



## Drainage and Flood Risk

### » Our Ambition

Managing surface water drainage and flood risk responsibly is a key priority for the new development. In line with best practice we will bring forward a comprehensive Sustainable Drainage System (SuDS) for the whole site. Our approach will see drainage engineers, landscape architects and ecologists working together to create an exemplary project which integrates a functional drainage system within a rich and interesting landscape featuring wetland habitat and offering new opportunities for recreation and relaxation.

### » What is proposed and why?

National planning policy requires new development to be planned to take into account the long-term implications for flood risk, water supply and biodiversity. Our site was allocated in part because it is in an area of lower flood risk, ensuring flood risk is not increased elsewhere.

However, as new homes and roads create impermeable surfaces, appropriate drainage arrangements are required to manage surface water.

A series of swales, attenuation basins and ponds will allow for surface water to be stored on site before it is discharged downstream at existing (greenfield) runoff rates. Other more localised measures will also be included, for example permeable paving allowing for infiltration as well as green roofs on certain buildings.

The drainage system will filter and treat runoff and will also include a minimum of 2 hectares of dedicated wetland which will remove nutrients (phosphates and nitrates) within the surface water runoff, providing benefits for water quality.

A full assessment of the flood risk implications for the development and arising from it has been carried out and demonstrates that the proposed development would not have any adverse effect on the risk of flooding elsewhere. Kent County Council as the 'Lead Local Flood Authority' has overseen this work and has approved the strategy-level drainage plans for the site.

### » Capturing the Benefits

Surface water drainage and flood risk is a surmountable challenge and we will ensure the SuDS mimics natural drainage processes to reduce the effect of run-off from developments. We will also deliver opportunities for biodiversity which do not currently exist as the land is farmed. As the landscape matures it will enhance the quality of the place we are creating and provide a fantastic learning opportunity for local schools.

SuDS also have a role to play in delivering 'nutrient neutrality' (in accordance with Natural England's requirements) as wetlands help to clean surface water before it enters streams and rivers. We will be working closely with the relevant authorities to monitor and manage water quality.



SUDs features within a natural and residential landscape



## Foul Drainage

### » Our Ambition

Achieving a sustainable development is at the heart of all our decision making. Delivering a development which does not harm the Stodmarsh Lake complex has become an integral part of our delivery strategy since the issue arose. That is why we are taking direct responsibility for the impact of our development by building our own state-of-the-art water treatment works on the site.

### » What is proposed and why?

A fall in the quality of the Stodmarsh Lakes complex has resulted from too many nutrients (nitrates and phosphates) entering the wider drainage catchment. Nitrates and phosphates come from a variety of sources, including human waste, fertilisers and run-off from roads.

New development risks increasing harm to Stodmarsh, because it will add to the total amount of waste treated at the Canterbury Wastewater Treatment Works on Sturry Road, where Southern Water currently have no ability to upgrade their facility. Treated water from the works flows into the River Stour, which connects to Stodmarsh.

This problem is not unique to Stodmarsh; other areas of the country such as The Solent in Hampshire are experiencing similar problems. Consequently, Natural England, on behalf of the Government, now requires all development proposals to demonstrate that they are 'nutrient neutral'.

It is clear that for the foreseeable future, development at South Canterbury will not be able to add to the current volume of sewage being treated at the Sturry Road works. The mains sewer system will have to be avoided, so a completely separate solution is required.

A new, state-of-the-art waste water treatment works will be built on the site itself to deal with human waste from the development. This will be a compact and discreet facility built in phases as the development grows.

Waste will be treated to the standard required by the Environment Agency, who will issue a permit for the facility and continue to monitor its performance. Cleaned water will be discharged directly into the River Stour, avoiding reliance on the sewer system.

To demonstrate the effectiveness of the solution, information has been submitted to Natural England in the form of an 'Appropriate Assessment' under the Habitats Regulations.

You can find out more about the facility and how it works in this **document**.

