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:
Date: 06.09.2023

Dear Member

SCRUTINY COMMITTEE - WEDNESDAY, 13 SEPTEMBER 2023

I am now able to enclose, for consideration at next Wednesday, 13 September 2023 meeting of the Scrutiny Committee, the following report that was unavailable when the agenda was printed.

Agenda Item No

C2 **A28 Sturry Link Road Project** (Pages 1 - 136)

Yours sincerely

A handwritten signature in black ink, appearing to read 'Ben Watts', is written over a faint circular stamp.

Benjamin Watts
General Counsel

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By: Simon Jones, Corporate Director Growth, Environment and Transport

To: Scrutiny Committee, 13 September 2023

Subject: A28 Sturry Link Road

Status: Unrestricted – Main report and Appendices A, B, D, E & F
Restricted - Appendix C Section 12A Local Government Act - Commercially Sensitive

Summary: This report provides a response to the questions raised by Scrutiny Committee regarding the project financial risks, the environmental impacts, compliance with KCC Policy - Framing Kent's Future and community engagement.

Recommendation

The Scrutiny Committee is asked to:

- Note the budget management update and that officers will report again to the Cabinet Member for Highways and Transportation once the detailed design is completed and a further financial review is undertaken of the project costs and available funding commitments.
- Note that the Sturry link road is compliant with the priorities set out in 'Framing Kent's Future – the council's strategy 2022- 2026'.
- Note that the County Council is meeting its environmental obligations.
- Note that the County Council is complying with its statutory obligations for public consultation.

1. Introduction

- 1.1. The Sturry Link Road project will deliver a viaduct from the A28 over the River Great Stour and railway and provide a new road through the new development sites to link back in with the A291. It will also deliver alterations to the existing A28/A291 junction.
- 1.2. Delivery of the project will address significant congestion on the transport network by enabling traffic using the A28 and A291 to avoid the level crossing at Sturry. As a result of the improvements, development sites to the north of the railway have been unlocked to provide 4,500 dependent dwellings making the Link Road a priority scheme within Canterbury's Local Plan.
- 1.3. This report has been prepared to provide a further update on progress with the Sturry Link Road scheme and to specifically update Members on:
 - Financial risks and project funding
 - Environmental impacts of the project (air quality, carbon emissions and biodiversity - monitoring and review)
 - Balancing environmental commitments made in Framing Kent's Future 2022 to 2026.
 - Community engagement throughout the project.

2. Project Background

- 2.1. The A28 Sturry Road is a principal road corridor between Canterbury and Thanet that also serves residents and businesses to the north east of Canterbury and Sturry. At Sturry, the A291 Sturry Hill provides a link to Herne Bay.
- 2.2. The link road is designed to remove the need for mainline traffic on the A28 (from Thanet district) and the A291/A28 (from Herne Bay) to cross the level crossing at Sturry, by means of an alternative bridge. The indicative scheme is shown in Figure 1. Traffic then continues through the Canterbury urban area towards the city centre via the A28 or a parallel route (Broad Oak Rd).
- 2.3. A bid to the South East Local Enterprise Partnership (SELEP) for £5.9m LGF funding was approved in June 2016, which together with contributions from the developers of Broad Oak, Sturry and other development sites (see Section 4 for details), gives the opportunity to deliver the Sturry Link Road. This is in line with the “infrastructure first” theme in Framing Kent’s Future.

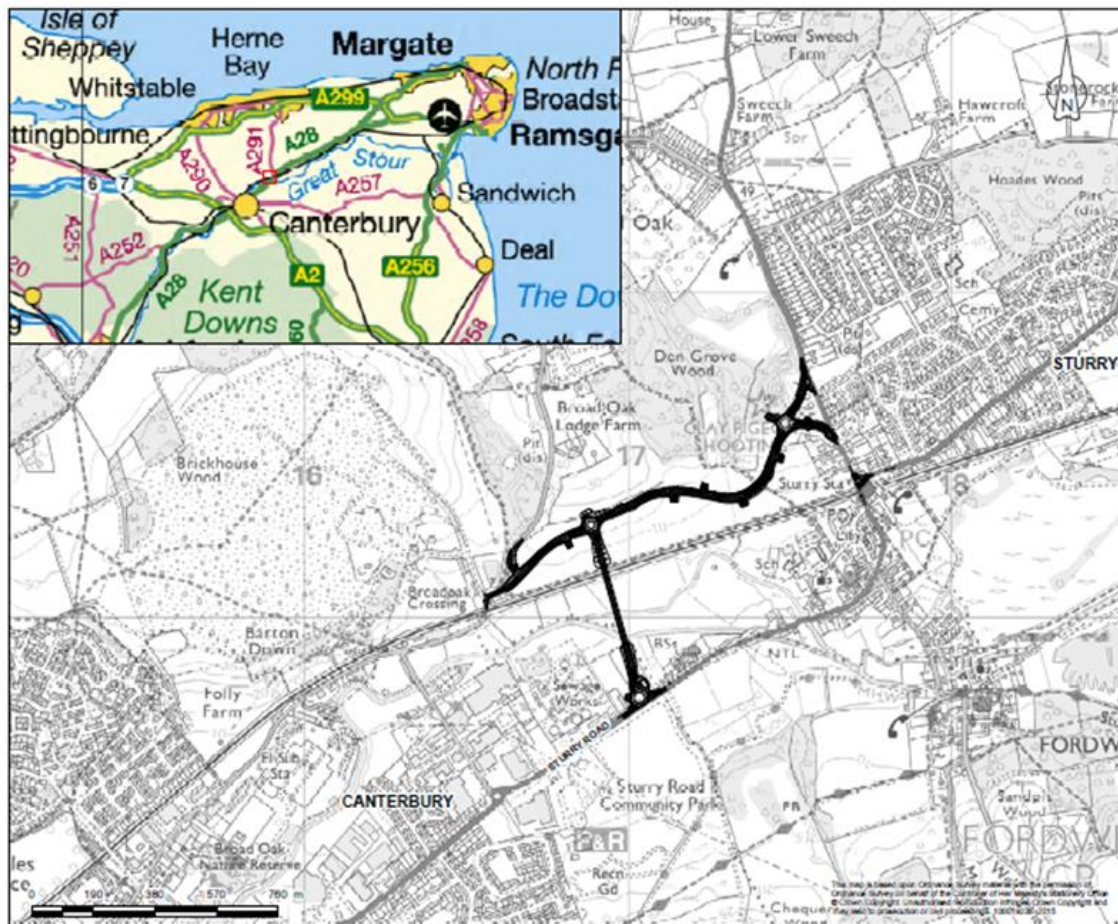


Figure 1: A plan outlining the location of the proposed scheme.

- 2.4. The section of A28 through Sturry is particularly difficult because of the level crossing of the Canterbury - Thanet railway line and the inevitable and regular interruption to traffic leading to queuing through the centre of the community. At present there are approximately 18,000 vehicles per day (vpd) using the level crossing at Sturry. This

is the combination of traffic from Herne Bay via the A291 and Thanet via the A28 joining and heading towards Canterbury City Centre.

- 2.5. The provision of the Sturry Link Road is a priority scheme in KCC's Local Transport Plan 4: Growth Without Gridlock 2016-2030. Canterbury City Council's District Local Plan, adopted in July 2017, has identified land at Sturry and Broad Oak, which lies north of the railway and west of the A28/A291, as a suitable allocation for 1150 homes, and specifies assorted infrastructure improvements including a Sturry Link Road to relieve the level crossing and access the new housing, together with station access improvements. Other land use allocations at Hersden and towards Herne Bay are also in part related to the Sturry Link Road.
- 2.6. The Sturry Link Road also meets key priorities identified in the recent policy Framing Kent's Future 2022 to 2026. A bid to SELEP for LGF funding was approved in June 2016, which together with contributions from the developers of Broad Oak, Sturry and other development sites (see Section 4 for details), gives the opportunity to deliver the Sturry Link Road. This is in line with the "infrastructure first" theme in Framing Kent's Future.
- 2.7. At the outset of the project, a report to Environment and Transport Cabinet Committee (ETCC) in May 2018, led to a range of decisions, in Record of Decision ([Decision - 18/00027 - A28 /A291, Sturry Link Road, Canterbury \(kent.gov.uk\)](#)) to enable the scheme to proceed.
- 2.8. In A further paper was presented to ETCC on 5th July 2023 seeking specific authority to progress the compulsory purchase (CPO). This paper gave an update on the current status of the project including the current position regarding scheme budget and available funding.

3. Project Status

- 3.1. Planning consent was granted for the Link Road on 2nd September 2021. A plan showing the approved scheme is included as Appendix A. A copy of the planning consent on associate planning conditions is included in Appendix B.
- 3.2. The Sturry and Broad Oak developments achieved planning in March 2021, which means that SELEP has confirmed the LGF will remain allocated to the project (SELEP Accountability Board meeting minutes from 10th September 2021 can be viewed here - [Minutes-10.09.21-final.pdf](#)). Delivery must now continue at pace with the design and build contract and KCC must secure the land required for the scheme by April 2025 in line with SELEP's conditions to retain the LGF allocation.
- 3.3. Tenders have been invited for a two-stage design and construction process. The preferred bidder has been notified and the contract will be signed in early September 2023. There will be an initial commitment to the design phase and in particular the detailed design of the viaduct, to take advantage of the contractor's experience, to achieve construction and cost efficiencies.

- 3.4. For the land assembly, negotiations have commenced, and it is hoped that all land can be achieved by voluntary agreement. However, a compulsory purchase order needs to be progressed in parallel to ensure all land can be secured and to give programme certainty for a target start of construction during 2025.
- 3.5. KCC will deliver the section of the Link Road from the A28 over the Great Stour and railway, as any agreement with Network Rail for delivery of strategic highway infrastructure would be with the Highway Authority. The developers of the Sturry site will deliver the remainder of the Link Road as part of the construction of their development (See Figure 2). The works will be programmed to ensure that the whole of the Sturry Link Road is opened on completion of the KCC element of the works.

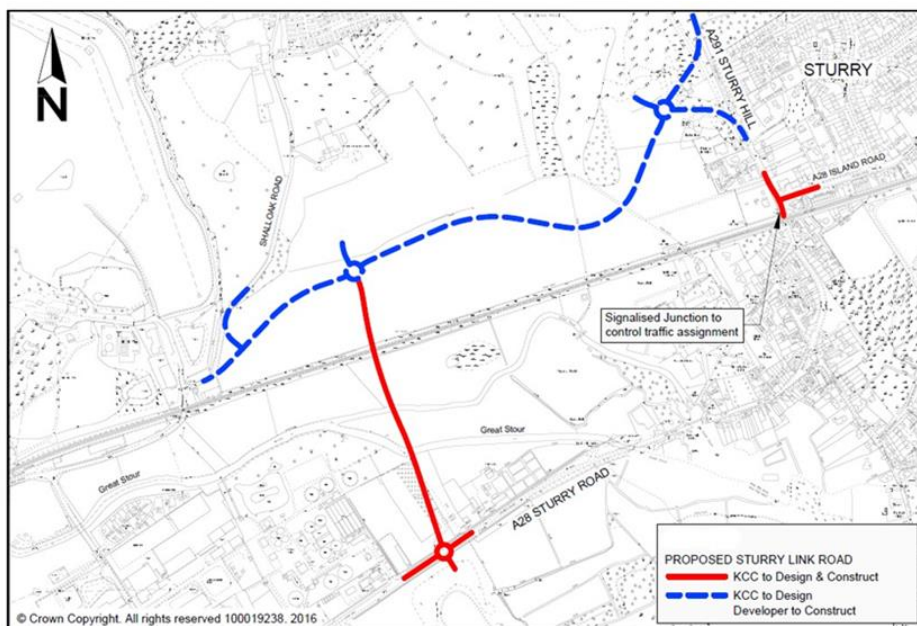


Figure 2: A plan showing the proposed scheme and responsibility for delivery of the respective sections of the Sturry Link Road

- 3.6. The earliest date envisaged for construction of the Link Road is April 2025 but that will be significantly influenced by satisfactory progress of land negotiation and statutory order, as well as the programme of housing delivered by the contributing development sites at Sturry, Broadoak and North Hersden.
- 3.7. The forecast key dates for the KCC portion, is provided below:

SELEP Grant Agreed	June 2016
Outline designs and options	completed
Public consultation	completed
Identify preferred scheme	completed
Submit Planning Application	completed
Planning consent granted	Sept 2021
Secure land by voluntary negotiation or start CPO process	Oct 2023

Secure land by CPO (if necessary)	Mar 2025
Detailed design including discharge of planning conditions	Sept 2023 to Dec 2024
Advance ecological surveys / mitigation	Ongoing to Apr 2025
Budget review prior to construction – break clause	Dec 2024
Commence construction	Apr 2025
Completion	Dec 2026

4. Current Financial Position

- 4.1. No KCC capital or revenue is being sought as the scheme is externally funded. It has been awarded £5.9m Local Growth Fund (LGF) by SELEP. Developer contributions to the value of £34.3m have been identified to fund the project. Of these, £30.8m have been secured by s106 agreement, this includes indexation. The remainder has been committed through other s106 agreements that can be reassigned to the Sturry Link Road. This gives a total funding pot of £40.2m.
- 4.2. There may be a requirement for KCC to forward fund an element of the infrastructure due to the timings of the Developer Contributions and the need to have the infrastructure in place prior to the all the homes being occupied, however all related borrowing costs will be met by the project budget.
- 4.3. The most recent cost estimate based on the tender prices (January 2023) for the design and build contract is £41.6m. This has increased from the cost estimate included in the original business case (£29.6m) due to inflationary pressures, and the Covid pandemic.
- 4.4. The increased cost estimate is offset by the indexation on the developer contributions that will mirror any further inflationary pressures.
- 4.5. There is a contingency of £3.7m within the revised budget to cover increased costs. Value engineering will continue to be considered through the detailed design to take advantage of the £1.3m of efficiencies proposed by the successful tenderer to reduce the project costs.
- 4.6. This cost estimate includes the costs related to the CPO, and therefore if the land is acquired through voluntary contributions; there will be further contingency within the budget.
- 4.7. Sufficient developer contributions and the Local Growth Funding are banked to enable the design phase of the design and build contract to proceed. Details of the funding arrangements are included in Appendix C.
- 4.8. It should be noted that the Local Growth Fund contribution has been subject to continued scrutiny by SELEP. This is due to changes to the deliver programme caused by delays to the planning process, environmental challenges and more recently land acquisition and entering into the design and build contract. Currently

the LGF is secure, subject to the project continuing to progress in line with the agreed programme. The next report is due to be presented to SELEP Accountability Board on 22 September 2023. Should further delays be reported then the LGF grant could be put at risk; meaning further reliance on developer contributions or KCC borrowing to deliver the scheme.

- 4.9. There is a break clause in the design and build contract to protect Kent should any of the developer contributions not materialise and an alternative funding source not be identified.
- 4.10. Costs to date for planning, design and fees is £1.908m.
- 4.11. Funding banked to date is £7.515m with a further £0.96m plus indexation to be invoiced from the Broadoak development.
- 4.12. The forecast total spend to March 2025 for ongoing detailed design, environmental surveys and land purchasing is circa £7.758m.
- 4.13. Based on the above, the County Council is in receipt of sufficient funding to cover all the planning and design costs prior to committing to the next phase of the contract for the construction works.
- 4.14. A planned financial review on completion of the detailed designs by the Design and Build Contractor, will be undertaken in late 2024 ahead of the construction phase to confirm the budget and that all available funding is in place or fully committed. The Break Clause safeguards Kent should any of the funding not materialise, and an alternative funding source not be identified and confirmed.

5. Environmental Impacts

- 4.1. A full Environmental Impact Assessment (EIA) titled (A28 Sturry Link Road, Canterbury, Environmental Statement (Amey Consulting, February 2019)) was prepared and issued as part of the planning application dated April 2019. A copy of the environmental statement non-technical summary is included in Appendix D. The full application can be viewed on the KCC planning portal: <https://www.kentplanningapplications.co.uk/Planning/Display/KCC/CA/0136/2021>
The Environmental Statement provided a summary of the detailed assessments of likely significant effects associated with the following topics:
 - Air Quality;
 - Cultural Heritage;
 - Landscape;
 - Ecology and Nature Conservation;
 - Geology and Soils;
 - Materials;
 - Noise and Vibration;
 - People and Communities;
 - Road Drainage and the Water Environment; and
 - Climate Change.

