

Sturry

5.18 Sturry is a Rural Service Centre which benefits from numerous services including two primary schools, a number of local shops, a library, dental surgery and cafes/pubs. Regular bus routes run through the settlement providing connections to Canterbury, Herne Bay and Thanet. Sturry train station also provides a direct link to London Victoria.

5.19 Sturry has seen very significant levels of growth through the Canterbury District Local Plan (2017), and the Sturry Relief Road is due to be delivered in the coming years. More limited development is now proposed, together with an extended Green Gap between the settlement and Broad Oak.

5.20 Land north of Popes Lane (Policy R9) will provide a modest extension of the settlement

to the north. Development will deliver a mixture of housing types to meet local needs, and will be designed in keeping with the existing development. The existing Green Gap between Sturry and Broad Oak will be significantly extended to protect against coalescence between the two settlements.

5.21 Land at The Paddocks, Shalloak Road (Policy R10) will provide a small parcel of housing to the west of Site 2 in Policy CF1. Access to the site will be from Site 2 only, and new residents will also be able to benefit from the community facilities provided as part of this development. Open space will largely be provided to the north of the site, which provides good opportunities to improve green corridors.



Development allocations

Policy R9 - Land north of Popes Lane

Land north of Popes Lane – concept masterplan

Site R9 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 110 new dwellings including affordable housing, accessible housing and an appropriate housing mix in line with Policies DS1 and DS2.
- (b) Proportionate land and build contributions towards early years, primary, secondary and SEND education plus proportionate contributions for primary healthcare and other necessary off-site community infrastructure.
- (c) Open space: new on-site open space will be 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 focused in the southern section of the site, which relates to the existing pattern, scale, character and frontages of development in the area;

- (c) Ensure that the development does not contribute to coalescence of the settlements of Sturry and Broad Oak by providing open space on the area covered by the gas pressure pipeline buffer zone; and
- (d) Assess areas of Archaeological Potential and protect and enhance nearby heritage assets including the Grade 2 Listed Stable Block at Sweech Farm, Sweech Farmhouse, and the Barn at Sweech Farmhouse.

3. Landscape and green infrastructure

The green and blue infrastructure strategy for the site should:

- (a) Provide sustainable urban drainage making use of the existing topography and natural features of the site where appropriate;
- (b) Provide 20% biodiversity net gain, in line with Policy DS21;
- (c) 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;
- (d) Preserve and enhance any long distance views towards the surrounding countryside from open space and PRoWs crossing the site;
- (e) Provide habitat, pollinator and ecological connectivity across the site and with the surrounding

landscape, including with priority habitats; and

- (f) Provide a landscape buffer in the form of natural and semi natural open space to the north and east of the site adjacent to the countryside containing ancient woodland and Local Wildlife Site.

4. Access and transportation

The access and transport strategy for the site should:

- (a) Provide safe and convenient pedestrian and cycle connectivity including:
 - (i) New and improved walking and cycling connections to local amenities and services;

- (ii) New and improved walking and cycling connections to Hersden and Canterbury; and

- (iii) Improvements to the PRoW network crossing and around the site 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.

- (c) Provide proportionate contributions to highway improvements to enable delivery of the Sturry Relief Road.

5. Phasing and delivery







The Sturry Relief Road must be fully operational prior to the occupation of any dwellings on the site.



Policy R10 - Land at The Paddocks, Shalloak Road

Land at The Paddocks, Shalloak Road – concept masterplan



Key			
	Site boundary		Vehicle access - Indicative location
	Open space/ landscape buffer - Indicative locations		Carried Forward 2017 Local Plan strategic site allocations /Other sites
	Opportunities for green corridors		
	Opportunities for new cycling/walking connections		

Site R10 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 land and build contributions towards early years,

primary, secondary and SEND education plus proportionate contributions for primary healthcare and other necessary off-site community infrastructure.

- (c) Open space: open space will be 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) Provide development focused in the southern section of the site, which relates to the scale and character of the adjacent Site 2 (Policy CF1).

