields will need to meet the criteria in policy C21.</p>
PC7/005	<p><b>Policy C16a: Additional text as follows:-</b></p> <p>Land is allocated on the Proposals Map at Nackington Road, Canterbury for a new college campus.</p> <p>This policy should be applied in conjunction with policy C18 and any proposals should satisfy the criteria of that policy.</p>
PC7/006	<p><b>Policy C18 - amend as follows:</b></p> <p>Planning permission will only be granted for the establishment of a new or further or higher education campus or expansion of an existing campus onto a new site provided that:</p> <p>(a) If the proposal is for the release of land outside the urban boundary or for land otherwise allocated in the Plan, it can be demonstrated that there is a need for the additional facilities and that no more suitable land is available;</p> <p>(b) The development incorporates a high standard of design and layout, with a landscaping strategy which respects any historic or landscape character or features on site;</p> <p>(c) The site can be provided with a safe means of access;</p> <p>(d) The site will be well served by public transport and, if applicable, will have adequate transport links to the establishment's existing educational facilities;</p> <p>(e) Parking requirements on site are kept to the operational maximum; and</p> <p>(f) There is a close correlation, in terms of both location and numbers, between the provision of academic accommodation and the provision of student housing on site.</p> <p>Detailed planning principles for the development of the site shall be the subject of an agreed Development Brief. A Transport Assessment shall also be prepared which shall include within it a detailed Travel Plan.</p>
PC7/007	<p><b>Paragraph 7.88 add the following text:-</b></p>

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	<p>7.88 The City Council encourages the retention of these institutions across the District and as such the role that they play within the District. Therefore, it is essential to retain land in institutional use for the benefit of the District should any site come forward for development. Any new proposals for further or higher educational development will also need to be assessed against the provision of policies C18 and C19a.</p>
PC7/008	<p><b>Policy C19a – add text as follows:-</b></p> <p>Any relocation or expansion of an existing institution, or establishment of a new institution onto previously undeveloped land shall be determined according to the following criteria having regard to the institution’s existing facilities and transport links:</p> <ul style="list-style-type: none"> <li>a) It can be demonstrated that there is a need for the additional facilities and that no more suitable land is available.</li> <li>b) The development incorporates a high standard of design and layout, with a landscaping strategy which respects any historic or landscape character or features on site;</li> <li>c) The site can be provided with a safe means of access.</li> <li>d) The site will be well served by public transport and, if applicable, will have adequate transport links to the establishment’s existing educational facilities.</li> <li>e) Parking requirements on site are kept to the operational minimum.</li> </ul> <p>Development proposals shall be accompanied by a development brief and sustainability statement.</p> <p>In considering proposals for further and higher education institutions the City Council will also refer to relevant policies including C18.</p>
PC7/009	<p><b>Amend paragraph 7.92 as follows:</b></p> <p>7.92 The City Council has already identified a deficiency of outdoor playing space within the District, when assessed against the National Playing Fields Association ‘Six Acre Standard’ (2001). This deficiency is being reviewed through the City Council’s Sports Strategy, and is greatest in the coastal towns. In accordance with PPG17, the Council will incorporate the findings of this review into a wider audit of all the types of open space identified in paragraph 7.90b. The Council will also produce an SPG on open space setting out a detailed strategy for open space provision within the District. The SPG will allow consideration of local need, surpluses or deficits of open space based on locally determined provision standards and identify open spaces that could be improved.</p>
PC7/010	<p><b>Amend paragraph 7.119 as follows by moving the struck out text to Fluvial flooding section in paragraph 7.122:</b></p>