To function effectively, the facility will require sufficient flows of wastewater. Around 150 homes will need to be occupied to achieve this. Until this number is reached, waste will travel by new on-site sewers to a holding tank, which will be emptied on a daily basis and transferred to a treatment works outside the Stodmarsh catchment. The impact of those occasional lorry movements has been assessed in the Transport Assessment and found to be acceptable.

### » Capturing the Benefits

By taking on the responsibility of dealing with the waste produced on site, we are avoiding any harmful impact on the Stodmarsh complex, and so contributing to the efforts to improve, manage and protect the lakes whilst at the same time ensuring new homes can be built.

Our investment in a new water treatment works will avoid adding further burden to the local sewer system, so residents of the city do not become concerned that their own homes will be affected by the development.



## Air Quality

### » Our Ambition

We want South Canterbury to help Canterbury become a cleaner, greener city. By developing this exemplar new community, we have an exciting opportunity to support the improvement of air quality across the city. Sustainable travel is at the heart of this and our proposed significant investment in walking and cycling infrastructure in particular will make it easier and safer to travel sustainably.

### » What is proposed and why?

The Government has adopted a national air quality plan setting out the strategy for reducing roadside nitrogen dioxide concentrations: [UK plan for tackling roadside nitrogen dioxide concentrations](#). Planning policy also requires new developments to ensure they do not directly or indirectly result in material additional air pollutants or worsening levels of air quality, for the benefit of the local environment and for human health.

Canterbury has an existing Air Quality Management Area (AQMA) in the vicinity of the ring road around the city centre and experiences congestion and queuing vehicles at peak travel times which currently has a detrimental impact on air quality.

Extensive air quality modelling has been undertaken in discussion with the Council's air quality officer to guide the mitigation strategy. An air quality monitoring scheme for the development will be secured through a legal agreement as part of any planning permission which will require the collection of data as the development proceeds, ensuring further appropriate mitigation can be considered in the unlikely event it should prove necessary.



New walkable neighbourhoods

South Canterbury will deliver two walkable neighbourhoods focused on local schools, shops and community facilities, with the deliberate intention to reduce the need for residents to travel beyond the site for everyday goods and services. Designing to reduce the need to travel outside the site or travel by private vehicle is a fundamental principle in ensuring the development does not make air quality levels worse.

An air quality mitigation package is also proposed which includes an Electric Bicycle Scheme and a new network of **'mobility hubs'** to make it easy to travel door-to-door

by sustainable means. Changes to Building Regulations means that electric vehicle charging points are required to be provided, which will encourage the take up and use of electric vehicles.

### » Capturing the Benefits

As part of the package of mitigation measures, we have agreed to sponsor a city bicycle hire scheme, which will be available for everyone to use. We hope this will be beneficial to the city's tourist economy and help those who want to use their cars less often, or do not own a car.

# Natural Environment



## » Our Ambition

Biodiversity is the biological variety and variability of life on Earth, and we aim to play our part in increasing biodiversity by exceeding the Government's requirement for 10% net gain. To achieve this, we will weave new habitat creation into our detailed plans, as well as participating in projects elsewhere in the district.

## » What is proposed and why?

Biodiversity Net Gain (BNG) is an approach to development that aims to leave the natural environment in a measurably better state than it was in beforehand. BNG provides an opportunity to ensure that developments provide lasting benefits for wildlife and to people's ability to experience nature where they live and work.

The Government's Environment Act of November 2021 will legally require development to deliver a minimum 10 per cent BNG from November 2023. BNG is calculated according to a method prescribed by the Government. The baseline biodiversity of the site is established from surveys and mapping of each habitat type. Using the DEFRA



habitat condition scoring system and metric determines a baseline biodiversity value. The predicted impacts of developments and the associated habitat creation and enhancements and mitigation are then also scored enabling the generation of a percentage increase score in the biodiversity value of a site.

