

Fwd: Local plan - Western bypass

1 message

CCC Planning <planning@canterbury.gov.uk>

3 August 2021 at 14:37

To: Michael Bailey [REDACTED]

Please see correspondence below

----- Forwarded message -----

From: Neil Morrison [REDACTED]

Date: Tue, 3 Aug 2021 at 07:58

Subject: Local plan - Western bypass

To: <planning@canterbury.gov.uk>

To whom it may concern

We wish for our comments to be included in the local plan consultations.

We live in Hillview Road, Canterbury, CT28EX.

We wish to object strongly to the proposed new road between the A2050 and Whitstable Road shown on the local plan map. This cannot be considered the Western bypass as it is so short and bypasses only an existing road.

The map showing the road route is very vague.

The proposed road is parallel and only a few hundred metres from the existing Rough Common Road.

If the distance between the bottom of Palmer's Cross Hill and Whitstable Road is 1 mile along Rough Common Road. At present the speed limit is 30mph so that takes 2 minutes. If the new road is the same length but 40mph it would take 1.5 minutes saving 30 seconds BUT at what cost - to build a road with 2 junctions onto two busy roads, laying tarmac over valuable open spaces and added pollution near 2 educational establishments.

It would be to the advantage of a very small group of residents and to the detriment of many residents and road users of the 2 main roads in and out of Canterbury.

There are many questions to be answered

Would Rough Common Road become a no through road, as if not both roads would be used?

Where would the junction onto Whitstable Road be? At the moment it is shown to be opposite Giles Lane. Would Giles Lane then have to be widened and more traffic go through the University?

What kind of junctions would be used onto the two main roads – ordinary junctions, roundabouts, or traffic lights? This would add to the congestion on those two roads and more pollution with waiting traffic.

The benefits of this ill-conceived proposal are nil and the considerable cost both financially and environmentally make its practicalities impossible. To tarmac over such lovely green spaces when there is an existing road so near is going against all present thinking on the environment.

The strategy is without merit and its consequences not considered.

Will there be an opportunity to question this plan at an open meeting?

Yours

Jean and James Morrison