



Response from Community Association to LP 2045

1 message

LSRCA [REDACTED]
To: consultations@canterbury.gov.uk

15 January 2023 at 14:58

LOCAL PLAN 2045 comments sent on behalf of **Littlebourne and Stodmarsh Roads Community Association:**

Firstly it is our contention that the premise of this Plan – that the building of so many houses will generate the necessary funds to construct the Eastern Movement corridor – is a dangerous gamble. There is no guarantee that the EMC is even feasible, let alone that developers will, by the time the time has come, have provided enough money to meet whatever the cost of a new road will be in the future. There is not even a guarantee that developers will want to build more houses than are actually needed (as shown by the estimates from the expert consultant which recommended about 850 per year, not the 1250 needed to pay for the roads). This would create the worst of all worlds – houses in locations which are predicated on the EMC but without the road materialising. We wish to draw your attention to the following points which are of the utmost importance to the 100 properties covered by our association.

- We cannot support the scale of the proposed development within the radius of one mile of our neighbourhood. C12 details 1400, C13 another 645, C14 a further 67 and C15 another 74. Where is the evidence that such numbers are actually required in this area? How will the necessary resources for water supply and sewage disposal be managed. Littlebourne Road is an increasingly busy thoroughfare with the current expansion of housing at Howe Barracks and in Littlebourne itself before the proposed 200 at the St Martin's hospital site are constructed. We are concerned that the concentration of houses all in this area is solely to produce the developer funds to pay for the EMC.
- We are concerned that the large number of houses will have a significant effect on the Lampen Stream –both by run-off pollution from the new EMC and from drainage from the new houses that are proposed. The Lampen Stream needs to be kept clear of pollution as Beavers are living in it.
- The site at C15 is right next to the SSSI (Old Park and Chequers Wood) and we are concerned that the disturbance from human habitation and long term disturbance of habitat and urbanisation will be destructive, as will the construction activity. The RSPB calls for a buffer zone for SSSIs of 400m. C15 does not fit with Local Plan strategic objective 'Protect and enhance our rich environment and valued landscapes, supporting wildlife and biodiversity and improving the health and well being of our communities'
- The Littlebourne Cluster is an important wildlife corridor where rare species such as turtle doves and nightingales nest. The proposed EMC (C16) will cut across this area, introducing more light, noise and traffic pollution, and interrupting the connectivity for wildlife between the SSSI at Old Park and Chequers Wood, via Hospital wood and Trenley Wood to the internationally recognised RAMSAR site at Stodmarsh. All of these are Ancient Woodland and safe sanctuary for numerous birds, mammals reptiles and Flora. The Local Plan mentions the importance of increased habitat connectivity to fragmented woodlands but the EMC is in direct opposition to this. Therefore, C16 does not fit with Local Plan strategic objective 'Protect and enhance our rich environment and valued landscapes, supporting wildlife and biodiversity and improving the health and well being of our communities'
- Not only is the Old Park and Chequers Wood designated as SSSI but there are archaeological sites within the area of significant importance which are currently being excavated.
- This area is criss crossed with numerous Rights of Way and Bridle paths which are well used by our members. There is little indication as to how these paths will be able to cross the proposed new road. There is much emphasis on walking within the aims of the Plan but it would appear that walkers will have to negotiate the various road junctions in order to follow these routes since footpaths are not always continuous straight across the road but 100-200m down the road.
- As the current indications of the proposed 'zoning' of Canterbury stand our LSRCA Community will be split with members unable to use the junction at Stodmarsh Road/Littlebourne Road. Stodmarsh Road has no pavement and is unsuitable for pedestrians. How will we be able to support our neighbours on these two roads without a lengthy detour? There are businesses along Stodmarsh Road who are dependent on visitors (Garden Centre, Stables and Care Facilities). Will such visitors need to get an exemption to access that junction to avoid a fine? Will they bother? Will such businesses survive? How are RSPB members and others to access the National Nature Reserve in Stodmarsh? If the answer is to drive around the EMC how will all the extra mileage and attendant traffic pollution square with the avowed aim to cut down on this? Will visitors to Stodmarsh NNR need permission to use the Stodmarsh Road exit from EMC? If so, that will be very discouraging for visitors.
- We are concerned that it is not clear how safe it will be for Stodmarsh Road residents to cross from one side of the EMC to the other. Will there be a turning lane for cars, possibly requiring traffic lights?? Will there be a controlled pedestrian crossing with traffic lights so that pedestrians, cyclists and horse riders can safely cross? It will be needed but there is no mention. In addition, there is the preservation of the public rights of way which has not yet been worked out. If these details are missing here, we are concerned that they have not been costed into the calculation either.
- Being single lane each way, the EMC will not be large enough to cater for all the traffic generated from the extra houses.
- The distance our community is from the City Centre would mean that very few of our residents would cycle/walk and that it is imperative that a cheap and efficient bus network is in place to tempt people from their cars. In general terms we feel that should this Plan ever come to fruition in its current form then Tourism will be adversely affected. How will such visitors have any idea how to get from A to B without incurring fines? Why should they

bother? If cycling is to be encouraged it will not be enough to provide cycle paths. Cyclists from out of town will need facilities such as secure parking and the ability to change wheels and probably clothes. We contend that this Plan has not been thought through; we find it unsustainable, unjustified and undeliverable. We suggest building a more realistic number of homes, of the size and type which are really needed by local residents, then the money saved by not building the EMC could be more usefully spent by the Council in innovating the approach to public transport, improving and extending bus services. This in turn could encourage less reliance on vehicles thus serving the twin aims of reducing car usage and therefore emissions/pollution and obviating the need to build new roads which encourage more use of vehicles.

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sent on behalf of LSRCA Committee

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