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I am a resident of Fordwich and would like to respond to your request for comments and give my concerns with the **CCC Draft Local District plan to 2045**.

Chapter 1: Spatial Strategy for The District to 2045 [Pages 5-19]

Policy SS2: Sustainable design strategy for the district

Comment: Great care must be taken to preserve all historic and archaeological sites across the district [not just the city]. The area within the Fordwich boundaries such as Sandpit wood contain a wealth of archaeology, with potential for more significant finds and which is recognised by a number of academic institutions and universities.

Policy SS4: Movement and transportation strategy for the district

2. (g) The delivery of enhanced road infrastructure to improve connectivity, facilitate alternative access points to the city, and enable the delivery of the measures at a-f including:

(iii) a new movement corridor to connect the A28 at Sturry with the A2 at Bridge.

Comment: In the Kent Live; WHAT'S ON, article By Sian Elvin, 25 NOV 2017 'Fordwich is described as a hidden Gem of Kent' this will be significantly damaged in many ways if the proposed route were to go ahead.

The suggested route would cut through Fordwich Conservation Area, with wonderful scenic beauty, great importance to wild life, archaeology and used extensively by locals and visitors for walking and cycling. The route would have a significant detrimental effect on the community of Fordwich carving up the Parish and significantly degrade the environment with pollutants such as noise, toxic chemicals and light at night. Water run off will contribute to the flooding of resident's homes. It would also sever ecological connectivity between the Old Park & Chequers Wood SSSI and the Fordwich Water Meadows, and threaten the viability of current and future 'potentially significant' archaeological excavations between Fordwich and Old Park.

The route is significantly longer than that previously proposed, which was to the West, close to the Chequers wood and SSI. This makes it more damaging to the environment and effects on local residents, wildlife habitats and will lead to longer journey times and more pollution than the other routes previously suggested and is by far the most expensive route.

It will impact the Cycle Route from Canterbury through Fordwich and will also require diversion of footpaths, and, for the safety of pedestrians and cyclists, either under- or over-passes, which will add to the expense.

The proposed Eastern Movement Corridor route directly affects four footpaths and a National cycle track in Fordwich Parish. There is no indication in the plan how the proposed Eastern Movement Corridor will allow continued use of these paths. There will have to be diversions, bridges, safe crossings, or underpasses to enable safety of pedestrians and cyclists, which will add to the expense. These will inevitably negatively affect the enjoyment and utility of these well used and historic rights of way. In particular the effects will be: Noise, Chemical Pollutants, Landscape degradation, Destruction of historic routes, Risk of accident, Reduction of their use for health, exercise, and recreation.

Path: Description

CC37: Route Littlebourne to Stodmarsh Rd; continuation of the ancient sunken trackway of Well Lane.

CB164: Runs along the edge of Westfield; a frequently used footpath, offers an attractive route to Stodmarsh Rd and permits walkers to access a number of footpaths through Chequers Wood, the Golf Course and Old Park.

CC23: From Mote Lane by Fordwich House to St Martin's Church; The track is a classic "terrace way" which follows the drier 15m contour of the side of the Stour Valley running just above the line of springs. It may be of Iron Age origin. Blocking, diverting, damaging or degrading this path would be an irreversible loss to the World Heritage site with which it is closely connected.

Cycle track: From Fordwich Rd by the bridge to Canterbury. Part of National cycle route 1.

The current proposal for an Eastern Movement Corridor needs to be reconsidered and must not be implemented in the current proposed location. It is going to cut the ancient Parish of Fordwich in half, plough straight across a large Heritage Asset (Conservation Area) and even more incredibly, run right through an area of internationally important Palaeolithic, undisturbed ground.

It will also destroy the green access corridors in Fordwich used by wildlife and result in a significant reduction of their habitat in the area. It appears to be in direct conflict with many of the proposed policies in the Draft Canterbury City Council Local District plan to 2045.

The proposed Canterbury Circulation Plan (CCP)

Comment: The proposed Canterbury Circulation Plan (CCP) of a zoning system and threatened fines for using cars, is a significant concern causing restrictions on the daily lives of residents and people trying to access the city. This will be particularly detrimental to those with little income and or poor health and unable to afford any increase in travel costs or manage the change to walking/cycling.

Some people have conditions that limit their mobility but are not recognised as disabled but are likely to find the proposals will be quite detrimental and too costly with journey's being significantly longer.