3. **Landscape and green infrastructure**

The green and blue infrastructure strategy for the site should:

- (a) Provide sustainable urban drainage making use of the existing topography and natural features of the site where appropriate;
- (b) Provide 20% biodiversity net gain, in line with Policy DS21;
- (c) Provide a landscape buffer in the form of natural and semi-natural open space to the west of the site adjacent to Shalloak Road and a landscape buffer to the ancient woodland to the east;
- (d) Provide open space in the northern part of the site including the area covered by the gas pressure pipeline; and

- (e) Provide habitat, pollinator and ecological connectivity across the site and with the surrounding landscape, including with ancient woodland and priority habitats.

4. **Access and transportation**

The access and transport strategy for the site should:

- (a) Provide vehicle access through Site 2 in Policy CF1. No vehicle access shall be permitted to Shalloak Road;
- (b) Provide walking and cycling connections from the site to Site 2 (Policy CF1);
- (c) Consider opportunities to improve bridleway connectivity; and
- (d) Provide proportionate contributions to highway improvements to enable delivery of the Sturry Relief Road.



Local service centres

5.22 Settlements identified as Local Service Centres within the Rural Settlement Study (2020, 2023) provide a more limited range of services and facilities for residents but are considered to be relatively sustainable in the wider context of the district. Many of these settlements have their own primary schools and shops, and will also serve residents in nearby smaller rural settlements.

5.23 These Local Service Centres therefore play an important role in supporting our rural communities and this plan looks to ensure this function continues over the period of the Local Plan by supporting limited growth within these settlements and by ensuring that community facilities and services are protected and enhanced.

5.24 Settlement boundaries have been produced for these Local Service Centres, following the methodology set out in the

Development Topic Paper (2024). However, infilling may not always be acceptable as open spaces within the settlement boundary can often make an important contribution to the rural character of the settlement. It is important to protect and retain areas of high landscape value or of ecological or environmental importance. Development needs to be considered in context with the size and rural character of the settlement it is planned for. Land outside of these settlement boundaries are within the countryside and should be considered in line with Policy R19.

5.25 Designated Neighbourhood Plan areas are given an identified housing need figure based on the spatial strategy and historical windfall development. The policy identifies this need over the entire plan period until 2040/41. Further information on the methodology used is available in the Development Topic Paper (2024).

Policy R11 - Local service centres

1. Within the settlement boundaries of the designated Local Service Centres of Adisham, Barham, Broad Oak, Harbledown, Hoath, Lower Hardres, Petham, Rough Common, Stuppington, Westbere and Wickhambreaux, new housing development will be supported where it is:
 - (a) Allocated for development in Policies R12 - R18, in an adopted Neighbourhood Development Plan or through the Carried Forward Policies (Chapter 8);
 - (b) The redevelopment of previously developed land, including at first-floor level or above existing commercial or community premises, where this is of a scale and form appropriate to the size and character of the settlement and protects the rural character of the settlement; or
 - (c) Minor development including infilling on appropriate sites.
2. The council will seek to protect and enhance the sustainability of the Local Service Centres by:
 - (a) Resisting the loss of community facilities and services and business or employment premises, and supporting proposals which further enhance the community and business offer, within the settlement boundaries;
 - (b) Protecting the network of valued open spaces and sports and recreation opportunities at the settlements;
 - (c) Supporting improvements to sustainable transport infrastructure and connectivity by active travel, including the PRow network at the settlements; and
 - (d) Supporting proposals for new community facilities and services, business or employment space and tourism facilities outside settlement boundaries, where:
 - (i) There is an identified local need for the proposal which outweighs any harm;
 - (ii) The development would be well related to and proportionate to the scale of the existing settlement and protects the rural character of the area;
 - (iii) The development is appropriately accessible by walking and cycling; and
 - (iv) The development would not undermine the viability of existing provision within the settlement.
3. In addition to the 1,150 dwellings on Site 11 (Policy CF1), 800 new dwellings allocated on Site C7, 95 homes allocated on C9 and 36 homes allocated on C10, between 2020/21 and 2040/41, the neighbourhood plan housing requirement figure for Thanington Parish is 0 dwellings.
4. In addition to 17 dwellings allocated on R18 - Land at Church Farm, the neighbourhood plan housing requirement figure for Hoath is 0 dwellings.