- 4.2. An update of time critical ecological surveys was undertaken in support of the revised planning application dated June 2021 (A28 Sturry Link Road, Canterbury ES Ecology Addendum (Amey Consulting, November 2019).
- 4.3. Natural England, the Environment Agency and Kent Wildlife Trust were consulted prior to and during the planning process.
- 4.4. Following planning consent dated September 2021 further ecological, archaeological and ground investigation surveys have been undertaken to ensure that we are fully aware of any changes of the site conditions and use, this includes monitoring of population and activity of known creatures/animal affected by the proposals.
 - Preliminary ecological assessment;
 - Bat roost survey;
 - Badger survey;
 - Beaver survey;
 - Great Crested Newt survey;
 - Desmoulin's Whorl Snail survey;
 - Water Vole survey; and
 - Otter survey
 - Invasive plant species
- 4.5. Beavers were added to Schedule 2 of the Conservation of Habitats and Species Regulations 2017, in October 2022. Since then, surveys, camera trapping and consultation has been carried out with East Kent Beaver Advisory Group and Kent Wildlife Trust to better understand the distribution of beavers along the local stretch of the Great Stour River and to identify potential mitigation measures to be carried out by an appropriate licence holder (Beaver Survey Report, Land at A28 Sturry Link Road (Phorum, August 2023).
- 4.6. Effects on the environment during construction resulting from traffic, noise, dust, vehicle emissions, use of chemicals, use of lighting etc, will be mitigated through the effective implementation of the Construction Environmental Management Plan (CEMP) which will be secured through Planning Conditions 5, 17 and 22. The CEMP has been prepared and is a live document that will be updated at key stages throughout the project, as additional information becomes available.
- 4.7. The following key strategies and plans have been secured through planning conditions to protect the environment:
 - a. Ecology and Landscape Management Plan and Landscape and Planting Plan (Planning Conditions 5, 30 and 31) to retain, replace and enhance habitats within the Site
 - b. Salinity Monitoring Plan (Planning Condition 10) to protect the Great Stour River from road salt effects
 - c. Lighting Strategy (Planning Condition 12) to protect areas/features including bats from road lighting
 - d. Drainage Strategy (Planning Conditions 13, 14 and 15) to improve the quality and control the discharge of surface water quality from the Site.

- e. Noise Monitoring Strategy (Planning Condition 20) to monitor noise post-construction and inform any additional mitigation measures required to protect residential amenity.

4.8. In summary:

- 4.8.1 The Site is not subject to any statutory designations but is subject to the Great Stour Ashford to Fordwich Local Wildlife Site (LWS) (site reference: AS27) which is a non-statutory designation.
- 4.8.2 Habitats within the Site Area that will potentially be impacted by the A28 Sturry Link Road development included buildings, hardstanding, amenity grassland, arable land, improved grassland, semi-improved neutral grassland, marshy grassland, ruderal vegetation, continuous scrub, reed, water bodies, individual trees, and hedgerow and trees. These habitats have the potential to be used by bats, badgers, birds, great crested newts and Desmoulin's whorl snails. The Great Stour River has the potential to be used by beavers, otters and water voles. The loss of the habitats and consequential effects on the species using them will be mitigated during construction through the implementation of a Construction Environmental Management Plan and during operation through new planting in areas of soft landscaping surrounding Sturry Link Road (A28 Sturry Link Road, Canterbury, Environmental Statement (Amey Consulting, February 2019)).
- 4.8.3 In terms, of archaeology the intrusive investigations carried out in April/May 2023 have identified a few features including a possible prehistoric linear feature and two small pits, two linear features containing Roman brick and pot, possible post-medieval quarry and a post-medieval road and roadside ditch which will be preserved in-situ where practicable or by record where they are excavated (per comms Canterbury Archaeological Trust, 2023).

5. **Balancing environmental commitments made in Framing Kent's Future**

- 5.1. Framings Kent Future – the council's strategy 2022- 2026 was implemented after the planning consent for the Sturry link Road was granted in September 2021.
- 5.2. There are four priorities within the Strategy:
 - Priority 1. Levelling Up Kent
 - Priority 2. Infrastructure for communities
 - Priority 3. Environmental Step change
 - Priority 4. New Models of care and support
- 5.3. An assessment of how the Sturry Link Road complies with these key priorities is included within Appendix E.
- 5.4. The Sturry Link Road will balance personal vehicle use against sustainable public transport options. Whilst a significant piece of infrastructure; the Sturry Link Road is only one element of the Canterbury local plan and masterplan for Sturry and Broadoak developments. The viaduct includes a bus lane extending the existing priority lanes for buses heading into Canterbury as well as cycleway and pedestrian

facilities. Improvements coming from the associated development from the Local plan include a new 100 vehicle car park serving Sturry Railway Station, as well new cycle way and footway facilities and bus stops. Early discussions have been held with the bus company to split the existing services along the A28/A291 to service the new Sturry development.

6. Consultations

- 6.1. Public consultation was undertaken to provide the public and stakeholder organisations with the opportunity to provide feedback and make suggestions on the road scheme before plans were finalised for the planning application.
- 6.2. The consultation took place over a 6-week period from 26th July to 6th September 2017.
- 6.3. Details of the proposals were available to view and download online with feedback obtained via a questionnaire which asked for the views on the road layout, its features and its impacts on the surrounding environment including suggestions for improvement. In total, 116 questionnaires were received. Comments and suggestions received during the consultation process were then fed back into the detailed design process. Overall the provision of the link road was supported by local residents. Key concerns raised during the consultation process included: movement of congestion to other areas of Sturry, increased air pollution, cycling and walking provision and the changes to the A28/A291 junction.
- 6.4. A copy of the consultation report is included in Appendix F
- 6.5. Since publication of the 2019 Sturry Link Road ES as part of the application KCC/CA/0091/2019, further consultation has taken place with one statutory stakeholder; Natural England. During the 2019 ES consultation period, concerns were raised by Natural England over the potential effects on Stodmarsh Special Area of Conservation, Special Protection Area and Ramsar site. As a result, updated ecological surveys were undertaken in August/September 2019 and an Ecological Addendum issued (Amey Consulting/KCC. A28 Sturry Link Road, Canterbury. ES Addendum Ecology and Nature Conservation, September 2019). The drainage design was amended to provide additional attenuation with salt tolerant planting provided around the ponds to reduce impacts on the site and its species and habitats from winter maintenance operations.
- 6.6. There have been ongoing communications with the following key stakeholders and statutory bodies:
 - Landowners
 - Network Rail
 - The Utility companies.
 - Environment Agency
 - Natural England
 - Kent Wildlife Trust

- 6.7. Project updates are available to the public on the councils project website:
<https://www.kent.gov.uk/roads-and-travel/road-projects/planned-road-projects/sturry-link-road>
- 6.8. There has been limited public consultation since the planning consent was granted in September 2021, this is due to the delays to the project. Now that the project programme has been fixed and confirmed, a communications plan will be developed in collaboration with the main works contractor to advise of planning and the programme for the works.

8. Key milestone – next steps

- a) Publish Compulsory Purchase Order.
- b) Follow the Compulsory Purchase Order processes.
- c) Progress with the detailed design and approvals with Network Rail and Kent Highways asset managers.
- d) Ongoing environmental and ecological surveys and advance mitigation.
- e) Reporting to SELEP Accountability Board.
- f) Seeking updates and collecting s106 contribution from associated developments.
- g) Undertake a financial review prior to committing to the construction phase of the project.
- h) Update cabinet member on the outcome of the financial review and identify if further reporting to ETCC is required.

9. Appendices

Appendix A - Scheme Plan
Appendix B - Planning Decision ref CA/21/0184
Appendix C - Financial Information (Exempt)
Appendix D - Environmental Statement Non-Technical Summary
Appendix E - Compliance with KCC Policy Framing Kent's Future
Appendix F - Consultation report

10. Recommendation

The Scrutiny Committee is asked to:

- Note the budget management update and that officers will report again to the Cabinet Member for Highways and Transportation once the detailed design is completed and a further financial review is undertaken of the project costs and available funding commitments.
- Note that the Sturry link road is compliant with the priorities set out in 'Framing Kent's Future – the council's strategy 2022- 2026'.
- Note that the County Council is meeting its environmental obligations.
- Note that the County Council is complying with its statutory obligations for public consultation.

10. Report Authors

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Relevant Director

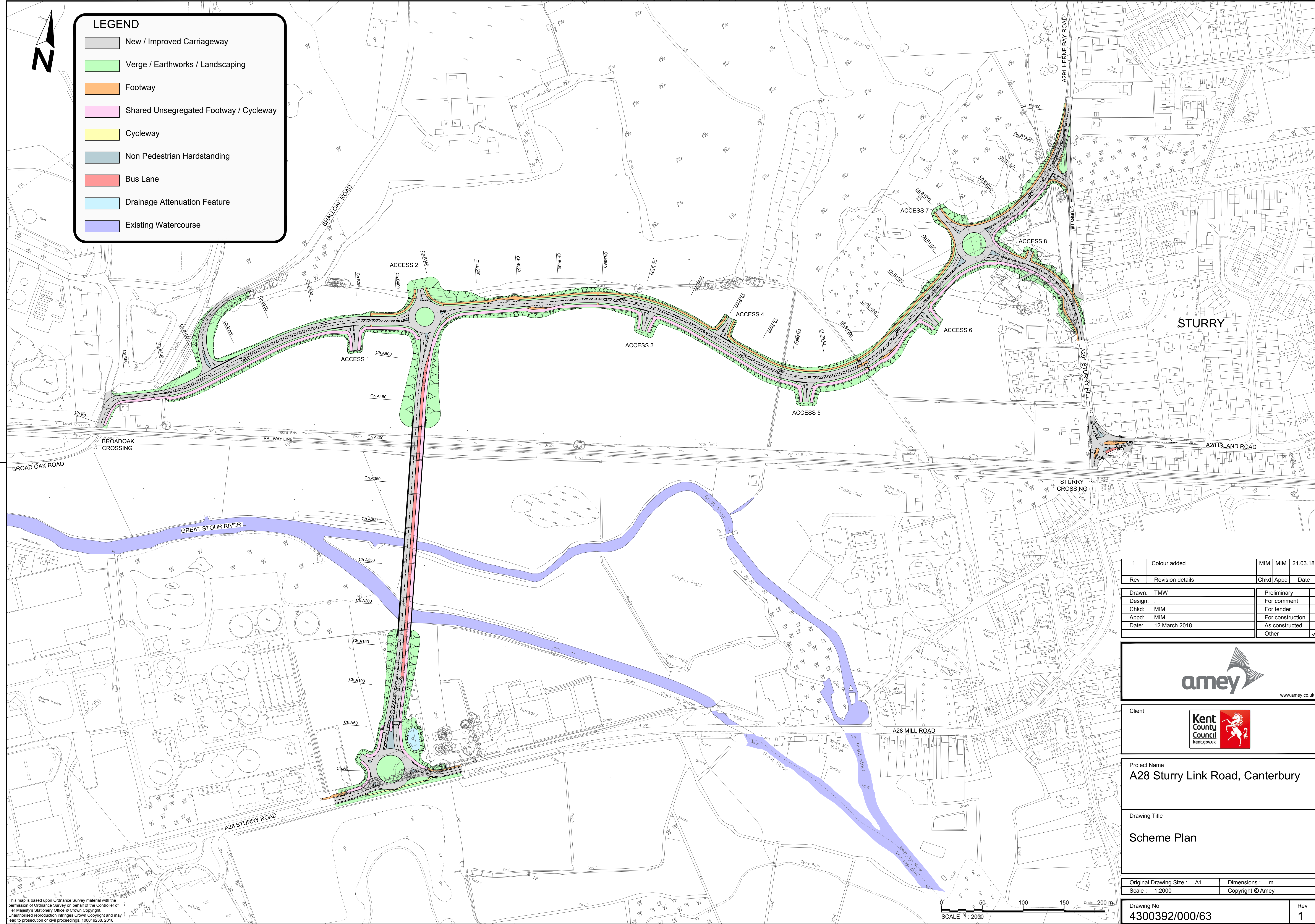
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LEGEND

- New / Improved Carriageway
- Verge / Earthworks / Landscaping
- Footway
- Shared Unsegregated Footway / Cycleway
- Cycleway
- Non Pedestrian Hardstanding
- Bus Lane
- Drainage Attenuation Feature
- Existing Watercourse



Page 13

1	Colour added	MIM	MIM	21.03.18
Rev	Revision details	Chkd	Appd	Date
Drawn:	TMW			Preliminary
Design:				For comment
Chkd:	MIM			For tender
Appd:	MIM			For construction
Date:	12 March 2018			As constructed
				Other



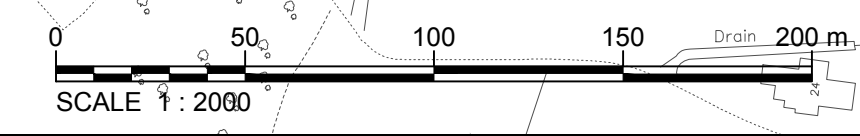
Client
A28 Sturry Link Road, Canterbury

Drawing Title
Scheme Plan

Original Drawing Size : A1 Dimensions : m
 Scale : 1:2000 Copyright © Amey

Drawing No
4300392/000/63 Rev
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Reference Code of
Application: CA/21/01854

KENT COUNTY COUNCIL

TOWN AND COUNTRY PLANNING ACTS
TOWN AND COUNTRY PLANNING (DEVELOPMENT MANAGEMENT PROCEDURE)
(ENGLAND) ORDER 2015
TOWN AND COUNTRY PLANNING GENERAL REGULATIONS 1992 (as amended)

NOTIFICATION OF GRANT OF PERMISSION TO DEVELOP LAND

To: Kent County Council
Major Capital Programmes
Invicta House
County Hall
Maidstone
Kent
ME14 1XX

TAKE NOTICE that the KENT COUNTY COUNCIL, the County Planning Authority under the Town and Country Planning Act, HAS GRANTED PERMISSION for development of land situated at A28 Sturry Link Road, Sturry, Canterbury, Kent CT20 and being the Construction of part of a new road (A28 Link Road) including viaduct between A28 Sturry Road and A291 Sturry Hill and associated on-line improvements, referred to within the application for permission for development dated 11 June 2021, received on 14 June 2021 and accompanying Environmental Statement and Environmental Statement Update, received on 14th June 2021, as amplified by details referred to in the attached Schedule 1, SUBJECT TO THE FOLLOWING CONDITIONS:

IMPORTANT - CONDITION NOS. 4, 5, 7, 8, 13, 17, 19, 21, 22, 25 & 26 MUST BE COMPLIED WITH OR DISCHARGED PRIOR TO THE COMMENCEMENT OF THE DEVELOPMENT. THE DEVELOPER MAY NOT LEGALLY COMMENCE OPERATIONS ON SITE UNTIL THESE CONDITIONS HAVE BEEN SATISFIED.

Time Limits

1. The development to which this permission relates must be begun not later than the expiration of 5 years beginning with the date on which this permission was granted.

Reason: In pursuance of Section 91 of the Town and Country Planning Act 1990 (as amended).

As part of the Council's commitment to equalities if you have any concerns or issues with regard to access to this information please contact us for assistance.

Development in Accordance with Permitted Details

2. The development hereby permitted shall be carried out only in accordance with the details, plans and specifications referred to above and/or as otherwise approved pursuant to this permission and there shall be no deviation from these without the prior approval of the County Planning Authority.

Reason: For the avoidance of doubt, to maintain planning control over the development, and for the protection of wildlife in the river.