The development will have a positive ecological impact on the site and has set an ambitious 15% BNG target for the project. This will be achieved through a number of different ways. Habitat proposals on site include;

- » like-for-like compensation for losses of hedgerow lengths, delivering only very high-quality hedgerows that are managed in an ecologically beneficial manner;
- » enhancement of all remaining hedgerows through infill planting;
- » enhancement of all existing on-site woodland areas;
- » creation of new wetlands – a particularly scarce habitat type in the local landscape; and
- » domestic gardens associated with the new residential properties.

This will provide compensatory or enhanced habitat for species including;

- » hazel dormouse; and
- » birds including starling, house sparrow and song thrush.

In addition, it is the intention to deliver or fund an off-site habitat creation or enhancement scheme within the surrounding area. We will work with local groups to establish an appropriate project to benefit from this investment.

On and off-site habitat delivery will be secured through the production and implementation of detailed strategies for habitat creation and enhancement which will come forward as part of the detailed phases of development.

Monitoring of the predicted habitat establishment and change on site will inform ongoing habitat management, and regular reviews of progress towards achieving the predicted BNG will be undertaken. The results will be submitted to the Council at intervals to be agreed. The monitoring and management will span a minimum 30 year period.

## Capturing the Benefits

By committing to a 15% BNG, the development will play its part in putting nature back at the heart of planning and development. The conversion of arable fields to managed green and ecological space will also provide residents with increased access to nature. As with all aspects of the development, we aim to deliver a quality solution to meet our BNG responsibilities, and we hope the outcomes will set a high standard for other large developments including those within Kent to follow.





## Landscape

### » Our Ambition

Through our pursuit of genuine Garden City principles we aspire to create a place where the needs of people, nature and the environment are well balanced. Our response to our landscape setting and our future landscape design has a critical role to play in delivering this ambition, and it includes planting thousands of new trees. Our landscape design will aim to create a place which engenders a sense of community and which respects and responds to its surrounding context.

### » What is proposed and why?

The site lies within the Canterbury Area of High Landscape Value and close to the Kent Downs AONB. Within the context of the city, the site sits at the upper edge of the Stour valley sides on gently undulating land, affording views back across the city. Best practice indicates that the master plan for the development should be informed by these wider landscape considerations, whilst guidance on minimising landscape impact requires new development to be considered in relation to the extent it will impact on or protect the local landscape character and historic setting of the city.

The master plan is strongly influenced by the landscape qualities of the site, its inter-visibility with the historic core of the city, local topography and drainage characteristics, all of which provide the basis for an attractive place to live. Existing woodland will be retained and form the basis of a network of continuous open spaces threading through the site, linked by new and existing green corridors.

This continuity of green space forms the foundation of the master plan.

The landscape is planned so that each space or area can be multi-purpose and provide the five principal landscape functions:

- » **Landscape for Activity** – leisure, sports, recreation and play
- » **A Productive Landscape** – food production, including community orchards and allotments
- » **Landscape for Ecology and Biodiversity** – retaining and enhancing ecology and biodiversity
- » **Landscape for Amenity** – strategic green space and local amenity areas
- » **A Functional Landscape** – provision for sustainable drainage systems (SuDS), leading to creation of swales, attenuation ponds and wetland areas.

Landscape impacts have been minimised through the approach to masterplanning. Any remaining impacts on the wider landscape setting will be managed through structural woodland planting to be delivered at the earliest opportunity, ensuring trees can grow to maturity as the development progresses. Particular care has been taken to design in planting that will ensure the development avoids making an impact on views of the setting of the Cathedral and its associated World Heritage Site.

### » Capturing the Benefits

The landscape will be available for everyone to enjoy and appreciate, not just those living within the new development. Our design approach means that views from the site towards the historic core of the city can be captured for public enjoyment for the first time. Extensive new woodland areas will also be integral to our ability to create new habitat to support wildlife, in particular dormice.