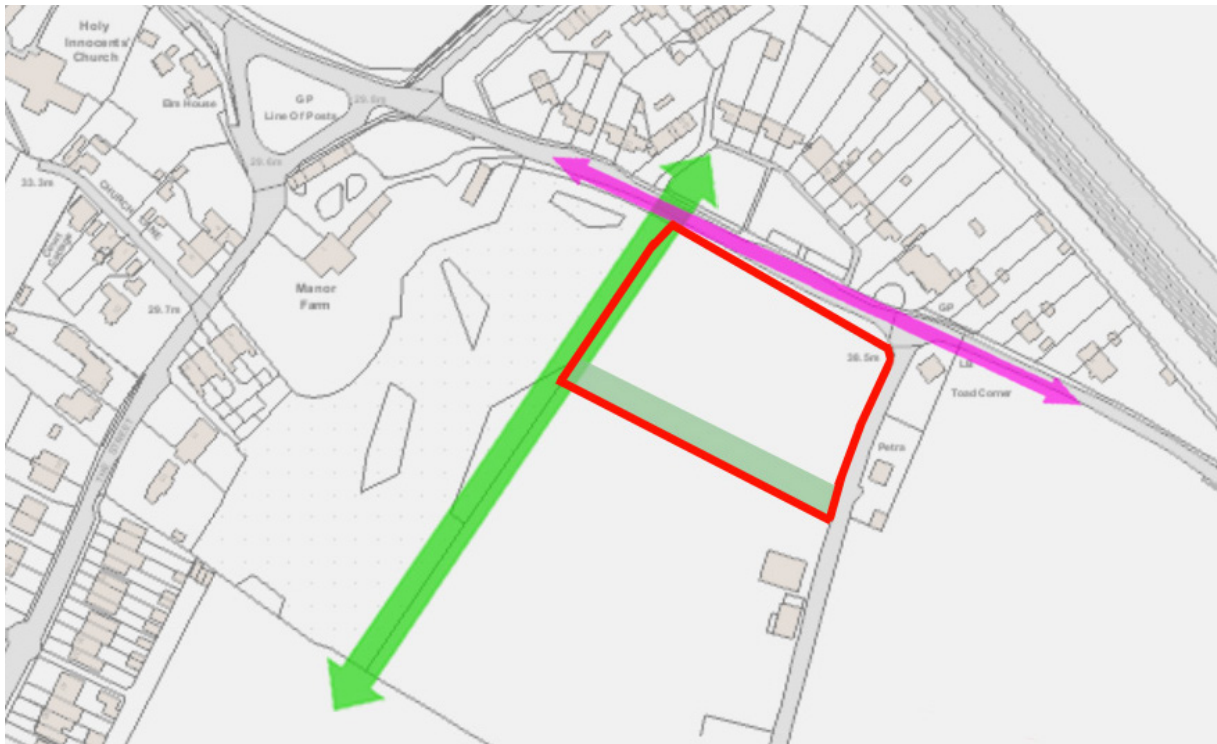
Adisham

5.26 Adisham is a rural settlement close to the eastern edge of the district's administrative boundary with access to the Canterbury East rail line. The village is predominantly linear in nature with a small area of development adjacent to Station Road and has access to some key services including a primary school and a village hall.





5.27 Land west of Cooting Lane and south of Station Road (Policy R12) is located at the northern end of the village, close to Adisham Station, and will form a modest extension to the settlement with development limited to the frontage of Station Road itself.

Policy R12 - Land west of Cooting Lane and south of Station Road

Land west of Cooting Lane and south of Station Road – concept masterplan



Key

-  Site boundary
-  Open space/ landscape buffer - Indicative locations
-  Opportunities for green corridors
-  Opportunities to improve cycling/walking access and safety

Site R12 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 land and build contributions towards early years, primary, secondary and SEND education plus proportionate contributions for primary healthcare and other necessary off-site community infrastructure.
- (c) Open space: open space will be 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 appropriate density with frontage to Station Road only; and

- (b) Provide development which relates to the existing pattern, character and scale of development in the area, including Adisham and Blooden Conservation areas.

3. **Landscape and Green infrastructure**

The green and blue infrastructure strategy for the site should:

- (a) Provide sustainable urban drainage measures;
- (b) Provide 20% biodiversity net gain, in line with Policy DS21;
- (c) Incorporate opportunities where possible for landscape and biodiversity enhancements identified within the Local Character Area I1: Adisham Arable Downland set out in Canterbury Landscape Character and Biodiversity Appraisal;
- (d) Provide habitat, pollinator and ecological connectivity across the site and with the surrounding landscape, including with the fragmented trees and hedgerows;
- (e) Provide a substantial landscape buffer to the south of the site; and
- (f) Protect and enhance the existing trees on the frontage to Station Road following provision of an access.