Other options to explore include:

1. Congestion charging - either all day or peak time, but exclude less able such as pensioners and disabled.
2. Increased use of Park and Ride – reinstate the Sturry Park and ride and service with the current existing buses with fares that will attract users.
3. Better and more frequent bus routes using electric buses
4. One-way systems
5. One of the biggest contributors to rush hour congestion is the school run. None of the proposals will address this. In fact things will be made worse if people have to use a ring road/eastern corridor/etc.
6. Given the Government's and motor industry's commitment to electric and other non-polluting forms of transport, in a few years time air pollution from traffic will no longer be a major issue.
7. The idea of reducing traffic congestion in the city seems laudable enough, but the huge amount of new development proposed in the Local Plan would mean that the CCP would not solve the perceived problems but actually make the situation far worse. A review with aim of significantly reducing the number of new houses to be built may help. It seems sensible to build what will be

required for the local people and to ensure that they are able benefit from the developments rather than just the developers.

Policy SS5: Infrastructure strategy for the district

Comment: It is crucial that local residents wishes and needs are prioritised over developers. There is a real danger that developers drive the need for housing in excess of the Governments suggested levels for their own profit at the expense of the quality of life of existing residents. At the moment it seems the balance is tipped towards developers and needs to be realigned more to residents.

Policy DS19: Habitats, landscapes and sites of local importance

Comment: There is a conflict between the policy and the implementation of the Eastern Movement Corridor route.

The Ecology considerations in the Stantec report focus uniquely on SSSI, and not on other important but undesignated areas, including Grade 1 agricultural land; with various birds of prey, the Fordwich water meadow with various birds such as King fishers, Great egret, Grey heron to name a few. The first field north of Stodmarsh Road has been noted for Great Crested Newts and other newts observed along the ditch areas near the water meadows. In Sandpit Wood there are grass snakes and sloe worms.

The River Stour is a Chalk River. Chalk rivers emerge from the chalk aquifer, so the very pure water is rich in minerals and remains at a fairly constant temperature year-round. This lets diverse aquatic plants grow, including various species of water-crowfoot and water star-wort.

Policy DS20: Flood risk and sustainable drainage

Despite proposed mitigations the route passes through a Flood Zone 3 as it approaches the Sturry Road northwards. The areas south of Fordwich provide valuable soak away to prevent more water from entering the town. There are already significant flows of rainwater from Moat Lane and Well Lane into Fordwich and if the soak away from the forest is removed this would add pressure to the flooding risk in Fordwich. The extensive construction works necessary for a 7.3m wide bypass (which will require works to either side of the road of equal distance) will exacerbate the flood risk in this area.

Do you have any other comments on Policy DS20? If so, please write in below or alternatively you can upload a supporting document

Policy DS21: Supporting biodiversity recovery

The words in the policy are fine but the intended implementation will go against the spirit of it making it meaningless. The Eastern Movement Corridor will destroy and fragment existing green spaces and wildlife habitats. Any proposed planting of trees along the road to mitigate will take many years to become established and provide value to the ecology, often dying before being able to get properly established.

Policy DS26: Historic environment and archaeology

During the 1920s, approx 300 hand axes were discovered in Fordwich under gravel terraces which are likely to hold further Palaeolithic.

The proposed Eastern Movement Corridor runs through Trenley Park Woods: an historic former hunting site used by Henry VIII and containing moats and dykes associated with this, as well as ancient woodland. This also contains an iron age ditch [Area. TR 18455815] forming three sides of a square open to the west. The fill containing Belgic pottery dated to AD 20-45, was noted in gravel pit and quarry.

The proposed Eastern Movement Corridor cuts across Well Lane: an historic 'sunken lane' at its southern end, which was a drovers' route along its entire length, also being used in the Middle Ages to take miscreants to the parish boundary for execution. It also cuts across St Augustine's trail.

As set out by a recent Desk Based Assessment of the area next to Sandpit Wood by SWAT Archaeology, there is a HIGH potential for Palaeolithic artefacts in that area.

Palaeolithic activity is rare and of national importance, especially in-situ finds. Activity relating to other prehistoric periods are less rare and considered to be of local to regional importance.

Policy DM18: Light Pollution p258

Street lighting will be required [Stantec Report] along the Eastern Movement Corridor causing light pollution and significantly impacting local wildlife habitats