Landscaped streets



## Public Open Space

### » Our Ambition

We recognise that access to open greenspace is vital for our health and wellbeing, and we want new residents to receive these benefits when they move into a new home. That is why we are providing over 70 hectares of open space throughout the development and will invest heavily in creating a beautiful and uplifting network of parks, gardens and natural places for people to enjoy.



### » What is proposed and why?

The renewed Government emphasis on high quality design as well as the value placed by people on access to nature highlights the benefits of open space to the health and wellbeing of residents. Open space provides for a wide range of formal and informal activity, passive and active recreation, sports, and play. It also improves visual amenity and makes a recognised contribution to the quality of the lives of residents within new neighbourhoods.

The development will provide over 70 hectares of inter-connected publicly accessible open space including:

- » Parks and Gardens near Nackington Road (its existing mature and impressive tree specimens are considered particularly suited as the basis of a new park design), on the ridge adjacent to Barton affording views over the city, and as part of the Community Hub;
- » Green Corridors connecting green spaces, allowing for circular walks and foraging routes for wildlife;
- » Outdoor Sports Pitches for organised sports such as football or cricket;
- » Amenity Greenspace to enrich the outlook from new homes as well as providing pocket parks and squares;
- » Play Areas of varying sizes for different ages;
- » Semi-Natural and Natural Open Space linked to the wider natural environment;
- » A civic space or square providing outdoor areas for community and business; and
- » Allotments for growing food.

Corinthian will retain ongoing responsibility for the stewardship of the open spaces, including making green space available to the public in perpetuity. This arrangement will be a requirement of any planning permission.

The landscape management regime will be subject to consultation with the Council and other environmental stakeholders. Further information about landscape stewardship can be found [here](#).

The open spaces will be designed to satisfy Sport England's ['Active Design'](#) guidance, sports pitches will accord with the Fields in Trust standards and the overall provision of open space across the site is in accordance with the City Council's Open Spaces Strategy.

### » Capturing the Benefits

The development will result in a large net increase in public open space for the city which will be accessible for all to enjoy in perpetuity, offering formal and informal open space for sports, recreation and leisure. Good links to the open countryside beyond Canterbury will be maintained, with Public Rights of Way and bridleways improved to create longer walks.

A rigorous management regime will ensure the quality of open spaces and new landscape planting will be well maintained in the future.





## Cycling and Walking

### » Our Ambition

One of our principal objectives is to ensure South Canterbury is one of the most sustainable contemporary developments in England, and the way people travel about will be central to achieving this. We believe that this will help to build a strong community, and set a standard for continual change and improvement across the city.

### » What is proposed and why?

As part of the Government's strategy for Net Zero, it is committed to improving the way we move around so that essential journeys are made by the most sustainable means possible. This is particularly important in the case of short, local journeys where walking and cycling are cheaper and more convenient, as well as providing the foundation for a greener, safer and healthier environment.

The City Council's Transport Strategy aligns with these objectives. It establishes a clear mandate for South Canterbury to provide a wide choice of travel options, in addition to investment in measures to support sustainable transport across the wider city.

Several other national organisations are also promoting walking and cycling in place of travel by car. For example, Sport England's Active Travel. The concept of the '20 minute neighbourhood' further demonstrates how new development can be planned so that most people's regular needs can be met within a short distance from home. The Town & Country Planning Association has produced a guide on this which can be found [here](#). The plans for South Canterbury align well with this wider shift at the national level, and this has been a principal consideration for the master plan, which ensures important destinations such as primary schools, community facilities, sports, recreation and play facilities will be within easy walking distance of homes – generally between 5 and 10 minutes.

A network of connected routes and streets or 'greenways' will provide a choice of routes through the development and will link to the surrounding streets and footpath networks. Investment will also be made in improving existing cycle connections by addressing the missing continuity along these routes so they can be improved for all users. This layout will encourage easy, short and convenient journeys on foot and by bicycle around the development and also into the City Centre and to Bridge, without the need to encounter the A2050. Information about off-site cycle improvements can be found [here](#).