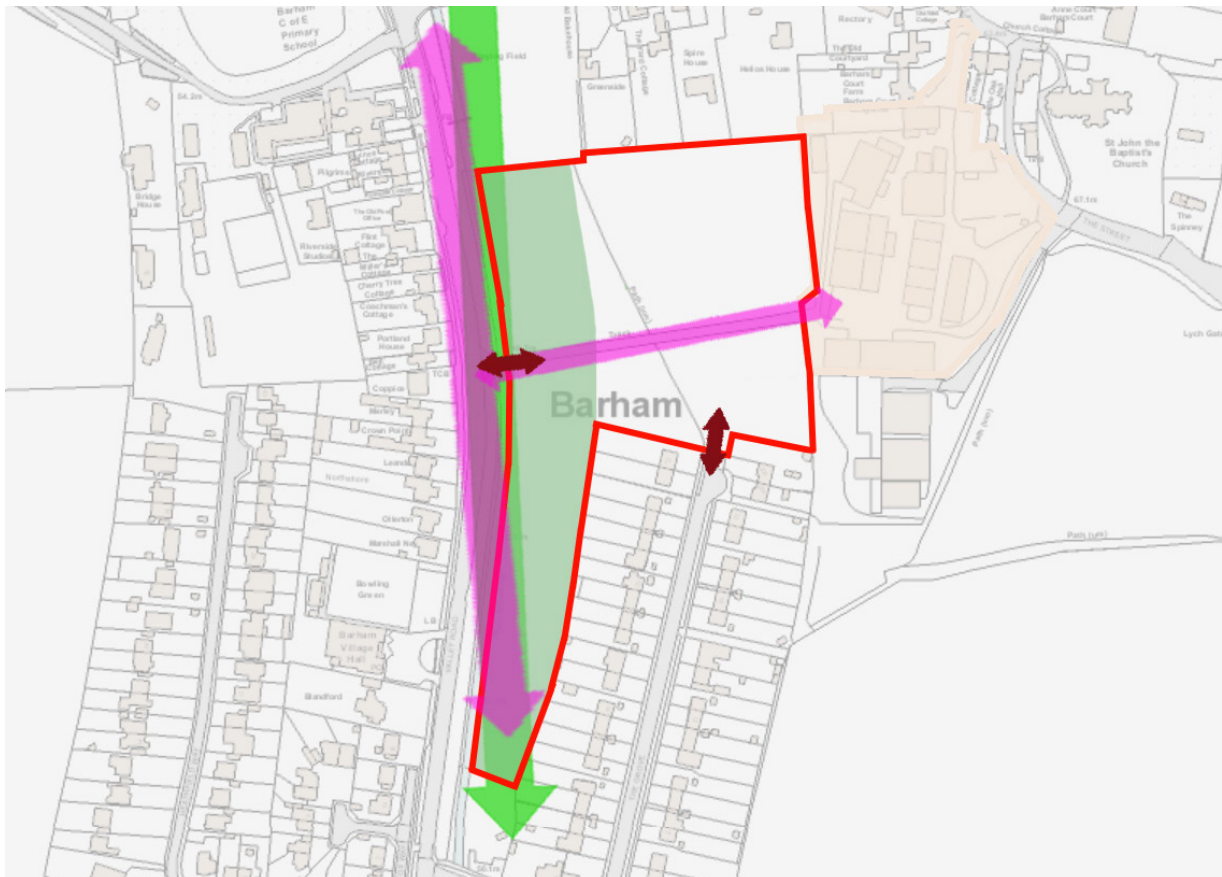
Barham

5.28 Barham is located to the south east of Canterbury, just west of the A2, and situated entirely within the Kent Downs AONB. The rural settlement is easily accessible from Canterbury and Dover has a good range of community facilities with a primary school, nursery/pre-school and a local shop.

5.29 The proposed development is intended to complement the Barham Court Farm site (Policy CF2) with a modest extension, together with the protection and improvement of the open space which forms part of the site and is unsuitable for development due to its location within the Flood Zone.