Ecological Interests

3. The development shall be carried out in accordance with the submitted general arrangement drawing (as set out in Annex A of the Report to Inform Habitats Regulations Assessment, Amey February 2020) to protect wildlife in the river and foraging in the area. Only bored piling (in accordance with the submitted details) shall be carried out without the written approval of the County Planning Authority to ensure there are no unnecessary risks to fish in the river.

Reason: In the interests of nature conservation.

4. Prior to the commencement of development detailed specifications for post-construction restoration of the construction access roads shall be submitted to the County Planning Authority for written approval and shall be implemented as agreed.

Reason: In the interests of nature conservation.

Reason for being a pre-commencement condition: The restoration proposals need to be considered together with the construction requirements so must be approved before construction commences.

5. Prior to the commencement of development (including ground works and vegetation clearance) a Construction Environmental Management Plan (CEMP(Biodiversity)) shall be submitted to and approved in writing by the County Planning Authority. The CEMP (Biodiversity) will, amongst other measures, ensure the protection of and/or mitigation for:
 - o River Great Stour, Ashford to Fordwich Local Wildlife Site
 - o Bats
 - o Reptiles
 - o Beavers
 - o Retained habitats

The CEMP (Biodiversity) will be informed by up-to-date ecological surveys (as appropriate) and will include the following:

- a) Risk Assessment of potentially damaging construction activities
- b) Identification of 'biodiversity protection zones'
- c) Practical measures (both physical measures and sensitive working practices) to avoid or reduce impacts during construction (these may be provided as a set of method statements)
- d) The location and timing of sensitive works to avoid harm to biodiversity features
- e) The times during construction when specialist ecologists need to be present on site to oversee works
- f) Responsible persons and lines of communication
- g) The role and responsibilities on site of an ecological clerk of works (ECoW) or similarly competent person

h) Use of protective fences, exclusion barriers and warning signs.
The CEMP (Biodiversity) will be adhered to and implemented throughout the construction period in accordance with the approved details.

Reason: In the interests of nature conservation.

Reason for being a pre-commencement condition: The Construction Environment Management Plan (Biodiversity) relates to the construction activities so must be in place before development starts.

6. Should development not commence within 12 months of the approval of the CEMP (Biodiversity) the applicant/developer must ensure that all ecological surveys are updated as necessary (in consultation with the County Planning Authority), to ensure they are current and incorporate the necessary mitigation measures required.

Reason: In the interests of nature conservation.

7. Prior to the commencement of development an Ecology and Landscape Management Plan (ELMP) shall be submitted to and approved in writing by the County Planning Authority (in consultation with the relevant consultees), which shall include (but not limited to):
- details of the wetland creation and improvement works for the Desmoulin's whorl snail habitat, along with monitoring of the snail population in functionally linked habitats;
 - details of habitat restoration and enhancement within the River Great Stour, Ashford to Fordwich Local Wildlife Site;
 - details of the habitat creation, including long term management and monitoring, for the creation of scrapes;
 - The submission of detailed specifications and implementation for ecological enhancement proposals;
 - Details of the legal and funding mechanism by which the long-term implementation of the plan would be secured by the developer with the management body(ies) responsible for its delivery;
 - Where results from monitoring show the ecological aims and objectives of the Plan are not being met, how contingencies and/or remedial action would be identified, agreed and implemented so that the development still delivers the biodiversity objectives of the originally approved Plan.

The approved plan shall be implemented in accordance with the approved details.

Reason: In the interests of nature conservation.

Reason for being a pre-commencement condition: The long term management needs to be considered in combination with the mitigation so must be approved before construction commences.

8. Prior to the commencement of development the County Planning Authority must be provided with a licence regarding the impacts of the development on otters, issued by Natural England pursuant to Regulation 53 of the Conservation of Habitats and Species Regulations 2010 authorising that the development can proceed.

Reason: In the interests of nature conservation.

Reason for being a pre-commencement condition: Otter habitat is affected by construction so the licence must be agreed before construction commences.

9. The Sturry Link Road shall not become operational until the viaduct parapets are fitted with solid screens, as depicted on drawing number 4300392/1700/ID/01 Rev P3, to prevent overspill directly into the river from surface water run-off on the road when spreading the winter maintenance grit and salts, along with spray from passing vehicles.

Reason: In the interests of nature conservation.

10. The Sturry Link Road shall not become operational until a 'Salinity Monitoring Plan' (SMP), to ensure there is no adverse increase in saline discharge as a result of the proposed development, has been submitted to and approved in writing by the County Planning Authority. The SMP shall monitor the influent and effluent quality close to the pond discharge points and shall include the following:
- a) Details of the monitoring method, locations and frequency;
 - b) Details of the body or organisation responsible for implementation;
 - c) Provision for an annual monitoring report to be submitted to the County Planning Authority for 5 years once operational, then every 5 years after that (or until KCC Highways implements a 'no salt' winter maintenance programme);
 - d) The plan shall also set out (where the results from monitoring show an adverse increase in saline discharge) how contingencies and/or remedial action will be identified, agreed and implemented so that the development does not lead to increased saline discharge and an adverse impact to Stodmarsh SAC.
- The Salinity Monitoring Plan shall be implemented as approved.

Reason: In the interests of nature conservation.

11. In the event that an unprecedented pollution incident occurs as a result of the operation of the development hereby approved (including saline intrusion), the method of treating the pollution shall be considered by the County Planning Authority in consultation with Natural England and The Environment Agency, and further mitigation measures shall be agreed in writing.

Reason: In the interests of nature conservation.

12. Prior to first use of the development hereby permitted a "lighting design strategy for biodiversity" for the site will be submitted to and approved in writing by the County Planning Authority. The lighting strategy will ensure no street-lighting on the viaduct and will:
- o Identify those areas/features on site that are particularly sensitive to lighting impacts (including any biodiversity enhancement features)
 - o Show how and where external lighting will be installed in accordance with 'Guidance Note 8 Bats and Artificial Lighting' (Bat Conservation Trust and Institute of Lighting Professionals)

All external lighting shall be installed in accordance with the specifications and locations set out in the strategy and will be maintained thereafter in accordance with the strategy.

Reason: In the interests of nature conservation.

Drainage

13. Prior to the commencement of development, a Sustainable Surface Water Drainage system to be implemented through a Surface Water Management Plan and monitoring of efficacy (to include the mitigation measures detailed in the Flood Risk Assessment, April 2020, and drainage details set out in the Report to Inform Habitats Regulations Assessment, February 2020), shall be submitted to, and agreed in writing, by the County Planning Authority.

Reason: To prevent an increased risk of flooding off-site, in accordance with the National Planning Policy Framework.

Reason for being a pre-commencement condition: A drainage scheme is essential for the development to be acceptable and relates to the construction phase so must be approved before works start on site.

14. The Sturry Link Road shall not become operational until a Verification Report, pertaining to the surface water drainage system, and prepared by a suitably competent person, has been submitted to and approved in writing by the County Planning Authority. The Report shall demonstrate that the drainage system constructed is consistent with that which was approved. The Report shall contain information and evidence (including photographs) of details and locations of inlets, outlets and control structures; landscape plans; full as built drawings; information pertinent to the installation of those items identified on the critical drainage assets drawing; and the submission of an operation and maintenance manual for the sustainable drainage scheme as constructed.

Reason: To ensure that flood risks from development to the future users of the land and neighbouring land are minimised, together with those risks to controlled waters, property and ecological systems, and to ensure that the development as constructed is compliant with and subsequently maintained pursuant to the requirements of paragraph 165 of the National Planning Policy Framework.

15. The Sturry Link Road shall not become operational until the Sturry Dyke drainage culverts have been located and upgraded, to the satisfaction of the Stour Internal Drainage Board (IDB) and with its prior written consent. Verification of the works being completed to the satisfaction of the Stour IDB shall be submitted to, and agreed in writing by, the County Planning Authority.

Reason: To ensure that flood risks from development to the future users of the land and neighbouring land are minimised.

16. The development shall be carried out in accordance with the submitted Flood Risk Assessment and the mitigation measures it details:
- The soffit level is set at 4.928mAOD – which is the level for the 1 in 100 year 35% CC 600mm freeboard
 - Both branches of the river Stour at this location are classified as main river and access for maintenance is required for both but not necessarily to both banks of both arms
 - No column would be allowed within 8m of the bank of the river channel itself
 - It is acceptable to the Environment Agency to put the compensatory storage within 1 in 1000 year flood extent but should be outside the 1 in 100 year flood extent
 - It is acceptable to the Environment Agency to provide the surface water storage within the floodplain

Reason: To reduce the risk of flooding to the proposed development.

Highways and Transport Related

17. Prior to the commencement of development, a Construction Management Plan (CMP) shall be submitted to the County Planning Authority for written approval, and development shall be carried out in accordance with this document. The CMP shall include (but not limited to):

- Routing of construction and delivery vehicles to and from the site
- Parking and turning areas for construction and delivery vehicles and site personnel
- Timing of deliveries
- Provision of wheel washing facilities
- Temporary traffic management /signage
- Submission of a Construction Traffic Travel Plan and Construction Logistics Plan

Reason: In order to detail mitigation measures to protect the amenities of the locality during construction activities.

Reason for being a pre-commencement condition: The Construction Management Plan relates to the construction activities so must be in place before development starts.

18. Prior to the A28/A291 junction alterations commencing (as set out on drawing number 4300392/000/68 Rev03) the applicant shall:
- a) install signage at the junction for the purposes of encouraging 'Local Traffic Only' on the A28 south of the level crossing and along Sweechgate; and
 - b) shall submit a scheme of traffic calming measures to the County Planning Authority for their written approval, in consultation with the relevant consultees. The scheme shall be implemented as approved.

Reason: To improve the safety and environment for non-vehicular traffic through the village of Sturry and Sweechgate and to encourage use of the Sturry Link Road.

19. Prior to the commencement of development details of the viaduct, roads, footpaths, verges, junctions, street lighting, sewers, drains, retaining structures, service routes, surface water outfall, embankments, visibility splays, accesses, carriageway gradients, crossings, cycle paths, bus lanes, bus laybys, bus clearways and street furniture shall be submitted to the County Planning Authority and approved in writing, and the development shall be laid out and constructed in accordance with the approved details.

Reason: In the interests of highway safety, visual amenity and in order to achieve high quality sustainable development.

Reason for being a pre-commencement condition: The details affect the design and appearance of the development so must be approved before construction commences.

Noise Monitoring

20. Prior to the Sturry Link Road in its entirety (both the east-west link through the 'Land at Sturry' development site and the north-south viaduct link over the river and railway line) becoming operational, details of a scheme for post construction noise monitoring shall be submitted to the County Planning Authority in writing; and such scheme shall identify the full scope of monitoring to be undertaken and a programme for carrying out the monitoring. Upon completion of the monitoring the results shall be submitted to the County Planning Authority and if significant adverse impacts are identified details of mitigation measures to reduce noise levels to acceptable levels shall be submitted for the approval of the County Planning Authority together with a timetable for implementation. Upon approval such mitigation measures shall be implemented in accordance with the approved timetable.

Reason: In order to protect residential amenity.

Public Rights of Way

21. Prior to the commencement of development a 'Public Right of Way Scheme of Management during Construction' and a 'Public Right of Way Scheme of Management' shall be submitted to and approved in writing by the County Planning Authority. The schemes of management shall ensure that routes CB64, CB60 and CB51 are not significantly impacted during the construction or operation phases respectively and shall include (but not limited to) details of the alignment, width, surface, crossings, signage and details of any diversion or temporary diversion to be applied for and alternative routes proposed. The development shall be constructed in accordance with the approved details.

Reason: To ensure there is no adverse impact on the public rights of way as a result of the development and ensure the safety of public users.

Reason for being a pre-commencement condition: To ensure that construction works take into account the public rights of way and long term management of the routes are planned for in advance.

Construction

22. Prior to the commencement of the development, a Construction Environment Management Plan (CEMP) shall be submitted to the County Planning Authority for written approval (in consultation with the relevant consultees), and development shall be carried out in accordance with this document. The CEMP shall include details of the scale, timing and mitigation of all construction related aspects of the development and include (but not limited to):
- Routing of construction and delivery vehicles to/from the site;
 - method of controlling erosion;
 - a dust and air quality management plan, to include monitoring;
 - mitigation for the impact of dust on the surrounding area, including details of water suppression and vehicle movement controls;
 - Hours of works shall be restricted to Monday to Friday 7.30am to 6pm, Saturdays 8am – 1pm and no work on Sundays or bank holidays;
 - control of noise at source (using silencers for plant and tools and other noise mitigation options);
 - control of the spread of noise (using barriers, screens and other noise mitigation options)
 - a site waste management plan.

Reason: In order to detail mitigation measures to protect the amenities of the locality during construction activities, and in the interests of biodiversity.

Reason for being a pre-commencement condition: The Construction Environment Management Plan relates to the construction activities so must be in place before development starts.

External Lighting & Signage

23. The Sturry Link Road shall not become operational until details of new signage for the Public Rights of Way have been submitted to the County Planning Authority and approved in writing. The signage shall be installed in accordance with the agreed details.

Reason: To maintain public knowledge of, and therefore use of, the public rights of way.

24. No street lights shall be erected along the length of the viaduct without the written approval of the County Planning Authority.

Reason: In the interests of visual amenity and nature conservation.

Archaeology

25. Prior to the commencement of the development, the applicant, or their agents or successors in title, shall secure the implementation of:
- i. archaeological field evaluation works in accordance with a specification and written timetable which has been submitted to and approved by the County Planning Authority; and
 - ii. following on from the evaluation, any safeguarding measures to ensure preservation in situ of important archaeological remains and/or further archaeological investigation and recording in accordance with a specification and timetable which has been submitted to and approved by the County Planning Authority.

Reason: To ensure appropriate assessment of the archaeological implications of any development proposals and the subsequent mitigation of adverse impacts through preservation in situ or by record.

Reason for being a pre-commencement condition: The archaeological evaluation stage affects construction activities so must be undertaken before development starts.

Ground contamination

26. Prior to the commencement of development, the following components of a scheme to deal with the risks associated with contamination of the site shall each be submitted to and approved by the County Planning Authority:
- (i) A preliminary risk assessment which has identified:
 - all previous uses
 - potential contaminants associated with those uses
 - a conceptual model of the site indicating sources, pathways and receptors
 - potentially unacceptable risks arising from contamination at the site.
 - (ii) A site investigation scheme, based on (i) to provide information for a detailed assessment of the risk to all receptors that may be affected, including those off site.
 - (iii) The site investigation results and the detailed risk assessment (ii) and, based on these, an options appraisal and remediation strategy giving full details of the remediation measures required and how they are to be undertaken.
 - (iv) A verification plan providing details of the data that will be collected in order to demonstrate that the works set out in (iii) are complete and identifying any requirements for longer-term monitoring of pollutant linkages, maintenance and arrangements for contingency action.

No changes to these components shall be made unless otherwise approved by the County Planning Authority in consultation with the Environment Agency. The scheme shall be implemented as approved.

Reason: To ensure that any risks relating to contamination are dealt with appropriately in the interests of the environment and public safety.

Reason for being a pre-commencement condition: The risk of encountering contamination need to be established before development commences.

27. Prior to any part of the permitted development being brought into use, a verification report demonstrating completion of the works as set out in the agreed remediation strategy and the effectiveness of the remediation shall be submitted to and approved in writing by the County Planning Authority. The report shall include results of sampling and monitoring carried out in accordance with the approved verification plan to demonstrate that the site remediation criteria have been met.

Reason: To ensure that the site does not pose any risk to human health or the water environment by demonstrating that the requirements of the approved verification plan have been met and that remediation of the site is complete. This is in line with paragraph 170 of the National Planning Policy Framework

28. If during development, contamination not previously identified, is found to be present at the site then no further development (unless otherwise agreed in writing with the County Planning Authority) shall be carried out until the developer has submitted and obtained written approval from the County Planning Authority for a remediation strategy detailing how this unsuspected contamination shall be dealt with. The remediation strategy shall be implemented as approved and a closure/completion report confirming the objectives, methods, results and conclusions of the remediation works shall be submitted in writing to the County Planning Authority.

