Thank you for taking the time to come along to today’s information event about our plans for a development at Sturry and Broad Oak, Canterbury.

A residential development site at Broad Oak was recommended for inclusion as a reserve site by the Inspector examining the City Council’s adopted 2006 Local Plan. This has been expanded to include land to the south at Sturry in the new Local Plan, now going through its final stages towards adoption.

The several landowners are represented by development promoters who, working together in close liaison with the City Council and Kent County Council, are preparing planning applications to deliver the mixed-use development and infrastructure to serve it in accordance with the Local Plan’s policies. This exhibition aims to inform residents and other interest groups of the way in which the site’s promoters envisage the site being developed.

Members of the professional team of consultants will be available to answer your questions about the scale and type of development and its delivery programme are on-hand to answer your questions. You are also invited to record your views on a simple questionnaire.

We have a feedback form which we would kindly ask you to fill in after you have viewed the exhibition today. If you wish to contact us for further details please phone at 01227 456699 or email at planning@bdb-design.co.uk.
It is anticipated that three separate planning applications will be submitted. These will be:

• A planning application for the Broad Oak section of the site;
• An outline application for the Sturry section of the site, but including some detail of access and the Link Road; and
• A detailed application for the remainder of the Link Road and bridges

These first two of these will be submitted during the late summer/autumn and the Link Road and Bridges submitted early next year. All three will be subject to cumulative environmental impacts assessments and will be in accordance with masterplans for the overall allocation.

These masterplans will be the subject of further community consultation and themselves, subject to approval by the City Council.
Opportunities & Constraints
Planning Summary

- The overall development allocation and the policies applicable to it, suggest the site has a capacity for about 1,000 homes, together with some small mixed-use business areas.
- The scale of development is sufficient to make the major contribution to the provision of a new Link Road including a railway and river crossing.
- Surveys and site analysis shows the site to have capacity for up to 1150 homes, at a modest density and mostly comprising houses with gardens and on-plot parking.
- About half of the site will remain as protected and managed woodland, buffer zones and open space.
- Detailed measures will be undertaken and secured in the long-term to enhance biodiversity and to protect and enhance the important flora and fauna throughout the site.
- At this scale, the number of primary-age children within the development will generate a need for almost one-form of entry for a Primary School. As a result, the scheme will now provide sufficient land for a full-sized Primary School with funds to meet the first phase of its construction.
- The development is likely to be delivered in a number of phases, by a number of developers, each contributing to the infrastructure needs on a pro-rata basis.
- However, all phases will be in accordance with an overall series of masterplans and in accordance with legal agreements ensuring timely delivery of the development and the completion of the Link Road.
The proposed development would:

- Support the delivery of the Sturry Relief Road; a major new piece of transport infrastructure between Sturry Hill in the east and both Shalloak Road and Sturry Road (A28) in the west and south respectively.

- In close cooperation with KCC the overall link will include a new bridge crossing of the railway line, relieving congestion at the current level crossings and providing an alternative route for traffic that would otherwise travel on Mill Road (A28) through Sturry south of the railway line.

- Provide an alternative route for traffic that otherwise travels through Broad Oak on Sweechgate and Shalloak Road, supporting a reduction in traffic volumes on this route.

Comprehensive traffic modelling has informed the design of the infrastructure, with forecasts of traffic volumes associated with the emerging Canterbury Local Plan included. This assessment demonstrates the significant benefits of the proposed Relief Road, which will not only mitigate the impact arising from the development itself but also support the wider growth agenda.

The Relief Road will support local bus services, allowing improved journey times to and from Canterbury. Bus priority measures are proposed to be included in the approach to the A28 (S). The new road will include a segregated off-road cycle path along its entirely length between Sturry Hill and Sturry Road (A28).

The proposals include a new car park for Sturry Station, allowing greater use of the station for combined car and rail trips and minimising the need for car trips in to Canterbury to access rail services.
The development of the Site for housing provides an opportunity to enhance and improve the landscape and biodiversity of the Site and immediate area to the south of Broad Oak and west of Sturry through:

- Retention and enhancement of the existing hedgerows and trees;
- Introduction of new trees, hedgerows and areas of shrub and grassed areas;
- Maintenance tree and hedgerow planting to contribute to local microclimate management;
- Incorporation of multifunctional public open spaces, and a ‘green grid’ network to reduce the apparent scale of the development and assimilate it into the Site and the surrounding landscape;
- The provision of a landscape, which maintains and supports wildlife habitat and diversity, and;
- To provide residential amenity and garden areas for the new residents whilst safeguarding the amenities of existing residents.

The landscape proposals will include:

- The provision of appropriate ‘protection buffers’ to Woodlands and trees;
- The formation of public open space & playing fields to maintain a local ‘green gap’ between Sturry and Broad Oak;
- The retention of the central valley in open use down to the southern boundary of the Site creating a central spine of open space and ‘green grid’ within the development;
- Restoration of ponds for the benefit of wildlife and as attenuation ponds;
- The introduction of a substantial landscape ‘buffer’, along the railway line;
- The introduction of tree-lined avenues following the primary roads to create ‘green routes’ through the development.