Policy R13 - Land adjacent to Valley Road

Land adjacent to Valley Road – concept masterplan



Key

-  Site boundary
-  Open space - Indicative locations
-  Opportunities for green corridors
-  Opportunities to improve cycling/walking access and safety
-  Carried Forward 2017 Local Plan housing allocations
-  Vehicle access - Indicative location

Site R13 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 20 new dwellings including affordable housing, accessible housing and an appropriate housing mix in line with Policies DS1 and DS2.
- (b) Open space: open space will be 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 20 dph;
- (b) Provide development in the east of the site which relates to the pattern, character and scale of development along The Grove, Barham Conservation Area and allocation HD4: Barham Court Farm;
- (c) Ensure that no residential development is located within Flood Zones 2 and 3; and
- (d) Outdoor sports and play open space should be provided in the north-west corner of the site adjacent to the existing playing field.

3. **Landscape and Green infrastructure**

The green and blue infrastructure strategy for the site should:

- (a) Provide sustainable urban drainage making use of the existing topography and natural features of the site where appropriate;
- (b) Provide 20% biodiversity net gain, in line with Policy DS21;
- (c) Incorporate opportunities where possible for landscape and biodiversity enhancements with regard to the Kent Downs AONB Management Plan; and
- (d) Provide habitat, pollinator and ecological connectivity across the site and with the surrounding landscape.

4. **Access and transportation**

The access and transport strategy for the site should:

- (a) Safeguard and/or delivery of as appropriate, access and connectivity from Valley Road to Barham Court Farm (Policy CF2);
- (b) Provide a pedestrian crossing across Valley Road and new footways on the eastern side of the road; and
- (c) Provide an upgraded bridge over the Nailbourne to serve as an access point.

Broad Oak

5.30 The village of Broad Oak sits to the north-west of Sturry and has seen significant levels of development through the Canterbury District Local Plan (2017).

5.31 More limited development is now proposed and the proposed sites R14, R15 and R16 represent small scale extensions which

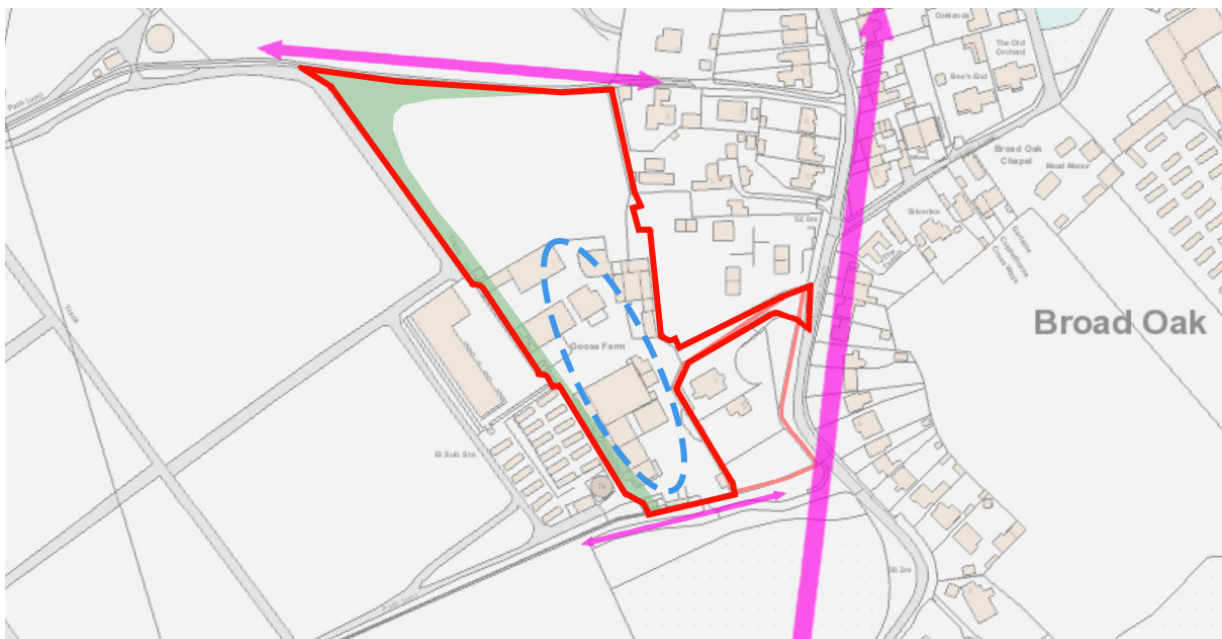
broadly align with the existing pattern of the village.

