

## Local plan response.

### Mel Dawkins

There is a considerable amount of housing proposed for the Canterbury City South division and I am concerned that Canterbury will not have the capacity to cope with the production of so many more houses and subsequent communities.

With current views in parliament questioning the amount of housing that is being asked for compared to what local authorities say they need; it may be that this target is reconsidered and recalculated in the light of this information.

There are currently two big developments already in the pipeline from the last local plan and Canterbury has yet to feel the impact of this and how it plays out.

The traffic and highways mitigations for the increase in traffic has caused an array of issues within communities and again until Canterbury has the 4,000 new properties from Mounstfield development for example, we will not truly feel the impact of this.

There are mitigations put in place to encourage modal shift but a report to the contrary commissioned by resident group, suggests that the plans will not pan out as suggested and there will in fact be more cars on the roads.

To add yet another potential six thousand houses as stated in the proposed new local plan means that Canterbury and its communities will dramatically change.

The proposals put forward to mitigate against this transformation radically change the look, feel and quality of our resident's life as well as the possibility of losing the unique culture of Canterbury and consequently its world heritage site status.

It would be good to see more use of the no use empty scheme and repurposing redundant buildings and space. Re-purposing housing could potentially bring in 3,000 plus homes in the district.

Wincheap industrial could be used more productively in my opinion with more flats for first time buyers and people who wish to live near transport links and enjoy urban living.

The Wincheap Society have put together an exceptionally good document illustrating how the area could accommodate urban style living subsidised by luxury apartments and retail space below.

There is also not enough provision in the draft local plan for council housing. There is over a 2,000-waiting list in the district and this plan does nothing to address this shortfall.

More initiative-taking work needs to be done to find ways to accommodate this shortfall as well as providing and enabling communities to build their own community led housing stock.

### Congestion and Air Quality

Bus based model and zero emission zone (ZEZ) - not EMC and current zoning model This requires the SWECO and walking cycling implementation plan first so that buses can genuinely offer "hopper" buses type benefits.

This is the opposite way round to the current model. A up front infrastructure would be much cheaper than an EMC The Local plan should put Bus / Public transport first, find dis-incentives to drive and offer a credible alternative. Buses first has not been modelled, would deliver quite different results.

ZEZ is the type of zoning a number of UK cities have implemented, Bath being the nearest in size to Canterbury. Could it be it be modelled for Whitstable and Fordwich as well.

A sensible way would be to implement ZEZ in peak times only and not all the time? This would use the ANPR and traffic systems like current zoning model but there are no absolute restrictions, cost wise the payments vis a vis fines would be similar. So, it may not affect costs when compared to zoning on current model. But this is only fair if the alternative is there to get around affordably, regularly and is practical.

Cycling and walking 20million is fantastic way to create connectivity and the district really needs the coherent network so cyclist feel that their journey is a proper one.

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## Eastern Movement Corridor.

I am concerned about the proposal for an Eastern Movement Corridor. EMC bypass as this will be cutting into including the buffer zone of an extremely important SSSI site Chequers Wood and Old Park.

The park is habitat to extremely rare wildlife and fauna, an important archaeological site as well as contains high biodiversity and ecological value. We need to consider this as part of our Framing Kents Future Strategy. It is not clear whether KCC or CCC are in the lead on EMC first model.

## Circulation Plan

The zoning scheme proposed in the draft plan its supporting report the transport topic paper and SWECO report.

The model is based on the Ghent model. There are no comparisons in the draft local plan. Has a comparison report been drawn up? The zones do not fit with Canterbury. Canterbury is not as large as Ghent and Ghent already has a particularly good infrastructure with plenty of public transport already available.

The Zone scheme would be open to abuse and would disadvantage so many minority groups, single parents, elderly as well as damage communities and the economy of Canterbury.

## CLIMATE

Adaptation and response to extreme climate change scenarios.

Such as Flooding. Drought, Lack of capacity in water systems, drainage, sewage. Irrigation

Climate implications in local plan **contradicts** climate strategy **overview in many ways**.

See evidence below.

For example, on housing retrofit and making sure there is a ban gas boiler on all new building developments.

Reduce reliant on vehicles so why circulation plan as actually will have opposite effect as more reliance car to travel round the circulation.

Where is the investment in our own communities by upskilling in green jobs. See Evidence below see strategy.

Local Plan 2040: Climate change, carbon emissions and air quality strategic overview

Key issues reducing emission for the district include:

- Reducing the reliance on vehicles power by fossil fuels -
- Improving the energy efficiency of homes and businesses and removing fossil fuels from the heating systems
- Improving the air quality, particularly in the two air quality management areas

ie Air quality and its relationship to the climate change

Air quality is related to the causes of climate change because two of the largest sources of greenhouse gas emissions - fuels used for road transport and fuels used for heating homes and businesses are also major contributors to local air quality issues.

Energy efficiency.

#### Upskilling. Green Jobs

At the same time, heat pump installations should be encouraged at every opportunity including the Council's own buildings, in new build developments and with the able-to-pay segment of the market.

- Upskilling of existing building trades should be encouraged through training courses to ensure there are enough heat pump installers to meet the increasing demand.

#### Committee on Climate Change net zero policy

The Committee on Climate Change (CCC) provides the evidence and advice that informs government policy to achieve the carbon budgets.

Key policy actions from the CCC policy report for the 6th carbon budget and net zero (December 2020) require:

- All new buildings net-zero carbon by 2025 at the latest
- Policy to enable and incentivise the uptake of energy efficiency measures, heat pumps and renewable energy in existing buildings
- Regulations to phase out the replacement of gas powered heating systems
- Local Authorities developing locally-based solutions active travel and public transport solutions that work for their communities

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#### CDLP2040-CC01 Climate change, carbon emissions and air quality strategy

- Rapid electrification of the transport system to reach almost 100% of new car and van vehicles sales all-electric by 2032
- A 30% reduction in carbon intensity from heavy goods vehicle operation by 2030
- Variable renewables (i.e. wind and solar) form the majority - 70% - of electricity generation in 2035

#### Climate change mitigation and adaptation

Work to respond to climate change is commonly categorised into two broad areas:

- Mitigation means the reduction in the causes of climate change which are the carbon dioxide and other greenhouse gas emissions predominantly from burning fossil fuels. There is a critically short period of time to reduce these emissions to very low levels in order to achieve long term climate stability.
- Adaptation means taking action to prepare for and adjust to both the current effects of climate change the predicted impacts in the future. The long-term weather patterns are already altered and they will continue to be affected by climate change under all mitigation scenarios.

#### Cycle and walking implementation strategy

More needs to be done sooner and not wait for developers to pay for big roads.

If the infrastructure was put in first, we may not need EMC or option 5.

### Other considerations.

Community energy. Community led housing. Free up planning so that people can build their own eco houses and communities with sustainable energy, food, and network. Mini villages.

Developments commit to full net zero housing plus for every 30 houses- 2 retrofit of existing stock ?

Incentives No council tax or half price for a year if you insulate your home. Tap in to grants.

Fair transition for communities to switch to eco-friendly alternatives. Not to be left behind.

Green community council, citizen assembly - local ideas together. Empower our communities unlock our potential. When people involved easier to make changes.

### Headlines

Everything developer led. Congestion - more houses more money to build roads

Borrowing to build.

Climate considerations, extreme scenarios. Adaptation.

Boosting public transport is a priority.

Modal shift / Public Transport comes first - not road comes first.

No Zoning.