Within the development, all residents will receive free access to an on-site electric bike hire scheme. A series of mobility hubs will be located throughout the site, where hire bikes and potentially electric scooters can be accessed by residents. Some of these will be located at bus stops, where the concentration of mobility services will make accessing sustainable transport as simple and convenient as possible. More information about mobility hubs can be found in this [report](#) by Arup. The legal agreement accompanying any planning permission will also include a requirement for a financial contribution to be made towards a city-wide cycle hire scheme.



Finally, in a post-pandemic world, high speed broadband to all homes will support those able to work from home, further reducing the amount of commuting by private car.

Corinthian have submitted a Framework Travel Plan with the planning application. Further detail will be added to this as the development proceeds. Importantly, a Travel Plan Coordinator will be appointed to work with new residents to encourage active travel choices.

### » Capturing the Benefits

Corinthian's first priority is to reduce as much as possible any need to travel beyond the site. Where travel beyond the site is unavoidable, for example to visit the city centre, the hospital or the station, access to bicycles and safe, convenient routes for walking and cycling will support the shift away from movement by the private car. Even if a small number of total journeys are made in this way, they can have a big impact on traffic across the wider city.

The development will deliver a substantial amount of investment in upgrading and improving walking and cycling routes across the wider city, making it easier for all residents to choose active travel options in preference to the private car.





## Buses and Trains

### » Our Ambition

We aspire to building a new place where everyone can use a clean, efficient and convenient bus service, fitting to travel within one of Europe's most important historic cities. To achieve this, we will invest in new buses and bus routes, and we will subsidise bus travel for residents of the development within the early years of the scheme.

### » What is proposed and why?

Canterbury City Council has declared a climate emergency, consistent with many other UK authorities, indicating that all developments must seek to reduce climate impacts which includes reducing the reliance on the private car.

At the same time, the Government's National Bus Strategy sets out a vision to improve bus services in England. It requires local authorities to work with local communities to plan and deliver fully integrated bus services.

Achieving 'modal shift', i.e. changing the means by which people travel around, is a key objective for the development and therefore investment in public transport is fundamental in improving the options for travel via sustainable modes of transport.

Good levels of bus service will operate as soon as homes are occupied to encourage uptake, along with the potential diversion of a number of existing bus services through the site.

A new 'Fast Bus' service is proposed, a 6-8 minute frequency service, which will enhance connections between South Canterbury and the city centre and serve a high proportion of the proposed development. It will also stop outside Canterbury West (HS1) station enabling easy onward travel

to London. No new railway station is required as part of the development, as the site is in such close proximity of Bekesbourne station. Any new station at South Canterbury would connect to Canterbury East, meaning passengers would have to make an additional trip across the city centre to Canterbury West to access HS1 services to London, which would not be appealing.

Bus fare incentives for residents providing free bus travel into the city centre for an 18 month period will also be provided along with access to live travel information and other measures to improve the attractiveness of bus travel. The appointed Travel Plan Coordinator will be responsible for ensuring new residents are made aware of all travel choices and subsidised travel options.

The replacement Park and Ride facility for 1,000 cars adjacent to the proposed new A2 junction will also provide a further choice of travel into the city centre.

Quality bus services and increased Park & Ride capacity will contribute to the overall appeal of bus travel, helping to reduce the number of private vehicles trying to access the city centre. Other measures such as new bus priority measures at constrained junctions will ensure travelling by bus is quicker and more convenient, further enticing people to use buses for their journeys. More information about the wider measures to improve bus travel can be found [here](#).

### Capturing the Benefits

Our investment in bus travel will enable more commuters to use the Park & Ride and will increase bus frequency within the existing city, lessening the number of cars around the city centre, to the benefit of the local environment. Associated junction improvement will benefit all road users, including pedestrians and cyclists.