5.32 The proposed reservoir and country park to the north of the village will provide a significant asset for the local community with pedestrian and cycle routes, leisure facilities, water sports, an educational centre, birdwatching, sensory trails and picnic areas.






Development allocations

Policy R14 - Land at Goose Farm, Shalloak Road

Land at Goose Farm, Shalloak Road – concept masterplan



Key

-  Site boundary
-  Other proposed sites
-  Open space/ landscape buffer - Indicative locations
-  Opportunities to improve cycling/walking access and safety
-  Business space

Site R14 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 26 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 business space (minimum 1,880sqm); and
 - (ii) Proportionate land and build contributions towards early years, primary, secondary and SEND education plus proportionate contributions for primary healthcare and other necessary off-site community infrastructure.
 - (iii) Open space: open space will be 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 20 dph;
- (b) Provide development which relates to the existing pattern, scale and character of development in the area;
- (c) Ensure housing development in the north of the site should be focused to the eastern side to be in keeping with the existing settlement; and

- (d) Assess Areas of Archaeological Potential and protect and enhance nearby heritage assets.

3. **Landscape and green infrastructure**

The green and blue infrastructure strategy for the site should:

- (a) Provide sustainable urban drainage which makes use of the existing topography and natural features of the site where appropriate;
- (b) Provide 20% biodiversity net gain, in line with Policy DS21;
- (c) Incorporate opportunities for landscape and biodiversity enhancements identified within the Local Character Area F2: Stour Valley Slopes as set out in Canterbury Landscape Character and Biodiversity Appraisal;
- (d) Provide a landscape buffer to the west of the site adjacent to the existing agricultural buildings;
- (e) Provide a landscape buffer in the form of natural and semi-natural open space to the north-west of the site; and
- (f) Provide habitat, pollinator and ecological connectivity across the site and with the surrounding landscape.

4. **Access and transportation**

The access and transport strategy for the site should:

- (a) Maintain access to neighbouring existing agricultural buildings and land use where appropriate.

5. **Phasing and delivery**




The business space should be provided as fully serviced land prior to the occupation of 50% of the total dwellings.

Policy R15 - Land at Shalloak Road

Land at Shalloak Road – concept masterplan



Key

-  Site boundary
-  Other proposed sites
-  Vehicle access - Indicative location

Site R15 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) Open space: open space will be 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 20dph;

- (b) Provide development which relates to the existing pattern, scale and character of development in the area, including on the frontage to Shalloak Road; and
- (c) Assess Areas of Archaeological Potential and mitigate any adverse impacts on heritage assets.

3. **Landscape and green infrastructure**

The green and blue infrastructure strategy for the site should:

- (a) Provide sustainable urban drainage which makes use of the existing topography and natural features of the site where appropriate;
- (b) Provide 20% biodiversity net gain, in line with Policy DS21;
- (c) Incorporate opportunities for

landscape and biodiversity enhancements identified within the Local Character Area F2: Stour Valley Slopes as set out in the Canterbury Landscape Character and Biodiversity Appraisal; and

- (d) Provide habitat, pollinator and ecological connectivity across the site and with the surrounding landscape.

4. **Access and transportation**

The access and transport strategy for the site should:

- (a) Provide vehicular access from the northern boundary of the site only. No new vehicular access onto the main Shalloak Road will be permitted.






Policy R16 - Land fronting Mayton Lane

Land fronting Mayton Lane – concept masterplan



Key

-  Site boundary
-  Open space/ landscape buffer - Indicative locations
-  Opportunities to improve cycling/walking access and safety

Site R16 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 8 new dwellings including an appropriate housing mix in line with Policy DS2.
- (b) Open space: open space will be 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 20dph;
- (b) Provide development which relates to the existing pattern, scale and character of development in the area, facing Mayton Lane; and
- (c) Protect and enhance the Locally Listed Golden Lion Public House.