Reason: To ensure that the development does not contribute to, and is not put at unacceptable risk from or adversely affected by, unacceptable levels of water pollution from previously unidentified contamination sources at the development site, in line with paragraph 170 of the National Planning Policy Framework.

29. Piling using penetrative methods shall not be carried out other than with the written approval of the County Planning Authority and having undertaken a Piling Risk Assessment. The development shall be carried out in accordance with the approved details.

Reason: To ensure that the proposed road does not harm groundwater resources in line with paragraph 170 of the National Planning Policy Framework or pose unnecessary risks to biodiversity in the river.

Landscape

30. Within 6 months of the commencement of development a landscape and planting plan and a 5 year maintenance programme shall be submitted to the County Planning Authority for written approval in consultation with the Flood and Water Management Team and Natural England. The plan must include details of the individual mix, species, sizes and planting densities of all landscaping, to include variates that would encourage bees, and in particular the saline tolerant planting species for the attenuation ponds. The planting scheme and maintenance programme shall be carried out in accordance with this plan.

Reason: In the interests of visual amenity; in order to achieve high quality sustainable development, and to secure appropriate salt tolerant planting in the interests of nature conservation.

31. In the event of any trees, shrubs and hedges included in the scheme of landscaping implemented pursuant to condition 30 above, or any replacement trees, shrubs or hedges being removed, destroyed or dying or dead within 5 years of planting, they shall be replaced within 12 months in the same places by large nursery stock of the same species;

Reason: In the interests of visual amenity and in order to achieve high quality sustainable development.

Town and Country Planning (Development Management Procedure) (England) Order 2015

Where necessary the planning authority has engaged with the applicant and other interested parties to address and resolve issues arising during the processing and determination of this planning application, in order to deliver sustainable development, to ensure that the details of the proposed development are acceptable and that any potential impacts can be satisfactorily mitigated.

Summary of policies in the Development Plan relevant to the decision to grant planning permission:

This application has been determined in accordance with the Town and Country Planning Acts, and in the context of the Government's current planning policy guidance and the relevant Circulars, including the updated National Planning Policy Framework (NPPF) and associated planning practice guidance, together with the relevant Development Plan policies, including the following:

The National Planning Policy Framework (July 2021) and National Planning Policy Guidance (March 2014)

Canterbury District Local Plan (July 2017): Policies SP1, SP3, EMP1, T1, T3, T14, T17, CC4, CC5, CC11, CC12, DBE1, DBE3, DBE9, HE6, HE11, LB2, LB4, LB5, LB6, LB7, LB8, LB9, LB10, LB11, LB13, OS6, QL11 and QL12.

Other Material Considerations

- Local Finance consideration arising from Paragraph 143 of the Localism Act 2011
- The Local Transport Plan 4: Delivering Growth without Gridlock (2016-2031) (LTP4), published July 2017 – Kent County Council
- Strategic Economic Plan, 2014 (SEP) – Prepared by South-East Local Enterprise Partnership
- Canterbury Corporate Plan, published 2016 – Prepared by Canterbury City Council

The summary of reasons for granting permission is as follows:

The main reasons and considerations on which this decision is based, taking into account the submitted environmental information to reach a reasoned conclusion of the significant effects of the proposed development on the environment, are set out in the report to the County Council's Planning Applications Committee dated 2nd September 2021. In summary:

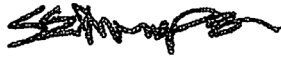
The County Council considers that the benefits associated with the proposal (namely the provision of a link road to provide an alternative route over the railway line and Great Stour River, that reduces congestion and the amount of traffic using the Sturry level crossing associated with the growth proposed in the adopted Canterbury Local Plan) would outweigh the harm to residential and visual amenities during construction and upon completion and other environmental harm raised by the application. The County Council considers that the proposed development accords with the development plan and there are no material considerations that indicate that the decision should be made otherwise. The County Council also considers that any harm as a result of the proposed development would reasonably be mitigated by the imposition of the attached conditions and mitigation set out in the adopted Appropriate Assessment. Further, having examined the information included within the Environmental Statement and Environmental Statement Update,

the County Planning Authority is satisfied that, subject to the imposition of conditions set out in this decision, the development would not have any significant and overriding effects on the environment.

In addition please be advised of the following informatives:

1. The applicant is reminded that if a temporary closure of a Public Right of Way (PROW) is required there is a 6 week time frame to issue such, and that any temporary closure cannot be issued until a diversion order is confirmed, and that an alternative route must be constructed.
2. The applicants attention is drawn to the fact that no structures may be erected on or across a PROW without express consent of the Highway Authority (HA), that there should be no disturbance of the surface or obstruction of its use either during or following development without the express consent of the HA, that no hedging or shrubs should be planted within 1m of the edge of the PROW, that planning consent confers no consent or right to close or divert any PROW at any time without the express permission of the HA, and that no Traffic Regulation Orders will be granted by KCC for works that will permanently obstruct the route unless a diversion order has been made and confirmed.
3. The applicants are reminded that the prior written consent of the River Stour Internal Drainage Board will be required for connections to Sturry Road Dyke.
4. Various equipment such as underground cables may be affected by the development, therefore prior to commencement of works accurate records should be obtained by the developer from UK Power Networks.
5. Once the link road is operational the County Council, as Highways Authority, shall endeavour to implement a reduced winter maintenance programme whenever possible to limit the amount of salt being distributed on the viaduct.
6. The applicant should consider the provision of an additional footway along the eastern side of Sturry Hill south of the proposed roundabout on the A291.
7. The applicant and the Highway Authority are encouraged to continue dialogue with Network Rail, Canterbury City Council and Sturry Parish Council to deliver improvements to the Sturry Railway Station, including the provision of a ticket machine on the southern platform and to explore the potential for the use of more 4 carriage trains in the interim to minimise the time the level crossing at Sturry is closed.
8. The applicant is encouraged to monitor traffic flows post implementation of improvements to the A28 and A291 to consider the effectiveness of the junction improvement.
9. The applicant is advised that in satisfying condition (16) relating to flood risk, a flood risk activity permit may be required. Please contact the Environment Agency via POS.Eastkent@environment-agency.gov.uk to enquire further.

Dated this seventh day of September 2021



(Signed).....
Head of Planning Applications Group

KENT COUNTY COUNCIL
PLANNING APPLICATIONS GROUP
FIRST FLOOR
INVICTA HOUSE
COUNTY HALL
MAIDSTONE
KENT ME14 1XX

Schedule 1

Schedule of Documents permitted under Planning Permission: CA/21/01854

Drawings / Number / Title:

- Planning Application Site Location Plan, 4300392-000-73 Rev 5, received 14th June 2021
- Overall Scheme Plan, 4300392-000-63 Rev 7, received 14th June 2021
- Scheme Design Sheet 1 of 4, 4300392-000-64 Rev 3, received 14th June 2021
- Scheme Design Sheet 2 of 4, 4300392-000-65, received 14th June 2021
- Scheme Design Sheet 3 of 4, 4300392-000-66, received 14th June 2021
- Scheme Design Sheet 4 of 4, 4300392-000-67 Rev 2, received 14th June 2021
- A28/A291 Sturry Hill Junction Improvements, 4300392-000-68 Rev 3, received 14th June 2021
- Landscape Proposal, 4300392-000-74 Rev 3, received 14th June 2021
- Viaduct General Arrangement, 4300392-000-103 Rev P1, received 14th June 2021
- Wetland Habitat Restoration Plan, 4300392-000-108 Rev 4, received 14th June 2021
- General Arrangement 4 no Girder Composite Viaduct Illustrative Design, 4300392-1700 ID 01 Rev P3, received 14th June 2021
- Proposed Drainage Strategy, 4300392-000-33 Rev 04, received 14th June 2021
- Arrangements within Attenuation Ponds for Saline Treatments, 4300392-005-115, received 14th June 2021
- Shalloak Road Widening – Viridor Site Access Plan, 4300392-000-117 01, received 24th August 2021.

Document Title / Description / Reference

- Planning application form and covering letter, received 14th June 2021
- Design and Access Statement (June 2021), received 14th June 2021
- Environmental Statement Non-Technical Summary (June 2021), received 14th June 2021
- Environmental Statement Update (June 2021), received 14th June 2021
- Environmental Statement Volume 2 Main Text, received 14th June 2021
- Environmental Statement Volume 3 Figures, received 14th June 2021
- Environmental Statement Volume 4 Technical Appendices, received 14th June 2021
- ES Addendum Ecology and Nature Conservation (September 2019), received 20th July 2021
- Supplementary Transport Appraisal (16-002-008 Rev A, May 2021), received 14th June 2021
- Transport Assessment (November 2018), received 14th June 2021
- Transport Assessment Addendum (September 2019), received 14th June 2021
- Flood Risk Assessment and Drainage Strategy (September 2018), received 14th June 2021
- Addendum to Flood Risk Assessment, (April 2020), received 14th June 2021
- Air Quality Assessment Addendum (February 2020), received 14th June 2021
- Report to Inform Habitats Regulations Assessment (February 2020), received 14th June 2021

- Road Safety Audit Stage 1 Response Report (CO04300392/006 Rev 1, December 2017), received 14th June 2021
- Revised Road Safety Audit Stage 1 Response Cover Letter, received 14th June 2021
- Road Safety Audit Stage 1 A28/A291 Junction, (C004300050/RSA1/2021/002), received 14th June 2021
- Briefing Note: Sturry Station - Context on Station Upgrade and Line Re-signalling, received 14th June 2021
- Preliminary Sources Study and Contaminated Assessment Report, received 14th June 2021

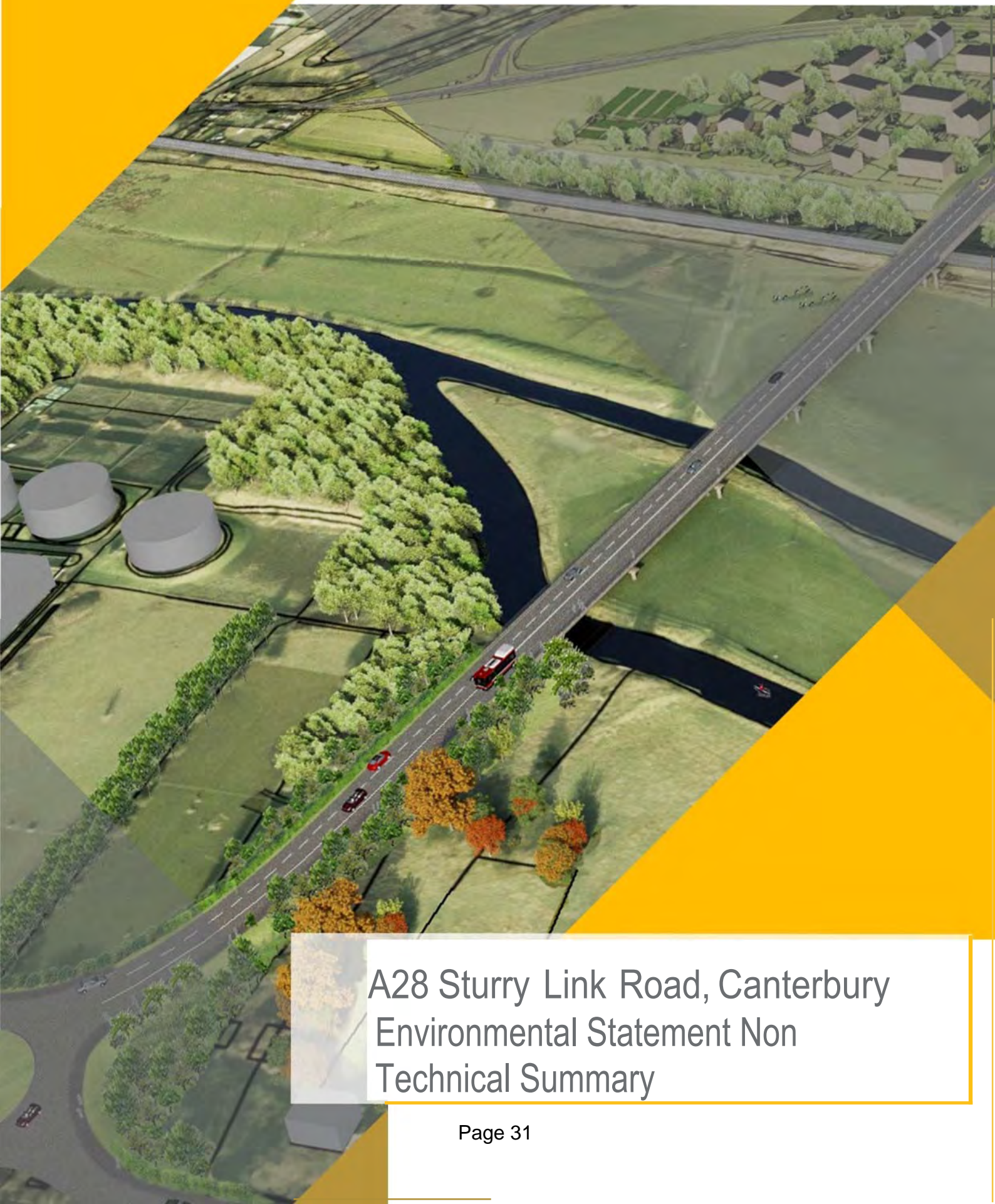
As amplified by:

- Supplementary Note on Committee Debate, received 14th July 2021

By virtue of paragraph(s) 3 of Part 1 of Schedule 12A
of the Local Government Act 1972.

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A28 Sturry Link Road, Canterbury
Environmental Statement Non
Technical Summary

Document Control Sheet

Project Name:	A28 Sturry Link Road, Canterbury
Project Number:	CO04300050
Report Title:	Environmental Statement: Non Technical Summary
Report Number:	NTS

Issue Status/Amendment	Prepared	Reviewed	Approved
00	Name: [Redacted] Signature: [Redacted]	Name: [Redacted] Signature: [Redacted]	Name: [Redacted] Signature: [Redacted]
	Date: 31/05/2021	Date: 01/06/2021	Date: 09/06/2021
01 Addressing comments from KCC	Name: [Redacted] Signature: [Redacted]	Name: [Redacted] Signature: [Redacted]	Name: [Redacted] Signature: [Redacted]
	Date: 21/06/2021	Date: 21/06/2021	Date: 21/06/2021
	Name: Signature: Date:	Name: Signature: Date:	Name: Signature: Date:
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1. Background Information

1.1. Introduction

- 1.1.1 A planning application for the Sturry Link Road was submitted in 2019 by Kent County Council (KCC) to the planning department in Kent County Council (planning application number KCC/CA/0091/2019). As part of the planning application, an Environmental Statement (ES) was submitted which assessed the environmental impacts of the proposed scheme (A28 Sturry Link Road, Canterbury, Environmental Statement). The ES was presented in four volumes, with the Non-Technical Summary as Volume 1, the Main Text (Environmental Impact Assessment) as Volume 2, Drawings as Volume 3 and Volume 4 Technical Appendices.
- 1.1.2 The planning application for the link road was considered by the Kent County Council's Planning Applications Committee in March 2021 and was refused planning permission. KCC have now prepared a new submission for the link road for a new planning consent. As part of this new consent application, the 2019 ES has been reviewed, in light of the design changes and to support the new application. An ES Update report has been produced which provides an updated environmental impact assessment to support the new planning application.
- 1.1.3 This document is a Non Technical Summary (NTS) of the 2019 ES, and subsequent amendments by the Environmental Statement Update for the new application. This NTS supercedes the 2019 NTS as submitted for the application KCC/CA/0091/2019. The new planning application, full ES Update and this NTS are available for inspection at the locations listed at the end of this document.
- 1.1.4 A location plan for the scheme is included as **NTS Figure 1**.