## Highways

### » Our Ambition

We will always prioritise sustainable travel but recognise that for the time being many people will find driving a necessity, for example when travelling to places that can only be accessed by car. To ensure we don't impact negatively on the safe movement of traffic within the city, infrastructure investment will deliver some necessary interventions.

### » What is proposed and why?

Canterbury City Council has declared a climate emergency, consistent with many other UK authorities, indicating that all developments must seek to reduce climate impacts. There is a nationwide downward trend in the number of car journeys being taken – commuting miles, total miles and car driver travel have all reduced by 11% since 2002, despite a 9% increase in population. This trend is expected to continue for a number of reasons, notably the shift to more home working and the continued fall in the number of 17–25-year-olds holding a full driving licence (attributed

to affordability, views about the environment and the availability of alternatives to car travel). Consequently, embedding measures to reduce the need to travel as part of new developments is beneficial, whilst also ensuring congestion and queuing around Canterbury is not worsened as a result of the development.

A package of measures to improve capacity and mitigate any impacts on the highway network is proposed and includes:

- » A replacement A2 junction interchange near Bridge served by a new five-arm roundabout which will give direct access to the site;
- » A new Dover Road Park and Ride to be relocated adjacent to the A2 junction, which will allow for its enlargement from 600 to 1,000 parking spaces; and
- » Improvements to specific junctions around the city centre improving their operation, capacity and safety.

Access points to the development form part of the planning application and include:

- » 3 points of access from New Dover Road (2 to access the northern neighbourhood and 1 to access the southern neighbourhood);
- » Access for a limited number of dwellings (approximately 100) will be taken from Pilgrims Way;

- » Access to the existing cottages adjacent to Barton Business Park will be retained, but onward travel to the remainder of the development will only be possible on foot or on bicycle; and
- » Minor access from Nackington Road to serve approximately 200 units will be provided.

Substantial investment will deliver the site-related requirements of the Council's District Transport Strategy. The A2 junction is located in line with the advice of National Highways (formerly Highways England). The highways measures will be secured by a legal agreement as part of any planning permission.

The performance of the highway works will be kept under review as the development is constructed through an approach known as 'monitor and manage' to regularly assess transport movements and requirements to ensure investment is directed to support those measures which are leading to more sustainable travel patterns. In practice, this means there is a greater incentive for Corinthian to work hard to first reduce travel demand, and second to ensure sustainable travel options become first choice for residents taking local journeys.

### » Capturing the Benefits

The package of measures should mitigate the impact of the development but also deliver further benefits such as overcoming the existing constraints associated with the existing A2 Bridge junction, in particular by removing traffic entering and leaving the junction from rural lanes in the vicinity of Bridge and Patricbourne.

More information about where highway works will happen can be found [here](#).



## Heritage

### » Our Ambition

We take the responsibility of delivering a major development within an important historic city most seriously, and our ambition is to enhance rather than detract from the city by achieving an exceptionally high quality place.

### » What is proposed and why?

The most significant historic buildings within the city are the Cathedral, St. Augustine's Abbey and St. Martin's Church; collectively they were designated as a World Heritage Site by UNESCO in 1988. The surrounding built fabric forms part of the buffer zone and setting of the World Heritage Site. There are also several Grade II listed buildings in the vicinity of the site. The North Downs Way (The Pilgrim's Way), a route of pilgrimage between Canterbury and Rome, crosses the site.

Best practice seeks to protect and preserve designated and non-designated heritage assets which have value because of their contribution to a nation's society, knowledge and culture.

A sensitive design approach has been adopted to respect and protect the setting of the city and the Cathedral by identifying and respecting the key viewpoints to and from the Cathedral within the site.

The Old Gate Inn will play an important role in the proposed Community Hub as it will become part of a larger civic space which will provide a setting for a new primary school and local shops and businesses. Special consideration is given also to maintaining and preserving The Pilgrim's Way.

Historic England has confirmed that it is satisfied with the proposals in respect of their impact on heritage assets. Detailed design considerations and careful positioning of open space and retention of woodland to protect heritage assets will be secured through a Design Code process and ongoing consultation with Historic England and local interest groups.