3. Landscape and green infrastructure

The green and blue infrastructure strategy for the site should:

- (a) Provide sustainable urban drainage which makes use of the existing topography and natural features of the site where appropriate;
- (b) Provide 20% biodiversity net gain, in line with Policy DS21;
- (c) Incorporate opportunities for landscape and biodiversity enhancements identified within the Local Character Area F2: Stour Valley Slopes as set out in Canterbury Landscape Character and Biodiversity Appraisal;
- (d) Provide habitat, pollinator and ecological connectivity across the site and with the surrounding landscape; and
- (e) Provide a landscape buffer to the south and west of the site.

Broad Oak Reservoir and Country Park

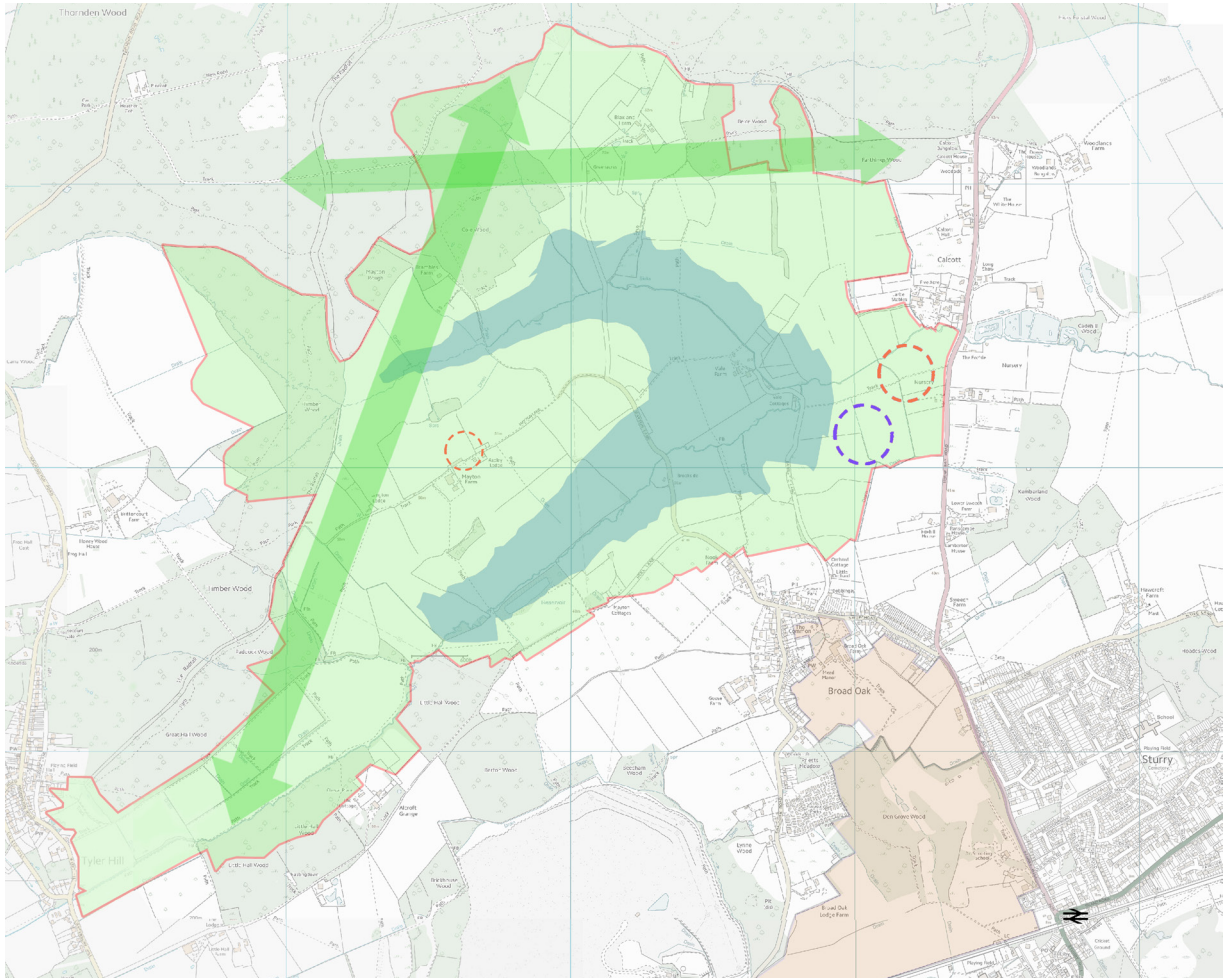
5.33 Site R17 is allocated for a new reservoir and country park. The site presents a key opportunity for water infrastructure to support development in the district and wider area - as outlined in South East Water's

adopted Business Plan. The provision of leisure facilities on the site is a unique offering for the district and allows the site to deliver both functional and recreational benefits for local communities.