1.2. Background to the scheme

- 1.2.1 The A28 Sturry Link Road is identified in the Canterbury City Council's (CCC) District Local Plan (adopted 2017) as a key piece of strategic infrastructure required to support development within the Plan area with new home allocations of around 16,000 as well as to relieve existing congestion.
- 1.2.2 The existing A28 through the village of Sturry suffers from congestion due to the high volumes of traffic and the operation of the level crossing. The Sturry Link Road provides an alternative route away from the level crossing with a new road viaduct over the railway line and Great River Stour as well as other associated improvements to the A28 corridor.
- 1.2.3 In June 2017, an outline application for a mixed-use development comprising of 700 homes, primary school, medical hub, community building, car park and associated amenity space was submitted to CCC to examine proposals for the southern part of the strategic allocation known as Land at Sturry (Ref: CA/17/01383). This application included the construction of part of the link road that lies to the north of the railway line within the development site. The original Land at Sturry Planning application was refused permission at Planning Committee in November 2020. A new planning application was submitted for up to 630 dwellings (CA/20/02862). The new Land at Sturry application received planning consent in March 2021. The Land at Broad Oak Farm (CA18/00868) for 456 dwellings, which forms the northern part of the allocated site, also received planning consent in March 2021.
- 1.2.4 The Land at Sturry development however will not secure delivery of the new road in its entirety and is dependent on KCC securing and carrying out construction of the north-south link of the scheme.
- 1.2.5 In broad terms, the proposed Sturry Link Road consists of a new 1.5km single carriageway road located, in part, to the north of the Canterbury to Ramsgate railway line in an east-west direction to join the A291 Sturry Hill in the east, and in a north-south direction over the railway and across the flood plain of the Great Stour to join the A28 in the south. The east-west section of the link road will be provided by the developer of the Land at Sturry development. Kent County Council are responsible for constructing the north-south link of the scheme, which includes the roundabout connection with the east-west link, the bridge over the railway and Great River Stour and the connection to the A28 in the south.
- 1.2.6 Kent County Council (KCC) have therefore commissioned Amey Consulting to design the north-south link and to provide support for the new planning application and supporting documentation for this section of the link

road. However, to provide continuity and as the link road in its entirety is dependent on both the developer section and the KCC section being delivered, the Environmental Statement Update considers the link road as a whole.

- 1.2.7 A scoping report was undertaken in December 2016 to determine whether or not significant effects on the environment were likely and what environmental topics should be taken forward for assessment in the Environmental Statement. This scoping report was submitted to KCC under the requirements of the 2011/92/EU Directive, which has subsequently been superseded by the amended EIA Directive in 2014. On 16th May 2017 the amended EIA Directive was transposed into UK legislation as the Town and Country Planning (Environmental Impact Assessment) Regulations 2017. The revised Directive introduced the requirement to include climate change impacts, human health and major accidents/disasters in the EIA process. Following discussions with the planning group at KCC, it was agreed that the ES for Sturry Link Road would be updated to reflect the requirements of the 2014 Directive and the Town and Country Planning (EIA) Regulations 2017 with respect to content.
- 1.2.8 In accordance with the Town and Country Planning (Environmental Impact Assessment) Regulations, the Sturry Link Road required an Environmental Statement as the link road falls under Schedule 2 of the Regulations and exceeds the screening criteria due to the works exceeding 1ha.

1.3. Need for the scheme

- 1.3.1 New home allocations of around 16,000 have been identified in the Canterbury District Local Plan 2017 over the plan period of 2011 to 2031. This includes strategic allocations of Land at Sturry and Broad Oak Farm for up to 1,100 new homes. The Local Plan acknowledges and accepts that these new homes will create additional traffic and that, in accordance with the Local Plan policies, Kent County Council will seek to implement the Sturry Link Road.
- 1.3.2 The proposed Sturry Link Road aims to reduce traffic through Sturry, ease congestion at the Sturry level crossing and cater for the extra traffic from the new housing proposed at Sturry and Broad Oak Farm. Sturry experiences high levels of traffic which combined with frequent operation of the level crossing can lead to severe congestion, making journey times unreliable. The scheme will also provide additional pedestrian and cycle facilities, with a combined footpath/cycle path along the route of the link road. The north-south section of the link road also provides a dedicated bus lane to improve public transport infrastructure, linking to the existing Canterbury bound bus lane network.
- 1.3.3 The Sturry Link Road is an integral part of wider development proposals in the Sturry area, namely the housing developments at Land at Sturry and Land at Broad Oak Farm. The developers of these two sites have committed to deliver the east-west section of the link road as part of their developments. KCC have entered into an agreement with the developers which requires KCC to prepare the designs for the entirety of link road and submit the planning application to the Local Planning Authority (KCC).

1.4. Planning Application

- 1.4.1 The Land at Sturry and Land at Broad Oak Farm developments were submitted to Canterbury City Council for planning consent, and outline planning consent for both was granted in March 2021.
- 1.4.2 However, the link road was refused planning permission by KCC planning committee in March 2021 (KCC/CA/0091/2019). The reasons for the refusal were:
- The development makes inadequate provision for public transport infrastructure, contrary to policies T1 and T3 of the Canterbury District Local Plan 2017.
 - The development fails to demonstrate that the navigation of the Great Stour river will not be compromised by the construction of the viaduct, contrary to policy LB13 of the Canterbury District Local Plan 2017.
 - The proposed alterations at the A291/A28 junction make inadequate provision for local traffic movements, contrary to policies T1 and SP3 of the Canterbury District Local Plan 2017.

- 1.4.3 In order to address these issues, a new planning application will be submitted which includes a revised junction layout at the A291/A28 to allow the movement of local traffic through the junction. The revised layout also includes a priority slip road for use by buses, as well as pedestrian crossing points.
- 1.4.4 It should be noted that for the new application, the layout of the link road from the A28 Sturry Road to the A291 Sturry Hill Road remains largely unchanged from that submitted in 2019 in the original planning application. There have been some minor changes to the drainage with an additional attenuation pond provided to the north of the railway, and a minor change in the extent of the red line boundary at the west to accommodate widening on the Shalloak Road. The red line boundary also now includes land for ecological enhancements.
- 1.4.5 This NTS will be submitted in support of the new planning application for the link road which includes an ES Update.

1.5. Consultation

- 1.5.1 Consultation was carried out at the pre-planning stage for KCC/CA/0091/2019 to provide the public and stakeholder organisations with the opportunity to provide feedback and make suggestions on the road scheme before plans were finalised for the planning application. The consultation enabled the public and organisations to:
- Understand in some detail the road scheme being proposed;
 - Consider the possible impacts and benefits of the proposed scheme;
 - Interact with other members of the public and with organisations to understand their views; and
 - Ask KCC questions on the proposals.
- 1.5.2 The consultation took place over a 6-week period from 26th July to 6th September 2017 and offered the opportunity to open a dialogue with stakeholder organisations and the public so their comments and concerns could be incorporated into the on-going work to finalise the scheme design.
- 1.5.3 Details of the proposals were available to view and download online with feedback obtained via a questionnaire which asked for the views on the road layout, its features and its impacts on the surrounding environment including suggestions for improvement. In total, 116 questionnaires were received.
- 1.5.4 Comments and suggestions received during the consultation process were then fed back into the detailed design process.
- 1.5.5 Overall the provision of the link road was supported by local residents. Key concerns raised during the consultation process included: movement of congestion to other areas of Sturry, increased air pollution, cycling and walking provision and the changes to the A28/A291 junction.
- 1.5.6 Since publication of the 2019 Sturry Link Road ES as part of the application KCC/CA/0091/2019, further consultation has taken place with one statutory stakeholder; Natural England. During the 2019 ES consultation period concerns were raised by Natural England over the potential effects on Stodmarsh Special Area of Conservation, Special Protection Area and Ramsar site. As a result, updated ecological surveys were undertaken in August/September 2019 and an Ecological Addendum issued (Amey Consulting/KCC. A28 Sturry Link Road, Canterbury. ES Addendum Ecology and Nature Conservation, September 2019). The drainage design was amended to provide additional attenuation with salt tolerant planting provided around the ponds to reduce impacts on the site and its species and habitats from winter maintenance operations.
- 1.5.7 Further details on the consultation with NE and the resulting amendments to the scheme are included in the Report to Inform Habitats Regulations Assessment (Amey Consulting/KCC. A28 Sturry Link Road, Canterbury Report to Inform Habitats Regulations Assessment. February 2020).

1.6. Alternatives considered

- 1.6.1 A “do nothing” scenario was not considered, as it would result in the loss of the opportunity to help CCC meet its house building and employment targets as set out in Canterbury District Local Plan 2017.
- 1.6.2 The alignment of the scheme was developed to enable sufficient housing density to meet the needs of the Local Plan, to avoid impacts on Den Grove Wood and provide alternative access to Sturry. For the north south link from the railway to the new junction with the A28 Sturry Road, three alternative alignments were considered. These were primarily concerned with reducing landtake and minimising the impact on the floodplain of the Great Stour River. The final alignment was chosen as one that met the requirements to maintain an 8m distance from the river for the bridge piers and minimising landtake from private property.
- 1.6.3 The design of the bridge as a multi-span viaduct over the railway and the Great Stour River was chosen to reduce the impact on the floodplain. Due to the nature of the weak alluvial soils along the river, the bridge will be a piled structure.
- 1.6.4 A number of options were considered for the changes at the A28/A291 junction within the centre of Sturry. These were primarily concerned with reducing congestion and improving traffic flow by diverting through traffic onto the link road. The preferred layout chosen was that all traffic movements would be signal controlled, with a restriction of traffic turning left from Island Road southwards to the level crossing, with buses and cyclists only permitted. Traffic travelling west bound on the A28 would therefore be diverted northbound onto the A291 and then onto the link road to rejoin the A28 west of Sturry.
- 1.6.5 The junction design has been amended and the new application includes a revised junction layout at the A291/A28 to allow the movement of local traffic through the junction. The revised layout also includes a priority slip road for use by buses, as well as pedestrian crossing points.

2. General Description

2.1. The existing environment

- 2.1.1 Sturry is a small village located approximately 3km east of Canterbury, as shown on Figure 1. There is a rail station at Sturry on the Canterbury to Ramsgate line between Canterbury West and Minster. There is a level crossing in the centre of the village where the A28 Sturry Road and A291 Sturry Hill converge at a junction. The closure of the level crossing gates, combined with the road junction, causes significant congestion at times in the village centre.
- 2.1.2 The surrounding area comprises a mosaic of arable, pastoral and wooded land occupying the south facing slopes of the Stour Valley. The Great River Stour is a key feature of the environment, between the railway and the A28 Sturry Road, the river is shown on Photograph 1.



Photograph 1: Great Stour River

- 2.1.3 Den Grove Wood, a large block of semi-natural woodland, is located to the north of the railway. Public Rights of Way cross the landscape between the A28 and Den Grove Wood.
- 2.1.4 Photograph 2 shows the general landscape along the PRow towards Den Grove Wood.



Photograph 2: Landscape along PRoW towards Den Grove Wood

- 2.1.5 To determine if the existing environment had changed since the 2019 ES, a site walkover was undertaken in May 2021. Some minor changes to the ecological baseline were recorded, such as some additional areas of scrub, but generally the existing environment remains the same as that described above.

2.2. Description and changes to the scheme

- 2.2.1 The link road will be delivered in two parts, with the east west link north of the railway being delivered by the developers of Land at Sturry. The north south link that goes over the railway and the Great Stour River will be provided by KCC and it is this section of the road that forms the application for which this NTS has been prepared. The planning red line boundary for the north south link is shown on **NTS Figure 2**. However, as the delivery of both sections is interdependent the description of the scheme is for the link road in its entirety.
- 2.2.2 The new link road (hereafter referred to as the scheme) will be approximately 1.5km in length and consist of a single carriageway which will connect the A28 Sturry Road in the south to the A291 Sturry Hill Road in the east. The road will follow a northerly route from its junction with the A28 Sturry Road, crossing over the Great Stour River and the Canterbury to Ramsgate railway line. North of the railway line the link road diverges with a section travelling east to connect to the A291 Sturry Hill Road. A link will be constructed travelling west which will connect to the Shalloak Road.
- 2.2.3 The section of the link road north of the railway to the connection with the A291 Sturry Hill Road will be constructed by the developer of the Land at Sturry development. The section between the A28 and the railway will be constructed by KCC and consent for this north-south link road will be determined by Kent County Council. The Land at Sturry and Sturry Link Road are part of a wider masterplan that includes the Land at Broad Oak Farm development, to provide new housing and community facilities in Sturry.
- 2.2.4 The scheme includes the construction of a viaduct to carry the road over both arms of the Great Stour River, its floodplain and the railway line. A number of connections to the proposed housing developments will also be constructed along the link road to connect the Land at Sturry development to the road.
- 2.2.5 The scheme alignment is shown on **NTS Figure 3a and 3b**. An indicative visual of the scheme is shown in Plate 1, showing the road looking south towards the A28 Sturry Road.



Plate 1: Indicative visual of north-south section of link road and viaduct

Proposed alignment

- 2.2.6 The scheme will provide a new 1.5km single carriageway road with three new at-grade roundabouts and several ghost island 'T' junctions that provide access to the new development and connections to the existing road network.
- 2.2.7 Commencing at a new roundabout on the A28 Sturry Road to the east of the existing Vikings car showroom, the route will head in a northerly direction for approximately 0.75km crossing the Great Stour River, its floodplain and the railway line before changing direction to head in a easterly direction for 0.65km towards Sturry, skirting the southern edge of the Den Grove ancient woodland before joining the A291 Sturry Hill, and in a westerly direction for 0.35km to provide a direct link to Shalloak Road in the west.
- 2.2.8 The scheme will include a shared pedestrian and cycle way along the carriageway, with signal controlled pedestrian crossings and street lighting throughout, except over the viaduct.

Junctions

- 2.2.9 In addition to the scheme proposals, improvements to the existing junction to the north of the Sturry level crossing where the A291 Sturry Hill joins the A28 Island Road will be required. These improvements are necessary to cater for the extra traffic generated from the Land at Sturry development and help ease congestion in the area. Whilst the junction itself is remote from the scheme, the improvements will have a major impact on the reassignment of traffic in the area and is therefore an integral part of the scheme proposals. It is expected however, that upgrades to this junction however will not be implemented until the link road is complete and open to traffic.

Drainage

- 2.2.10 The new drainage includes surface water attenuation ponds, gullies and Penstock valves with oil interceptors along the carriageway. Sturry Dyke, which runs alongside the A28 will be culverted where the new roundabout connects the link road to the A28.

Proposed bridge structure

- 2.2.11 A key feature of the scheme is a 250m long continuous bridge structure (viaduct) crossing over the flood plain of the Great Stour River and spanning the railway. This viaduct will be an open span structure where it crosses the Great Stour River and the railway, with piers located at least 8m from the riverbank. Plate 2 shows an indicative visual of the viaduct.



Plate 2: Indicative visual of viaduct

Security, lighting and signage

- 2.2.12 New traffic signs will be standard verge mounted installations located mainly outside of footways in adjacent soft verge areas
- 2.2.13 It is proposed to adopt post top mounted lighting columns limited to a maximum height of 8 metres. No lighting columns will be placed on the viaduct.

Design Changes

- 2.2.14 The red line boundary has been amended slightly at the western end, to accommodate the proposed access onto the Shalloak Road. This ensures the red line boundary for the link road meets the red line boundary for the Land at Sturry development. The change is minimal, resulting in an additional 2043m² to the western extents of the red line boundary.
- 2.2.15 The red line boundary also now includes an area of land of approximately 1.5ha to the south of the railway that has been secured for ecological mitigation works. Further information on this is available in the Ecological Addendum issued in late 2019 (Amey Consulting/KCC. A28 Sturry Link Road, Canterbury. ES Addendum Ecology and Nature Conservation, September 2019).
- 2.2.16 Following the refused planning application on the grounds of the A291/A28 junction not providing sufficient movement for local traffic, a revised traffic signal-controlled junction layout is now proposed that caters for all traffic movements at this junction as well as providing bus facilities and safe controlled pedestrian crossings.
- 2.2.17 The drainage design for the scheme has been amended, further details of which are included within the Report to Inform Habitats Regulations Assessment, submitted in February 2020 as part of the original planning application. This includes the provision of an attenuation pond north of the railway.