### » Capturing the Benefits

The special and distinctive World Heritage Site in Canterbury will be protected and views of the city and its landmarks from key parts of the site will be publicly accessible for the first time. We hope that in time the development will become a fully integrated and popular part of the city's fabric.

View of Canterbury Cathedral from the site





## Design Quality

### » Our Ambition

Good design has been at the heart of our work since the project's inception. This was recognised in 2016 by an independent design review of the master plan by Design South East. Today, the Government is making good design a priority by challenging developers and housebuilders to make beautiful places. We are well placed to respond fully to that challenge. Every home, school, workplace, local centre and green space will need to follow a design code which will set a high bar for exceptional placemaking.

### » What is proposed and why?

The Government has published the National Model Design Code to guide the preparation of local design codes and we will be following this model for each phase of the development.

The Local Plan requires the development to be built according to Garden City principles Garden City Principles - Town and Country Planning Association ([tcpa.org.uk](http://tcpa.org.uk)). Garden City principles include beautifully and imaginatively designed homes with gardens, combining the very best of town and country living to create healthy homes in vibrant communities. The master plan for the development includes two walkable neighbourhoods, each with a primary school, community services and open space to act as a community focal point. We will adopt a whole site approach to stewardship and the management of the new neighbourhoods in perpetuity.

We will engage the best architects and landscape architects to design our development. The new Canterbury Design Review Panel Design Review Panels - Design South East will provide ongoing independent advice on the quality of design proposals as they emerge.

### » Capturing the Benefits

The first phase of development has already won a Housing Design Award for Best New Neighbourhood and will set the tone for the delivery of high-quality exemplar new development which will engender civic pride among existing and future residents and set the bar for the quality of new development in and around Canterbury.

At the detailed stage, there will be many opportunities for local people to participate in the planning and design of the development.





## Towards Zero Carbon

### » Our Ambition

We will take all possible steps to ensure that we deliver a zero carbon scheme through both the construction and operation of the development. A Zero Carbon Plan will be produced for approval by the City Council and will be reviewed and updated throughout the lifetime of the development to ensure that solutions proposed reflect the latest technologies.

### » What is proposed and why?

In 2019, the Government amended section 1 of the Climate Change Act 2008 to achieve a 'net zero target' in respect of all carbon emissions by 2050. Canterbury City Council declared a climate emergency in July 2019, setting a target to reduce its carbon emissions to net zero by 2030. The Council expects all development to make carbon savings. COP26 held in the UK in November 2021 brought together parties to accelerate action towards the 2050 goal, which includes speeding up the switch to electric vehicles as well as encouraging investment in renewables.

The planning system aims to support the transition to a low carbon future in a changing climate. National policy advises that new development should be planned for in ways that can help to reduce greenhouse gas emissions, such as through its location, orientation and design.

More recently, a surge in demand for oil and gas has seen the price of these essential fuels dramatically increase, a phenomenon that has been compounded by other global events. As a result, European gas prices soared by more than 200% last year and coal prices increased by more than 100%. This record rise in global energy prices has led to a significant increase in the cost of living in the UK. Accelerating transition away from oil and gas is a key theme of Government policy as investment is made into decarbonising our homes and businesses and transitioning to net zero.

We are committed to setting and achieving targets to reduce carbon and greenhouse gases and as the development progresses, further detail will be agreed with the City Council on the precise solutions to be adopted. These will address the level of embodied and operational carbon, energy generation and strategies for off-setting should this be needed. During the construction phase, a Construction Environmental Management Plan will be followed to ensure exemplary construction management. A key requirement will be to minimise construction waste.

It is proposed to deliver a modern electric-led development via a smart grid with the opportunity to deliver smart energy infrastructure within the development. Technologies such as heat pumps which offer efficient and affordable heating supply to homes will be delivered.