Policy R17 - Broad Oak Reservoir and Country Park

Broad Oak Reservoir and Country Park – concept masterplan



Key

-  Site boundary
-  Indicative extent of country park
-  Indicative extent of reservoir
-  Carried Forward 2017 Local Plan strategic site allocations
-  Visitor centres- Indicative locations
-  Water treatment works -Indicative location
-  Opportunities for green corridors

Site R17 is allocated for a reservoir and Country Park and associated 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) 77ha fresh water reservoir with water treatment works, associated

infrastructure and realignment of Sarre Penn, if appropriate;

- (b) Water sports including access into the reservoir and associated infrastructure;
- (c) Cafe/restaurant;
- (d) Education/Visitor Centre including community uses;
- (e) Sports and leisure uses such as outdoor pursuits;
- (f) Birdwatching walks including birdwatching hides or shelters;
- (g) Pedestrian and cycle routes including family friendly, wheelchair accessible, and art and sensory trails;
- (h) Picnic areas; and
- (i) Cycle and car parking.

2. Design and layout

The design and layout of the site should:

- (a) Be developed in accordance with a masterplan demonstrating a comprehensive approach to development, long-term management and stewardship;
- (b) Provide development that is sensitively designed to reflect the rural character and ensure design, scale and materials reflect the location;
- (c) The community, education, sports uses and water treatment facilities should be located on the eastern side of the site, sharing an access and parking facilities. Consideration should be given to the scope of the reuse of existing buildings on western side of the site to further

expand the range of facilities available;

- (d) Appropriate relocation, reconstruction and enhancement of the Grade 2 listed building, Vale Farmhouse, Barnetts Lane within the site, in consultation with relevant specialists including the County Archaeologist and Historic England;
- (e) Protect and enhance nearby heritage assets including the Grade 2 Listed Building Blaxland Farmhouse, Locally Listed Building Little Mayton, Mayton Lane Sturry and Tyler Hill Conservation Area;
- (f) Mitigate any adverse noise impacts from the proposed water treatment works; 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) Provide sustainable urban drainage which makes use of the existing topography and natural features of the site where appropriate;
- (b) Provide 20% biodiversity net gain, in line with Policy DS21;
- (c) Assess the site's potential to be functionally linked land for golden plover, in line with Policy DS17;
- (d) Incorporate opportunities for landscape and biodiversity enhancements identified within the Local Character Area E2: Sarre Penn Valley set out in Canterbury

Landscape Character and Biodiversity Appraisal;

- (e) Retain and where appropriate enhance the ancient woodland and West Blean & Thornden Woods Site of Special Scientific Interest;
- (f) Ensure a substantial buffer between any development and the West Blean & Thornden Woods Site of Special Scientific Interest, ancient woodland and Little Hall and Kemberland Woods and Pasture Local Wildlife Site;
- (g) Aim to retain as much priority habitat as possible, and provide adequate mitigation where this is not possible;
- (h) Provide habitat, pollinator and ecological connectivity across the site and with the surrounding landscape, including with fragment woodland, ancient woodland and priority habitats; and
- (i) Conserve or enhance the PRoW network across the site ensuring key views from the network are protected and that the network provides multiple benefits such as being designed as part of green corridors.

4. Access and transportation

The access and transport strategy for the site should:

- (a) Maximise safe and convenient pedestrian and cycle connectivity to existing routes and nearby settlements including provision of a Herne Bay to Canterbury cycle route;
- (b) Deliver a comprehensive network of safe walking and cycling accessible routes and trails for all levels of mobility, incorporating the PRoW network. PRoW routes should be sensitively realigned where required;
- (c) Provide primary access from Herne Bay Road;
- (d) Provide appropriate access arrangements and vehicle and cycle parking facilities for community, education, sports uses and water treatment facilities;
- (e) Maintain access to existing residential buildings to the north (and east) of the site; and
- (f) 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.