3. Environmental Assessment

3.1. Environmental assessment methodology

EIA guidance update

- 3.1.1 The 2019 ES was prepared in line with the guidance set out in the Design Manual for Roads and Bridges (DMRB) Volume Section 3 Environmental Assessment. Since the publication of the 2019 ES the DMRB guidance has been updated and the majority of the guidance documents relating to the assessment process have been re-issued with new and updated guidance. As a result of this, much of the guidance that was used to prepare the 2019 ES has been superseded and the assessment process within each technical chapter updated. For some environmental topics, this has included minor amendments to the assessment methodologies.
- 3.1.2 In addition to this, as a response to the most recent amendments to the EIA Directive, the list of environmental topics considered within the DMRB has also been updated, with some topics being renamed or consolidated with others. The full updated DMRB topic list as of July 2020 is summarised below;
- Air Quality;
 - Cultural Heritage;
 - Landscape;
 - Biodiversity;
 - Geology and Soils;
 - Material Assets and Waste;
 - Noise and Vibration;
 - Population and Human Health;
 - Road Drainage and the Water Environment; and
 - Climate.
- 3.1.3 This NTS therefore considers any changes to the assessment process from the 2019 ES as amended by the updated guidance.
- 3.1.4 The assessment process however, as set in LA104 environmental assessment and monitoring, remains largely unchanged from that as previously set out in DMRB HA205/08 Assessment and management of environmental effects.
- 3.1.5 The significance of environmental effects is determined based on the magnitude of impact and the environmental value or sensitivity of the receptor, as represented in Table 3.1. For example, a magnitude of impact of minor on a receptor with a medium value will result in a slight significant effect.

Table 2.1: Determining significance of environmental effects

		Magnitude of impact (degree of change)				
		No change	Negligible	Minor	Moderate	Major
Environmental Value (Sensitivity)	Very High	Neutral	Slight	Moderate or Large	Large or Very Large	Very Large
	High	Neutral	Slight	Slight or Moderate	Moderate of Large	Large of Very Large
	Medium	Neutral	Neutral or Slight	Slight	Moderate	Moderate or Large
	Low	Neutral	Neutral or slight	Neutral or Slight	Slight	Slight or Moderate
	Negligible	Neutral	Neutral	Neutral or Slight	Neutral or Slight	Slight

- 3.1.6 A significant effect is considered to be one of moderate or above in significance.
- 3.1.7 Environmental impacts are assessed taking into account design mitigation. For this scheme this includes the incorporation of sustainable drainage systems and oil interceptors, the bridge being open span on piers to ensure continuity of the floodplain, lighting design to avoid light spill across the Great Stour River corridor, maintaining access to Public Rights of Way and incorporation of a bus lane, cycleway and footpath. Construction effects will be managed through the implementation of a Construction Environmental Management Plan, which is included in Volume 4 Technical Appendices.

3.2. Air Quality

- 3.2.1 Baseline conditions were determined by a combination of desk top study and air quality modelling. The desk top study identified an Air Quality Management Area (AQMA), automatic monitoring stations, passive diffusion tube monitoring and sensitive receptors located within the study area. The study area was determined at a distance of 350m from the scheme boundary for temporary (construction) effects, and 200m from the scheme boundary for permanent (operational traffic) effects.
- 3.2.2 The desk top study identified one AQMA within the City of Canterbury with nitrogen dioxide measured at two continuous, automatic monitoring stations and 33 passive diffusion tube locations, the closest being a diffusion tube located at the junction of Sturry Hill/Field Way. The area immediately surrounding the scheme is predominately rural in nature with most receptors being residential properties. There are no ecological designated sites within 50m of the proposed scheme that could be affected by temporary effects, however Sites of Special Scientific Interest were identified within 200m of road links affected by the permanent effects of the scheme.
- 3.2.3 The air quality assessment has been revised and supersedes the operational results presented in the 2019 ES. The air quality model was updated in 2020 following third party review and an addendum issued. The current iteration reflects the revised junction layout and updated traffic flows on the surrounding road network, using the same receptors as those in the 2020 addendum.
- 3.2.4 Construction has the potential to generate dust emissions from earthworks including removal of topsoil, handling on site and deposition, stockpiling and handling of loose materials. Dust emissions may also be due to vehicle movements, however the dust risk during the construction phase is considered to be low to negligible as best practice and pollution prevention measures would be employed; consequently, the residual effects are unlikely to be significant.
- 3.2.5 The results of detailed modelling of the impacts, i.e. change in concentrations, on receptors in Sturry show that concentrations are below the limit values for all pollutants. Although increases in concentrations are

predicted for the Do-Something scenarios at one of the three locations considered, decreases are predicted at the other two. This is not enough to meet the criteria to be considered a significant effect.

- 3.2.6 Predictions for air quality levels at the new receptors at Land at Sturry show predicted concentrations above the background levels in the Do-Something scenarios, because of the new road. However, none of the levels predicted are near the air quality objective levels and are comparable to the Do-Something concentrations at existing receptors within Sturry. The significance of effect on the village of Sturry is assessed to be slight beneficial.
- 3.2.7 Modelled concentrations within the Canterbury City AQMA shows that six receptors are predicted to experience a deterioration in NO₂ concentrations with the link road in place under the 2022 Do-Something scenario where the traffic is expected to increase. Overall, the effect on the AQMA is assessed to be slight adverse.
- 3.2.8 The results from nitrogen deposition modelling show that no nutrient loading above the critical load range is predicted at any of the ecological receptors.
- 3.2.9 Overall, there are no predicted significant effects from the scheme on the identified receptors.

3.3. Cultural Heritage

- 3.3.1 The proposed link road and viaduct are located within the rural hinterland between the late 20th century suburbs and industrial area of Canterbury and the historic village of Sturry. The assessment considers the direct effects upon the known and potential archaeological resource located within the application red line boundary. Indirect effects are considered within 1km on the scheme centre line, as well as potential indirect effects on Canterbury City World Heritage Site.
- 3.3.2 There are no Scheduled Monuments located within the study area. The non-designated archaeological resource within the study area includes evidence for human activity from the Lower Palaeolithic period and the potential for encountering archaeological remains within the red line boundary to the north of the railway line has been assessed as moderate based upon the results of an archaeological evaluation undertaken for the Land at Sturry development. To the south of the railway line the archaeological potential currently remains uncertain, although an assessment of the Palaeolithic potential suggests that there is a low to moderate potential for encountering Upper Palaeolithic remains, principally on the edges of the floodplain. It is anticipated that post-determination archaeological evaluation will be required to enhance the understanding of the potential for encountering archaeology more generally and to assess its character, origin, nature and significance. The results of this work will inform the need for and scope of any further archaeological mitigation.
- 3.3.3 The designated heritage assets which were considered as part of the assessment comprise the Canterbury Cathedral, St Augustine's Abbey and St Martin's Church World Heritage Site (WHS), located 2.5km to the south west; the Sturry Conservation Area; two Grade I listed buildings; 28 Grade II listed buildings and nine locally listed buildings. No registered battlefields or registered parks and gardens were located within the study area. Although it is outside the study area, the WHS is considered here due to its great significance.
- 3.3.4 The Outstanding Universal Value (OUV) of the WHS particularly notes the significance of the Cathedral's Bell Harry Tower in views of the city from the wider landscape. Nine key views were identified within the Canterbury Conservation Area Appraisal which emphasised the relationship between Bell Harry Tower and the adjacent historic built heritage of the city. None of these views were sited from the north east and Sturry. The historic and aesthetic interest of the view of Bell Harry Tower from the red line boundary is compromised by the presence of the late 20th century Vauxhall Industrial Estate buildings and by the electricity pylons located between the city and the proposal site. It has been determined that the effect of the proposals will result in no harm to the OUV and the significance of effect is neutral.
- 3.3.5 The proposed viaduct will be constructed at the western end of the Sturry Conservation Area where it will cross an area of meadows lining the Great Stour River which were identified as being an important feature of the setting of the village. Whilst the historic connection between this landscape and the village remains, the aesthetic value has been compromised by the insertion of wire fencing, electricity pylons and the establishment of playing fields. The historic core of the village is orientated away from the meadows and

the relationship between these areas is of local interest and low value. During the operational phase, the viaduct and link road will result in a slight effect upon the Conservation Area, although this is off-set to a degree by the benefits of reducing the traffic through the historic core of the village.

- 3.3.6 A slight effect has been identified to the setting of the two Grade I listed buildings School Hall and St Nicholas' Church as a result of both the construction and operational stages. A neutral effect is anticipated to the setting of any of the remaining listed or locally listed buildings within Sturry from the construction of the viaduct and link road. The operation of the viaduct and link road, will also result in a neutral effect, although as with the Sturry Conservation Area, there will be a benefit arising from reduced traffic to those historic buildings located adjacent to Sturry Road and Sturry Hill.
- 3.3.7 The historic landscape reflects the rural character of the site. The red line boundary passes through valley floor fields (meadows) identified as forming part of HLCA 19 Wantsum Channel in the KCC Historic Landscape Character project, and through the remains of medieval to post medieval field systems forming part of HLCA 12 Former Forest of Blean. It is bound to the north by ancient woodland, to the east by King's Junior School and the 19th century and later expansion of Sturry and to the west by the late 20th century residential and industrial expansion of Canterbury. The historic landscape character is of local interest and low value. The construction and operation of the road within the Land at Sturry site will result in a slight effect upon HLCA 22; whilst the viaduct will result in a neutral effect on HLCA 19.

3.4. Landscape

- 3.4.1 Baseline conditions were determined from a combination of desk top study and field surveys, based on a 2km study area from the centreline of the road. The desk top study determined that there are no national landscape designations, registered parks and gardens or any designated Areas of Outstanding Natural Beauty (AONB). Sturry however, lies within an area which is classified as an Area of High Landscape Value, and part of the study area additionally lies within Sturry Conservation Area and Fordwich Conservation Area. Numerous areas of ancient woodland are also located throughout the study area. The scheme lies within National Character Area (NCA) Profile 113; North Kent Plain and is located within 2km of four County Wide Landscape Character Areas (CWLCAs). The scheme also lies directly within two Landscape Character Areas (LCAs); Stour Valley Slopes LCA and Stour Valley – Sturry and Fordwich LCA. A further five LCAs are located within 2km of the scheme.
- 3.4.2 Residential, institutional and business, recreational routes and users of Public Rights of Way, and road receptors all have views across the study area. Many of the receptors views are screened by vegetation and residential or commercial premises.
- 3.4.3 During construction, there will be significant effects on landscape fabric and the two LCAs that the scheme lies within; Stour Valley Slopes LCA and Stour Valley: Sturry and Fordwich LCA. Such effects will result from earthworks (and associated plant and machinery) and the alteration and removal of features which contribute to the landscape character. Specifically, there will be a loss of vegetation along the alignment of the link road and haul roads. Visually, the scheme will have an impact on numerous residential, road and Public Rights of Way (PRoW) receptors due to vegetation removal, the presence of plant and machinery and the disruption caused by traffic management.
- 3.4.4 When the scheme is in year 1 of operation, significant effects will remain for landscape fabric and the two LCAs that the scheme lies within. At year 1, mitigation planting will not have established and the link road, viaduct and its associated infrastructure, such as lighting and signage, will remain perceptible within the local landscape. There will be a permanent change of landcover along the alignment of the new road and also a permanent loss of green space. As a result of such factors, significant effects will remain for a number of residential and PRoW receptors.
- 3.4.5 By year 15 of operation, no significant effects are determined for any landscape or visual receptor. Mitigation planting on the embankments at either end of the viaduct will have established by this point and as a result, the scheme will have integrated into the local landscape. By Year 15, the Land at Sturry development will also have been completed and will subsequently screen views of the link road and viaduct for many of the surrounding visual receptors.

3.5. Biodiversity

- 3.5.1 Baseline conditions were determined from a combination of desk top study and field surveys. The desk top study identified designated sites within 10km of the scheme. Survey data was gathered for the study area, encompassing the route of the link road and the Land at Sturry housing application site where the road forms part of that development. Extended Phase 1 habitat surveys of the route were carried out between 2013 and 2015 and updated during site visits in 2016, 2017 and 2018. Surveys for notable flora and non-native invasive plants were conducted at the same time.
- 3.5.2 Protected species surveys were carried out between 2013 and 2018 for badger, bats roosting in buildings and trees, bat activity, dormouse, otter, water vole, great crested newt, reptiles, breeding and wintering birds, and Desmoulin's whorl snail.
- 3.5.3 The desk study identified statutory and non-statutory nature conservation designations within 10km of the scheme, including:
- Sturry Pit Site of Special Scientific Interest (SSSI);
 - Stodmarsh SSSI/Special Area of Conservation (SAC)/Special Protection Area (SPA)/Ramsar;
 - West Blean & Thornden Woods SSSI; and
 - AS27 Great Stour River, Ashford to Fordwich Local Wildlife Site (LWS).
- 3.5.4 The study area consists of a range of habitat types typical of East Kent, including ancient and non-ancient and semi-natural woodland; plantation broadleaved woodland; hedgerows, trees and scrub; semi-improved and species-poor grassland; improved and amenity grassland; marshy grassland; arable; tall ruderal; swamp vegetation; rivers, ditches and ponds; and buildings and hardstanding.
- 3.5.5 Design mitigation has been incorporated to avoid or reduce the potential adverse effects of the scheme on important ecological receptors. The scheme has been designed to avoid ancient woodland and minimise land-take from the Great Stour floodplain by using an open span viaduct to cross the river. The viaduct piers will be at least 8m from the river bank to prevent changes to in-channel flow and allow unimpeded access for aquatic wildlife. Sustainable Urban Drainage Systems will be used to maintain water quality and prevent road runoff pollutants from entering wetland habitats. There will be no street lighting on the viaduct to avoid light spill across the river corridor and minimise disturbance to sensitive species such as otter, migratory fish and foraging bats.
- 3.5.6 The construction phase of the development has the potential to have adverse effects on water quality and fauna of the Stodmarsh Ramsar/SPA/SAC/SSSI as it is hydrologically connected to the scheme via the Great Stour River. There is also potential for construction to cause disturbance to Stodmarsh qualifying species using functionally linked habitat along the river corridor, including Desmoulin's whorl snail and overwintering lapwing and snipe.
- 3.5.7 The construction phase could also adversely affect notable plant species and priority habitats such as ancient and non-ancient woodland, rivers, grazing marsh and hedgerows through temporary land-take, polluting discharges, noise and lighting disturbance and dust generation.
- 3.5.8 There is the potential for bats, dormouse, Desmoulin's whorl snail, reptiles, birds, badger and other mammals to be affected directly through disturbance and mortality or indirectly via loss of and damage to habitat. Slight adverse effects are predicted for otter due to disturbance of a resting site beside the river.
- 3.5.9 Construction impacts will be managed through the measures detailed in the CEMP including pollution prevention measures, pre-construction surveys and monitoring, best practice with regard to working hours, noise control and dust emissions, and habitat restoration on completion of construction activities.
- 3.5.10 The operational phase is predicted to cause slight adverse effects on notable plant species, which includes the loss of nationally scarce clustered clover populations within the scheme footprint, and hedgerows and trees due to habitat loss.

- 3.5.11 Residual effects, following implementation of mitigation and enhancement measures, are predicted to be neutral for these features in the medium to long term as new planting and habitat management becomes established along the route and within the wider Sturry masterplan area.
- 3.5.12 After the publication of the ES in early 2019, an ecology addendum to the ES was produced in late 2019 in response to comments from consultees during the ES consultation period.
- 3.5.13 The study area remains the same as described in the 2019 NTS and 2019 Ecology and Nature Conservation Addendum. Baseline conditions were updated following a site walkover in May 2021. This walkover indicated that the habitats recorded on the site remain the same as from previous surveys from 2013 through to 2019. The only change has been development of some additional scrub areas close to the railway line.
- 3.5.14 Overall there will be no significant effects on biodiversity resulting from the construction and operation of the scheme.