The development shall include the installation of superfast broadband (High Speed Fibre Optic (minimal internal speed of 100mb)) connections to all buildings, including residential, community and commercial units, as well as multiple other points across the site.

In addition, there is a substantial commitment to promoting and facilitating sustainable travel choices, as well as ensuring every dwelling is fitted with an electric vehicle charging point. You can read more about walking, cycling and bus travel [here](#).

### » Capturing the Benefits

The ongoing commitment for the development to move towards net zero will provide growth to help the District prosper whilst also playing a key part in the city's transition towards net zero and tackling climate change. The strategy adopted will comprehensively plan for the site whilst also looking beyond its boundary to generate benefits for the wider city and District. This will include substantial upgrades to the electricity supply infrastructure within the southern part of the city, capitalising on the national switch to a decarbonised grid and ensuring existing as well as new homes will have



## Affordable Housing

### » Our Ambition

We aim to deliver an integrated place where different households can enjoy the same standard of living and amenity regardless of their income or profile. To achieve true integration, the development will be built to be 'tenure blind'.

### » What is proposed and why?

Canterbury District is expected to experience an increase in population of around 14% from 2017-2031, leading to a total population of around 191,600 which will generate demand for additional housing.

The Council's current housing strategy '[Housing, Homelessness and Rough Sleeping Strategy 2018](#)' and the [Canterbury Strategic Housing Market Assessment 2018](#) identify a shortage of affordable homes citing that in 2016, average local house prices were 10.6 times greater than average local earnings and average house prices have increased at a faster rate than nationally; by 366% over 20 years in Canterbury District compared with 290% across England as a whole.

The development will deliver 30% affordable housing alongside the delivery of market housing, in accordance with planning policy, which equates to 1,200 affordable homes. A variety of sizes (including 1, 2, 3 and 4 bedroom homes) and tenures (including affordable rent and shared ownership homes) will be provided, catering for local need and housing aspirations, including a percentage as First Homes as part of the latest Government policy. The affordable housing will be integrated with market housing within the development to secure a mixed and balanced community.

The commitment to deliver 30% affordable housing will be secured by legal agreement as part of the planning application approval process, details and locations of which will be provided on a phase-by-phase basis. We will work closely with local housing associations to ensure new homes cater for local needs.

### » Capturing the Benefits

The development will provide a significant boost to the supply of affordable homes in the District and go a long way towards addressing the acute existing need for affordable homes, providing real options for local people to get on the housing ladder. 'Down-sizing' properties suitable for retired people and for small households and young people will also be provided, which could be in the form of apartments or maisonettes.





## Job Creation

### » Our Ambition

We want to unlock the economic growth potential in Canterbury following predictions that the city will have an increasingly important role as a sub-regional centre and a key economic hub for East Kent.

### » What is proposed and why?

The development of Canterbury as a 'Knowledge City' requires the integration of economic development and employment land located in the right places. This will continue to create a demand for higher-skilled workers and lead to better paid employment and job creation in the District and help with the retention of a highly educated workforce.

A corporate priority of the Council is to support the District's economy to recover from the effects of the pandemic and then to grow. This is supported by the South East Local Enterprise Partnership which works to encourage business investment and promote economic development.

The development will provide up to 70,000sqm of employment floorspace and will become a major employment hub for Canterbury offering a variety of modern and flexible business accommodation to support economic growth. The development also includes local shopping facilities and services and a Community Hub where a range of businesses might be accommodated. An estimated 3,700 full time equivalent jobs are projected to be created on the site following the completion of the development and an average 550 full time equivalent jobs created on construction each year of the 14 year build period.



### » Capturing the Benefits

Accelerating housing delivery, bringing it forward with employment land and creating an attractive and aspirational place represents significant investment to the area, which should attract further investment in jobs, benefiting the existing pool of highly skilled workers in the population. Employees should enjoy the benefits of working in an attractive location where local shops, services and efficient public transport are in very close proximity.