



CCC Consultations <consultations@canterbury.gov.uk>

Response to LP 2045

2 messages

Louise Harvey-Quirke [REDACTED]

16 January 2023 at 16:04

To: CCC Consultations <consultations@canterbury.gov.uk>
[REDACTED]

Subject: Draft Local Plan Consultation 2045

Good Afternoon,

Please see concerns in response to the Draft Local Plan 2045 below.

District Wide concerns

- Zoning: anyone who has sat at one of the Canterbury City Council car parks while people pay to exit will know the queues that can occur at the exit from one car. Using 'filters' at various locations could cause the same effect, especially in the City Centre. Vehicles that cannot get access into the city could cause congestion, defeating the object of installing the filters in the first place. The cost of using this kind of technology causes grave concern. How will this be funded? And where is the proof that this will be effective in combatting congestion in a smaller city like Canterbury, rather than a larger City such as Ghent?

The zoning scheme forces those who are not necessarily tech-savvy to enter vehicle details online to gain access. What support will be offered to those people, or indeed the residents who have learning difficulties such as dyslexia.

- The Eastern Bypass is the one thing that seems to be holding the entire plan together. As so many concerns have been raised about this already, especially by the residents of Fordwich, one must wonder if it's sound or deliverable at all.

- The mix of housing - or lack of - causes concern. There is still not enough emphasis on the provision of affordable housing, which of course, is what a large number of people really need.

The Eastern Bypass will be provided through developers' contributions, much like the Sturry Link Road, meaning that developers **will not** be encouraged to provide the required 30% of affordable housing per site, as they will be covering the costs of the road.

- Undeveloped land, which has been shown to have benefits in terms of biodiversity will be replaced with development sites that include 'open space' or 'green corridors.' Any benefits that the undeveloped land would have possessed will be lost through development, even on a smaller scale.
- Several sites that have already been rejected during the planning process are being given a second bite of the cherry. Surely, if a site has been deemed as unsuitable for development, that rule would still apply.
- Insufficient foul drainage and over-use of onsite water treatment plants. Problems with Stodmarsh would need to be addressed, rather than the constant use of onsite sewerage, which causes additional vehicle movements.
- City Centre Car Parks: It's believed that there are valid reasons for requiring short-term parking. Therefore, relocation or loss of car parking in the city centre could affect businesses that could relocate elsewhere, causing a negative impact for the whole City and its residents.

- There has been a huge emphasis placed on bus travel in the plan. However, Stagecoach have removed several bus routes from service, especially through rural areas like Broad Oak and Hoath.

Can we be sure that once the bus infrastructure is installed, an effective bus service will be reintroduced in these areas to serve the rural communities?

Ward Councillor Concerns – Sturry

- Broad Oak reservoir: By including this in the Draft Local Plan, the development will forego the scrutiny that it would have gone through had it not been a designated site within the plan. There are existing issues in Sturry, Broad Oak, and Fordwich with water provision. The area is plagued with burst water mains causing loss of water for hours, and in some cases, more than a day. While the addition of the reservoir is generally supported, what certainty can residents have that this proposal will resolve those problems and will the currently insufficient water infrastructure cope?
- Mayton Lane, Broad Oak: This site has been refused planning previously. It is believed locally the 8 no. dwellings would be out of character for the rural area of Broad Oak, and would have significant Highway implications too.

- Land at The Paddocks: Proposals to include this in the Site 2 development (Sturry) were refused during the previous Local Plan process. There are existing problems with subsidence in the area, and the addition of another 50 no. dwellings will cause there to be a lack of buffer between the villages of Sturry and Broad Oak. In addition, there will be no protection to the nearby Ancient Woodlands and the view to Bell Harry Tower will be lost, which was a reason for refusal previously.

This land should be designated as a wildlife corridor and preserved for future generations.

- Land at Popes Lane: This site has also been rejected previously. The local community was vehemently against the proposal or any type of development at this location. The land is agricultural and home to PROW – popular with walkers in the area. This site could not be served by any safe access/egress points due to the nature of the 20mph Popes Lane/Hawe Lane, which is already heavily used – and riddled with potholes. A preferred use of this land would be as designated open space, or an outside sports facility – only if it can no longer be used as agricultural.
- Sturry has been named a ‘Rural Service Centre’. However, with the loss of the Post Office (Nov 2023), there are very few services in the community to speak of. Additionally, the doctor’s surgery is severely oversubscribed and cannot cope with the current number of people in the area. More homes and future development **must** address this.