3.6. Geology and Soils

- 3.6.1 Baseline conditions were determined from a combination of desk top study and field surveys. The study area is taken to be 100m from the scheme footprint and designated sites within 2km of the scheme are also considered.
- 3.6.2 The desk top study identified a geologically designated site within the study area; Sturry Pit Site of Special Scientific Interest (SSSI), located approximately 10m east of the scheme along the A291 Sturry Hill.
- 3.6.3 The underlying bedrock is a mixture of Thanet Formation, Lambeth Group, Harwich Formation and London Clay formation. Superficial deposits are a mixture of alluvium, head deposits and river terrace deposits comprising clay, silt, sand and gravel.
- 3.6.4 The northern section of the scheme overlies an aquifer which experiences intermediate groundwater vulnerability, while the southern section overlies an aquifer with high groundwater vulnerability associated with the alluvial deposits. Eight groundwater abstraction points are located within the study area.
- 3.6.5 The agricultural land is predominately Grade 3 (good to moderate) with a small area of Grade 2 (very good). The desk top study identified areas of potentially contaminative land uses within the study area and three historic landfill sites have been located within the study area.
- 3.6.6 Construction impacts on soils will be managed through the best practice measures as set out in the CEMP, including measures such as use of geotextiles in areas of soft ground, restricting movement of plant to designated haul routes to reduce risk of soil compaction. The CEMP outlines measure to prevent the pollution of underlying subsoils during works. Excavated material will be reused on site where possible to maximise the use of site won material.
- 3.6.7 The alluvium below the embankments has potential to be adversely affected by compression and settlement. It is likely that some form of pre-loading or the use of geotextiles under the embankment will be used to minimise settlement.
- 3.6.8 With adherence to the CEMP, construction effects on soils, geology and land contamination are assessed to be not significant.
- 3.6.9 There are no significant effects on geology and soils or designated sites from operation. Due to the degree of encapsulation from the road and Land at Sturry development, the risk of encountering land contamination will be very low.

3.7. Material Assets and Waste

- 3.7.1 Baseline conditions were determined through a desk top study. The study area was taken to be the scheme footprint of the entire link road with a construction working corridor of 30m either side of the road. A wider study area of 30km was used to identify local waste facilities.

- 3.7.2 Within the study area there are three main roads which connect the City of Canterbury to Sturry and Broad Oak villages. These roads are drained through a highway drainage network including verge kerb and gully system and verge filter drains, which discharge to local outfalls including watercourses and ditches.
- 3.7.3 The road network contains minimal street furniture (road signage, boundary fencing, gates, street lighting units, reflective road studs, kerbing) and overhead/underground utilities are also present along these roads. The Canterbury to Ramsgate railway line crosses the centre of the study area and comprises an embankment and foundations (soil/engineering material), ballast (stone), sleepers (concrete) and steel trackers. The remainder of the study area comprises greenfield sites made up of naturally occurring soils and vegetation. The current material resource in the study area is not considered to be rare, unique or unusual.
- 3.7.4 As the scheme will involve the construction of a new link road and a new viaduct, it is anticipated that this will require substantial volumes of steel, asphalt, concrete, aggregates and imported fill. Where possible, the scheme will maximise the reuse of site-won materials and the procurement of material resources with recycled content. The scheme is expected to generate moderate quantities of inert (and potentially non-inert) materials. Overall, the effect of the scheme on materials during construction is assessed to be not significant.
- 3.7.5 During operation, any road repairs will require granular sub base, asphalt binder and surface course. There may also be material and waste issues from the upkeep of road furniture and lighting. Operational effects are considered to be not significant.

3.8. Noise and Vibration

- 3.8.1 The assessment predicted the noise and vibration effects of the proposed link road both during construction and operation at noise sensitive receptors within 600m of the proposed link road. Concurrent with the link road, the Land at Sturry development proposals are to build up to 630 residential properties and a school; this assessment also considered the impact of the link road on the proposed development.
- 3.8.2 The noise environment in the vicinity of the scheme is predominantly associated with road traffic travelling along the A28 at Sturry, the main route to and from Canterbury.
- 3.8.3 There are many existing noise sensitive receptors within the study area, including residential areas on Sturry Hill, Mill Road, Vauxhall Avenue, Broad Oak Road and Shalloak Road, in addition to the proposed residential properties at Land at Sturry and a school.
- 3.8.4 All properties, both existing and proposed need to be assessed against DMRB comparing Do-Minimum and Do-Something scenarios, even if the properties are not yet built.
- 3.8.5 Noise levels during construction are predicted to increase significantly at the closest residential and community receptors. Actions to reduce noise as much as is reasonably practicable are recommended and the relevant British Standards should be adhered to during the works. Local residents should be kept informed of the works and a point of contact should be established to deal with queries or complaints. Construction of the scheme is expected to take around 18 months, with standard daytime working hours recommended and any deviation from daytime hours should be discussed and approved by the local authority.
- 3.8.6 The noise assessment was revised for the new junction layout and this supersedes the operational results presented in the 2019 ES. The noise model was updated to reflect the change in junction layout and traffic flows on the surrounding network, using the same receptors as those in the 2019 assessment.
- 3.8.7 Operation of the proposed link road is predicted to result in significant changes in noise levels, both adverse and beneficial, at existing receptors. In the Do-Something future year scenario, 1275 residential receptors were predicted to experience an increase in noise levels, with 269 residential receptors predicted to experience a perceptible increase i.e. an increase greater than 3dB LA10,18h in the day-time. It was predicted that there will be a decrease in noise levels at 339 residential receptors, 101 of which were predicted to experience a perceptible decrease in noise levels. Two receptors (22 Deansway Avenue and 4 Shalloak Road) are predicted to experience a minor adverse change in noise level, compared to the negligible adverse change predicted in the 2019 assessment.

- 3.8.8 Adverse significant noise changes, compared to the baseline conditions are predicted for properties at the proposed development. The baseline condition assumes greenfield conditions, with the Do-Something scenario comparing noise from the link road at the new properties to the greenfield noise levels. The assessment however has not taken into account the expected screening of the link road by the Land at Sturry development as the exact locations of the new properties are not known and the link road is expected to be in place before the residential development is complete. The new development is also expected to screen the effects of the link road at some of the existing receptors.
- 3.8.9 Due to the constraints of the site, the restricted corridor for the route of the Link Road, and the visual impact, there is limited opportunity to provide noise barriers to reduce the significant, adverse noise predicted to affect existing receptors. The assessment identified eligible receptors in line with the Noise Insulation Regulations 1975. This requires further assessment in accordance with the regulations, 1 year after opening of the link road, 5 years and 10 years with the recorded exact traffic data.
- 3.8.10 For the properties and the school in the proposed development, it would be expected that the developer will apply good acoustic design to the development, in accordance with current guidance, so that the noise sensitive receptors are located as far away from the road as possible and noise sensitive rooms (such as bedrooms) are located as far away from the road as possible. Mitigation for the new development will be the responsibility of the Land at Sturry developer to provide.

3.9. Population and Human Health

- 3.9.1 Since publication of the 2019 ES, the DMRB guidance has been updated which has resulted in changes to what is assessed within this topic. The updated guidance considers impacts on land use and accessibility, and human health. The topic has been renamed from People and Communities to Population and Human Health.
- 3.9.2 The main land use within the study area is agricultural, with arable land to the north of the railway and grazing land in the floodplain of the Great Stour River between the railway and the A28 Sturry Road to the south. The road will be constructed within development site Strategic Allocation SP3 Site 2 as set out in the Canterbury City Local Development Plan 2017, which has been allocated for housing and community facilities (currently in use for agriculture). This is the Land at Sturry development and the link road is an integral part of the development.
- 3.9.3 Existing residential development within the study area is concentrated within Sturry, with occasional single dwellings located along the A28 Sturry Road in the south and a higher density of housing along the A291 Sturry Hill. There are a few residential properties located along the road corridor that would be affected by the link road.
- 3.9.4 There is a single commercial business that would be affected by the link road which is Greenfields Shooting Grounds. The link road and housing development will result in the demolition of the Greenfields building and the loss of the associated grounds.
- 3.9.5 There are a number of community facilities within the study area, most of them located in Sturry. The main facilities affected by the link road are the Public Rights of Way CB60 and CB64. Pedestrian counts undertaken over two days identified that these paths are used by recreational walkers, although usage was low.
- 3.9.6 The provision of the housing development and the link road will result in the loss of agricultural land, having a moderately adverse significant effect. This is due to the permanent loss of land available for agriculture. This land has however, been allocated for development in the Local Development Plan. It is likely that the route will result in the loss of small amounts of residential land (loss of gardens) although the link road has been designed to minimise impacts on private land.
- 3.9.7 The closure of Greenfields Shooting Grounds and the loss of the associated grounds to the road and housing will have a moderate adverse effect on commercial land.
- 3.9.8 The Public Rights of Way will be retained as part of the development. This will result in a slight significant effect on severance, as although crossing points will be provided, the road introduces a degree of severance

that is not currently existing. The amenity of these routes will also change, through the introduction of housing and traffic in an existing tranquil environment. This is of slight significance.

- 3.9.9 The human health assessment considers the health profile of the community and whether there are external factors affecting health, such as Air Quality Management Areas or noisy environments. Baseline information relating to the population of the Sturry ward in 2018 indicates nearly 50% of the population is in the age range of 25 to 64 years. Approximately 16% of the population were below the age of 15, while 22% were over 65 years of age. The health profile of the population was considered to be medium sensitivity to change.
- 3.9.10 Potential impacts on human health during both construction and operation include;
- Temporary changes in air quality, noise and vibration and visual amenity arising from construction activities and associated vehicle/plant movements.
 - Temporary impacts on social cohesion as a result of disrupted walking/cycling routes;
 - Permanent changes in air quality, noise and vibration and visual amenity as a result of improved traffic flow through the study area.
- 3.9.11 The scheme includes new pedestrian and cyclist infrastructure, with the link road providing an unsegregated shared footway on the northern verge of the east-west link, and a shared footway/cycleway along the entire length of the link road, connecting A291 Sturry Hill Road, with Shalloak Road and the A28. The addition of new routes will have a beneficial effect on human health, by encouraging more active forms of travel.
- 3.9.12 A neutral health outcome is determined for construction and positive for operation, as a result of new pedestrian and cyclist infrastructure.

3.10. Road Drainage and the Water Environment

Surface Water

- 3.10.1 The scheme will cross the river valley and floodplain of the Great Stour River, a main river which flows in a north-eastern direction from Canterbury towards Sturry and Fordwich. There is also an extensive network of drainage channels located within close proximity to the scheme which channel run-off from the agricultural land and residential areas. The drainage channels discharge into the Great Stour River.
- 3.10.2 Surface water interactions involve construction within 50m of watercourses for scheme components such as the viaduct, culverts and discharge outfalls. Construction activities necessitate the use of fuels, oils and chemicals plus earthworks; all of which introduce potential contamination. Mitigation in the form of a CEMP will incorporate good site environmental management practices with clear procedures and the installation of specific measures to protect the surface water environment.
- 3.10.3 Once the road is operational, there is potential for routine runoff to introduce sediment and soluble contaminants and for an accidental spillage to occur and cause pollution to the downstream receiving watercourse. An assessment was undertaken to assess the potential impacts on surface water resources and the results indicate that all discharges would pass standards. In addition, use of SuDS and pollution control devices (trapped gullies and catchment pits, oil separators) installed in all drainage networks will ensure water quality at the outfalls will have a neutral effect. A SuDS pond to the north of the railway was incorporated into the design to ensure impacts from salt runoff during winter was controlled and to avoid runoff into ditches used by the protected species, Desmoulin's whorl snail.
- 3.10.4 Therefore, the impacts on surface water following the implementation of mitigation measures are not considered significant.

Groundwater

- 3.10.5 The Thanet Formation sand, silt and clay and the Lambeth Group sands and gravel underlying the proposed scheme constitute a Secondary A Aquifer. The groundwater vulnerability within close proximity to the proposed scheme is classified as intermediate-high.

- 3.10.6 Groundwater can be polluted by construction activities; however, groundwater pollution is less likely than surface water pollution due to the barrier presented by soil or drift deposits. Contamination to groundwater is more likely where construction activities remove soil or drift and occur close to or penetrate into the water table, such as during the creation of excavation and piling works. Construction activities will incorporate good site environmental management practices with clear procedures and mitigation measures to protect the groundwater environment.
- 3.10.7 The operation of the scheme is unlikely to affect the integrity of the underlying groundwater body as the proposed drainage system will only discharge into surface waterbodies via kerb drains which tie into the existing piped drainage system and surface water drains and SuDS ponds.
- 3.10.8 Therefore, the impacts on groundwater following the implementation of mitigation measures is not considered significant.

Flooding

- 3.10.9 The proposed scheme traverses flood risk zones 2 and 3 which are associated with the Great Stour River. Groundwater levels within the proposed site area are responsive to water levels in the Great Stour River; thus, the low-lying areas adjacent to the Great Stour are at low to medium risk of groundwater flooding.
- 3.10.10 Flood risks can be aggravated as a result of a number of construction activities including the compression of soil surfaces, increase of impermeable surfaces, excavation works, accidental sediment releases which cause blockages and alteration of the river profile/floodplain area. Good site environmental management practices and adherence to the CEMP will be implemented to mitigate flood risks.
- 3.10.11 There is a potential increase in risk of flooding (surface, fluvial, groundwater and sewerage) due to the increase in impermeable surfaces and local modifications to drainage catchment patterns. Transport infrastructure in flood risk areas must be designed and constructed to remain operational and safe for users in times of flood. The mitigation for this proposed scheme comprise a number of 'designed in' elements, including sustainable drainage systems and the bridge being an elevated open span structure to maintain the floodplain continuity. A Flood Risk Assessment has been undertaken as part of the planning application for this scheme and concluded that the link road will not result in a significant increase in flood risk.
- 3.10.12 Therefore, the impacts on flood risk following the implementation of mitigation measures is not considered significant.

3.11. Climate

- 3.11.1 In terms of identifying the study area for climate adaptation measures, the county of Kent is taken as a whole in considering if the scheme fulfils their adaptation strategies. For climate change mitigation measures, the study area is taken to be the scheme footprint, plus the affected road network.
- 3.11.2 Kent has experienced changes in its climate as a result of climate change with average temperatures between 1961 and 2006 having risen by at least one degree Celsius and average sea levels around the south-east coast having risen by about one millimetre a year.
- 3.11.3 The UK Climate Projections report for a medium emissions scenario suggest that by 2050 in Kent, winter rainfall is likely to increase by 16% while summer rainfall is likely to decrease by 19%. Average winter temperatures are predicted to be warmer by around 2.2 degrees Celsius, while summer temperatures are predicted to be hotter by around 2.8 degrees Celsius. Kent as a whole is considered to be vulnerable to changes in climate as it has a long coast line which is likely to be affected by rising sea levels and increased storm frequency, resulting in coastal erosion and risk of flooding. On a more local level, increased risk of flooding is likely which may affect key infrastructure and can result in communities being cut off from power and water supplies during extreme weather events.
- 3.11.4 The scheme has been designed to allow an additional 35% river flow to allow for climate change and flood risk modelling was completed. This indicated that the scheme impact on flood risk is minimal and the bridge should be unaffected by flooding, allowing for an extreme flood event. The surface water drainage has been designed for a 1 in 100-year storm plus 20% allowance for climate change. The SuDS pond has also been designed to cope with this 20% allowance.

- 3.11.5 As the scheme has been designed with climate change adaptation taken into account, it is assessed that climate change will not have a significant effect on the scheme from an increased risk of flooding.
- 3.11.6 Anthropogenic greenhouse gases are a contributory factor in climate change and the key GHGs are carbon dioxide, methane, nitrous oxides and chlorofluorocarbons. The combustion of fossil fuels is a key contributor to increased carbon dioxide concentrations from pre-industrial levels. Greenhouse gas emissions were calculated based on the traffic data received for the Sturry Link Road which included the contribution from local committed development. Based on this data, the estimated amount of GHG emissions from the scheme over the period 2022-2031 was calculated as 8721 tCO₂e. This value was compared to the annual CO₂ budget for the UK and the contributions from the scheme are less than 1% of the UK carbon budget. This is assessed to be an insignificant effect.