Proposed Change Reference	Proposed Change to Text
	<p>7.119 Shown on the Proposals Map (see also Insets 3, 4, 5 &amp; 6) are the areas the Environment Agency considers fall within the coastal floodplain, and are technically at risk of flooding. These areas are indicative and should not be used as the sole basis of decisions. Furthermore, these areas may change during the Plan period and the City Council recommends that the Environment Agency be contacted direct to ascertain whether a particular parcel of land or a building falls within an area at risk of flooding. <del>Development within a coastal floodplain, is not only itself at risk of flooding but, by reducing the amount of land available for flood water storage, or by impeding flows, can increase the risk of flooding elsewhere.</del> The Environment Agency floodplain includes large parts of the urban areas of Whitstable, Herne Bay, Swalecliffe and Hampton plus swathes of rural land at Seasalter, Graveney and east of Reculver. The City Council remains firmly committed to minimising the risk of flooding to these urban areas through continual maintenance of sea defences and through seeking financial assistance from central Government.</p>
PC7/011	<p><b>Paragraph 7.122 – add moved text from paragraph 7.119 to 7.122:-</b></p> <p>7.122 Recent events clearly demonstrate that the infrastructure along the coastal lowlands with respect to foul and surface water drainage has reached saturation. This particularly applies in the vicinity of the four main watercourses along the Gorrel Stream, Swalecliffe Brook, Westbrook and Plenty Brook. Before any significant further development takes place in these locations, major improvements such as new culverted outfalls, major pumping at outlets or large attenuation lakes may be necessary. <u>Development within a floodplain, is not only itself at risk of flooding but, by reducing the amount of land available for flood water storage, or by impeding flows, can increase the risk of flooding elsewhere.</u></p>
PC7/012	<p><b>Amend Policy C29 as follows:</b></p> <p>Minor infill development and development on previously developed land within the marine and river floodplains as shown on the Proposals Map (see also all Insets), will be permitted subject to <u>certain provisions the provisions of other local plan policies.</u> Each case shall be treated on its own merits on the particular circumstances that apply having regard to the risks attached.</p>
PC7/013	<p><b>Amend paragraph 7.145 as follows:</b></p> <p>7.145 On some occasions new development may cause noise pollution or be proposed near to an existing noise polluting source, for example, the use of aircraft/helicopters near to residential properties. The City Council will seek to ensure that adjoining uses are compatible as far as the potential for noise pollution is concerned, and this will be considered under policy BE1 of this Plan. <u>Applicants may be required to submit a Health Impact Assessment of the proposal to the Local Planning Authority.</u></p>

## Chapter 8: Ensuring Implementation, Monitoring and Review

Proposed Change Reference	Proposed Change to Text
PC8/001	<p><b>Amend New Paragraph 8.18b as follows:-</b></p> <p><u>New housing development</u></p> <p>Affordable housing, education contributions, open space/play space provision, transport infrastructure/traffic management, and other relevant community facilities that arise as a direct result of the development.</p>
PC8/002	<p><b>Paragraph 8.18f – additional text as follows:-</b></p> <p><u>New development in Herne Bay town centre</u></p> <p>Environmental improvements to the seafront, improvements to public areas.</p> <p>The Kent Planning Officers Group has prepared guidance relating to the provision of certain community facilities, such as those listed for the development types above, through development contributions. This policy has been developed in the light of the KPOG guidance.</p>

**Appendix 2: Vehicle and Cycle Parking Standards**

Proposed Change Reference	Proposed Change to Text
PCa2/001	<p>LAND USE                      MINIMUM CYCLE PARKING PROVISION</p> <p><del>Class A1 – Shops</del></p> <p><del>Up to 1,000 sq m</del></p> <p><del>Up to 5,000 sq m</del></p> <p><del>Over 5,000 sq m</del></p> <p><del>1 space per 200 sq m – employees</del></p> <p><del>1 space per 200 sq m – customers</del></p> <p><del>1 space per 400 sq m – employees</del></p> <p><del>1 space per 400 sq m – customers</del></p> <p><del>Negotiable</del></p> <p>LAND USE                      MINIMUM CYCLE PARKING PROVISION</p> <p>Class A1 - Shops</p> <p>Up to 1,000 sq m</p> <p>1 space per 200 sq m – employees</p> <p>1 space per 200 sq m – customers</p> <p>Up to 5,000 sq m</p> <p>1 space per 400 sq m – employees</p> <p>1 space per 400 sq m – customers</p> <p>Over 5,000 sq m</p> <p>Negotiable</p>