- Westbere has been given ‘Local Service Centre’ status. With no facilities, other than the Yew Tree Public House, Westbere should be classified as a Hamlet and the rural character protected.

- Sturry Train Station: many proposals have been made about lengthening the platforms at Sturry train station, with little interest from Network Rail or Southeastern, who would rather not plough money into a station that they deem to be under-utilised.

Despite thousands of homes being built in this area, the lack of investment in the local transport facility is puzzling. Additionally, the one adjustment that could irradicate some of the congestion problems has not been investigated further, and this causes concern and a lack of faith among local people.

- Eastern Movement Corridor: The proposal of this bypass has not been welcomed by a large number of people in Fordwich. The route will directly impact on 4 no. PROW, a heavily used cycle track, and access to Moat Lane, Stodmarsh Road and Well Lane.

It has been suggested that the addition of filters, crossings, diversions etc. to allow safe pedestrian access will ruin the rural nature of the Town and destroy the historical value that the Town may have.

Local Farmers who own agricultural land along the path of the proposed bypass have explained that the proposed route will sever the land into 4, making it impossible to farm.

It is also believed that the proposed bypass will cut the Town in two, leaving residents in the more rural area to be completely cut off from their neighbours.

While the SSSI has been avoided, the route still travels through flood zones, the conservation areas, and an historical dig site with high archaeological importance.

Access to Fordwich via Mill Road is being offered as an alternative to Stodmarsh Road, and with the implementation of filters and diversions in place due to the bypass, this route would seem like the better option. However, the bridge in the centre of the town has a width limit. Therefore, any vehicle larger than a small van will not be able to gain access.

While some residents would welcome a Fordwich bypass, it would appear that this route would cause more harm than good and would cause multiple access problems to the people who live in this historical town.

- Bread & Cheese site, Hersden: This is a Saxon burial ground and valuable to residents. With a high level of development already in this part of Hersden, questions have arisen if this development (in this location) is needed.

More vehicular access/egress onto the A28 will increase traffic movement and vehicle numbers. The Sturry Link Road/A28 cannot cope with the level of development in this area of the District. Before entering this into the Local Plan, please bear in mind that the Colliery site has planning permission, Hoplands is still developing, and Persimmons were included in the last Local Plan. The addition of this site seems over-development of one area.

- Land at Hersden: While there is 18 no. dwellings on this site, the neighbouring piece of land is also for sale, with the advice from the landowner to use for development.

Hersden residents were led to believe that this area would serve as a buffer, with existing trees being retained. With the completion of Redrow – and potentially, Persimmons – people question if this development is required.

Hersden seems to be used to make up the housing numbers, with little thought given to the struggling rural services or impact on the road network.

Local residents in this part of the district are crying out for affordable housing, which seems to be constantly ignored. Local families, who have grown up in the area are looking elsewhere for social/affordable housing and moving away from family and local ties.

As a local councillor, one thing that is often asked of me is to provide affordable housing for local people. This plan doesn't seem to address this need. Instead, more unaffordable 4-bedroom houses are proposed.

Developers need to stop looking at Sturry as a commuter village and start to provide homes to the people who keep our local, rural services going.

Thank you.

Kind Regards

Louise Harvey-Quirke

The Sheriff of Canterbury

Sturry Ward Councillor

Canterbury City Council

Military Road

Canterbury

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To: Louise Harvey-Quirke [REDACTED]
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Good evening Cllr Harvey-Quirke,

Thank you very much for your email. I will ensure your comments are reported and considered as part of the consultation process.

All the feedback we receive will be carefully analysed and reported to councillors who will decide what changes should be made to the draft Local Plan.

Later in 2023, we will publish the final draft Local Plan and you will be able to make further comments before the plan is submitted to be examined by the planning inspector.

Warm wishes,

Victoria Asimaki

Principal Policy Officer (Engagement)

Canterbury City Council

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