3.12. Interactions and Cumulative Effects

- 3.12.1 During construction, there is potential for cumulative effects to arise on receptors from noise and dust production on local residents and wildlife. Construction impacts will be managed through the application of the CEMP to reduce nuisance and therefore these cumulative effects are not considered significant.
- 3.12.2 The properties along A28 Sturry Road will experience cumulative effects when the road is in operation from noise and visual intrusion. Visual effects will be mitigated through sensitive landscape design to provide screening to reduce significant effects. Further assessment on noise levels once the road is operational will be required to ascertain if any properties qualify for noise insulation measures.
- 3.12.3 There are a number of proposed or approved planning developments in and around Sturry including Land at Broad Oak Farm, Richborough Connection Project, Land South of the A28 Chislet Colliery and Hoplands Farm. The Land at Sturry is already included in operational effects as inter-related with the link road.
- 3.12.4 It is likely that construction programmes for all the housing schemes will have some degree of overlap, affecting residents in Sturry through changes in air quality, noise and traffic. All the developments will have CEMPs to manage construction effects and ensure impacts on local receptors are kept to minimum levels.
- 3.12.5 During operation, the provision of additional housing will generate additional traffic, with some roads experiencing congestion and saturation. Overall, cumulative effects on traffic from the housing will result in changes in air quality. The Sustainability Appraisal Report produced by Canterbury County Council following the publication of the LDP indicates that the additional housing development is unlikely to significantly affect air quality in the council area. This is partly due to associated policies within the LDP to promote more sustainable modes of travel such as walking and cycling and improve access to public transport, to reduce car use.
- 3.12.6 Only one additional development was identified as having potential for cumulative effects with the link road since 2019. This is for construction of 10 houses at East Street, Canterbury. However, given the minor footprint of this proposed development, it is not expected to result in any significant cumulative effects.

3.13. Mitigation Measures

- 3.13.1 Construction mitigation measures are set out in the Construction Environmental Management Plan, included within Volume 4 Technical Appendices. These include measures to avoid soil and water pollution, controlling dust emissions, controlling noise from construction machinery and avoidance of ecologically sensitive areas.
- 3.13.2 A Schedule of Environmental Commitments has been prepared and the following list provides a non-exhaustive list of the key mitigation measures identified for operational effects.
- Further pre-determination archaeological evaluation including geoarchaeological deposit modelling and targeted trial trenching. It is likely this will form a condition of the planning application.
 - Landscaping of the road embankments and verges to mitigate effects on the landscape and provide visual interest.
 - Replanting to include seeding of clustered clover to create a new population of this species.

- Installation of 2 artificial otter holts in suitable riparian habitat along the Great Stour River.
- Provision of bat boxes.
- Post operation monitoring for a minimum of five years of Desmoulin's whorl snail, clustered clover, bats, otter.

3.13.3 Since the publication of the 2019 ES, an additional area of land south of the railway has been included in the scheme for ecological enhancement measures. These measures include habitat improvement for overwintering birds by providing additional wet grassland habitat and improvement of the existing ditches on site for the Desmoulin's whorl snail population.

3.14. Conclusion

3.14.1 With adherence to pollution prevention measures, the CEMP and the mitigation measures as set out in the Schedule of Environmental Commitments, construction effects from the scheme are not significant.

3.14.2 The main operational effects will be:

- loss of agricultural land due to the link road and Land at Sturry development;
- loss of Greenfields Shooting Grounds;
- visual impacts on receptors along Sturry Road from new road and viaduct.

3.14.3 The scheme will also result in beneficial effects. It will divert traffic away from the centre of Sturry, having a beneficial effect on the Sturry Conservation Area and associated buildings, by reducing traffic and having localised positive effects on noise and air quality. In addition, the link road is integral to the Land at Sturry and provides access to the strategic housing allocations set out in the Canterbury City Local Plan. The scheme incorporates new cycle infrastructure, footpaths and a bus lane to encourage a shift away from car travel and towards more sustainable transport.

4. Further Information

The Environmental Statement Update will be available from:

Kent County Council

Highways, Transportation and Waste

1st Floor, Invicta House

Maidstone

ME14 1XX.

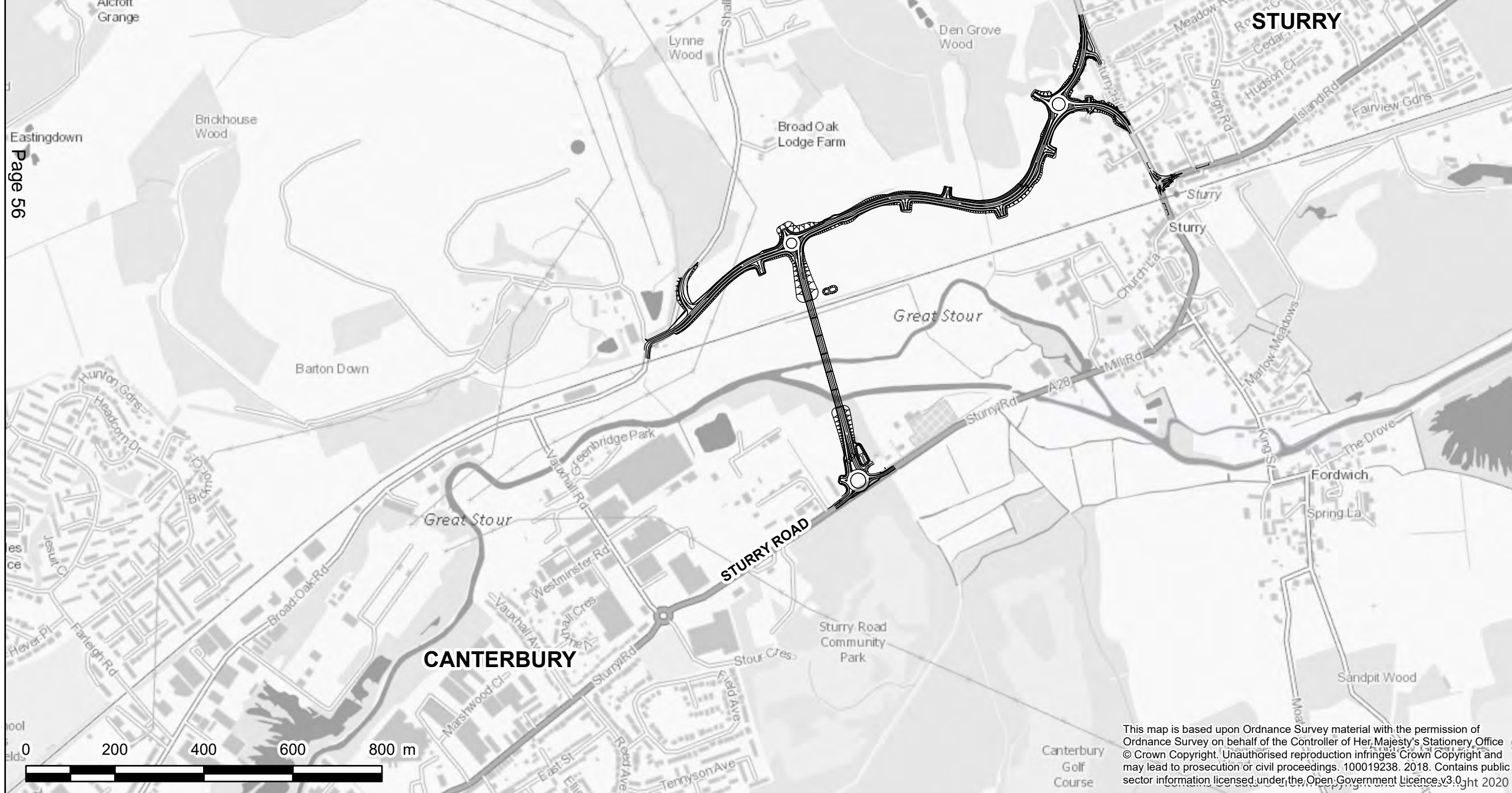
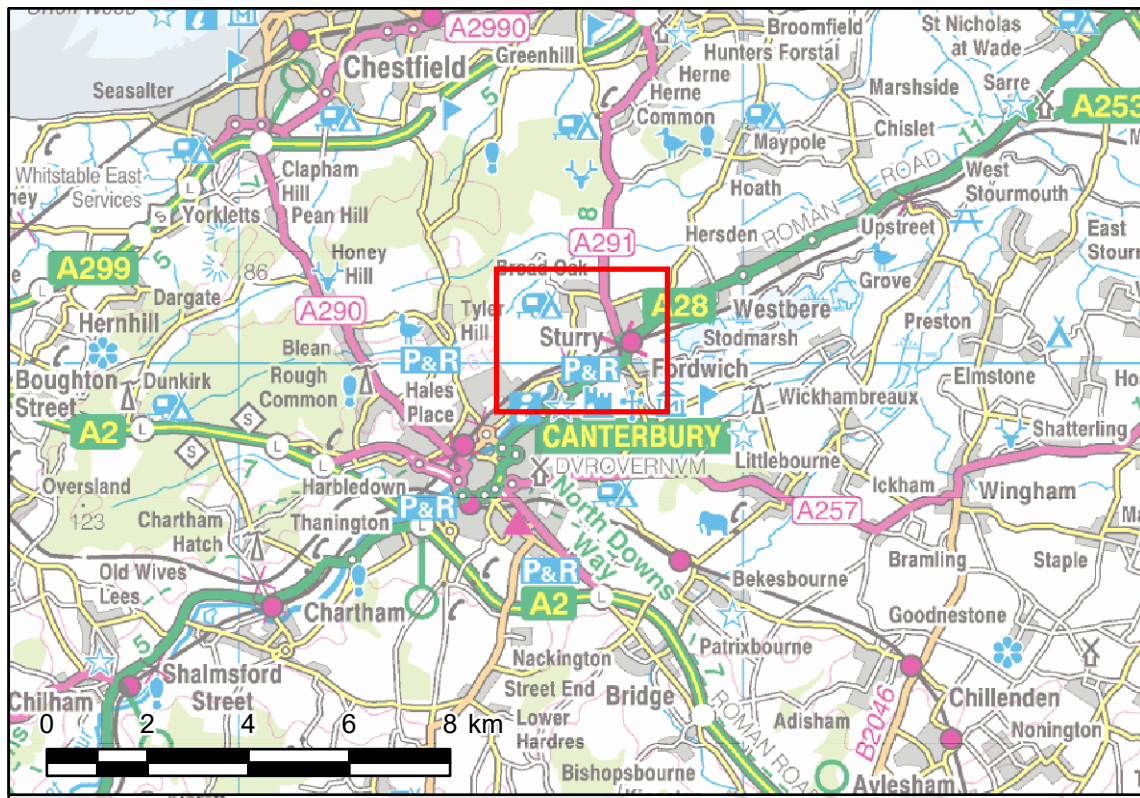
Opening hours are 9am to 5pm.

The documents are also available to download from the Kent County Council Planning Portal:

<https://www.kent.gov.uk/waste-planning-and-land/planning-applications>

5. What happens next?

Construction of the Sturry Link Road will be dependent on approval from Kent County Council Planning Department. The ES Update will be considered by the Council as part of the new planning application in making their decision on whether or not to approve the Sturry Link Road.



Legend

- Scheme Design
- ▭ Scheme Location

Rev	Revision Details	Chkd	Appd	Date
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Design : ACT				For Comment
Chkd : HC				For tender
Appd : AW				For construction
Date : June 2021				As constructed
				Other

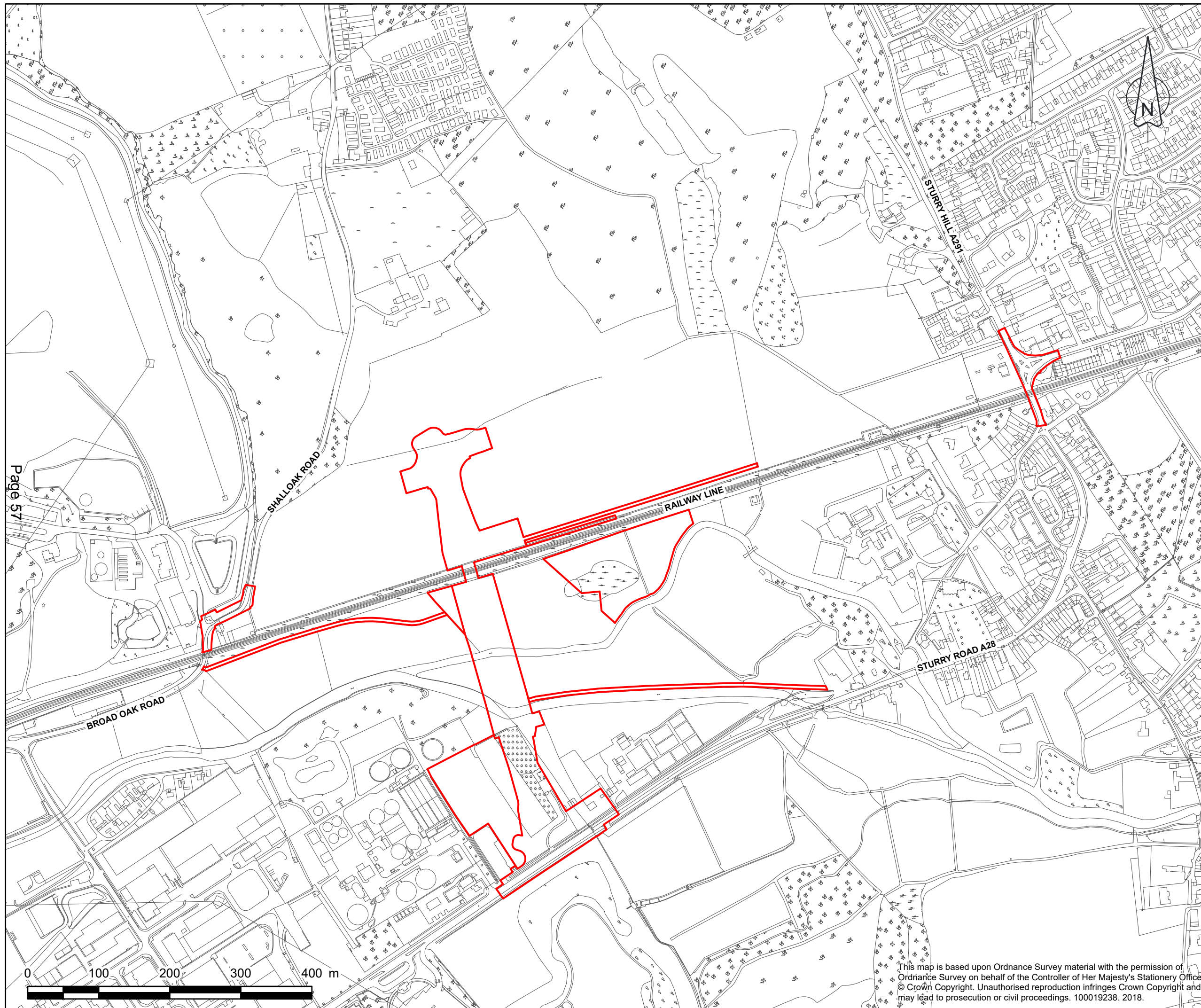


Project Name :
**A28 Sturry Link Road
 Canterbury**

Drawing Title :
**Non Technical Summary
 Scheme Location**

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Legend
 — Red Line Boundary

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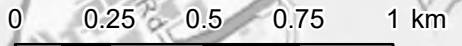
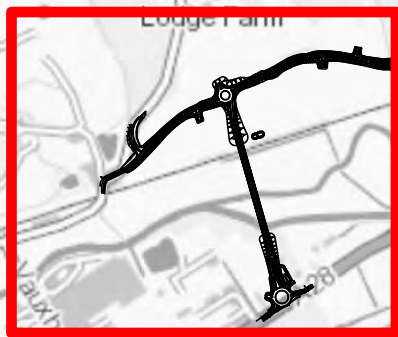
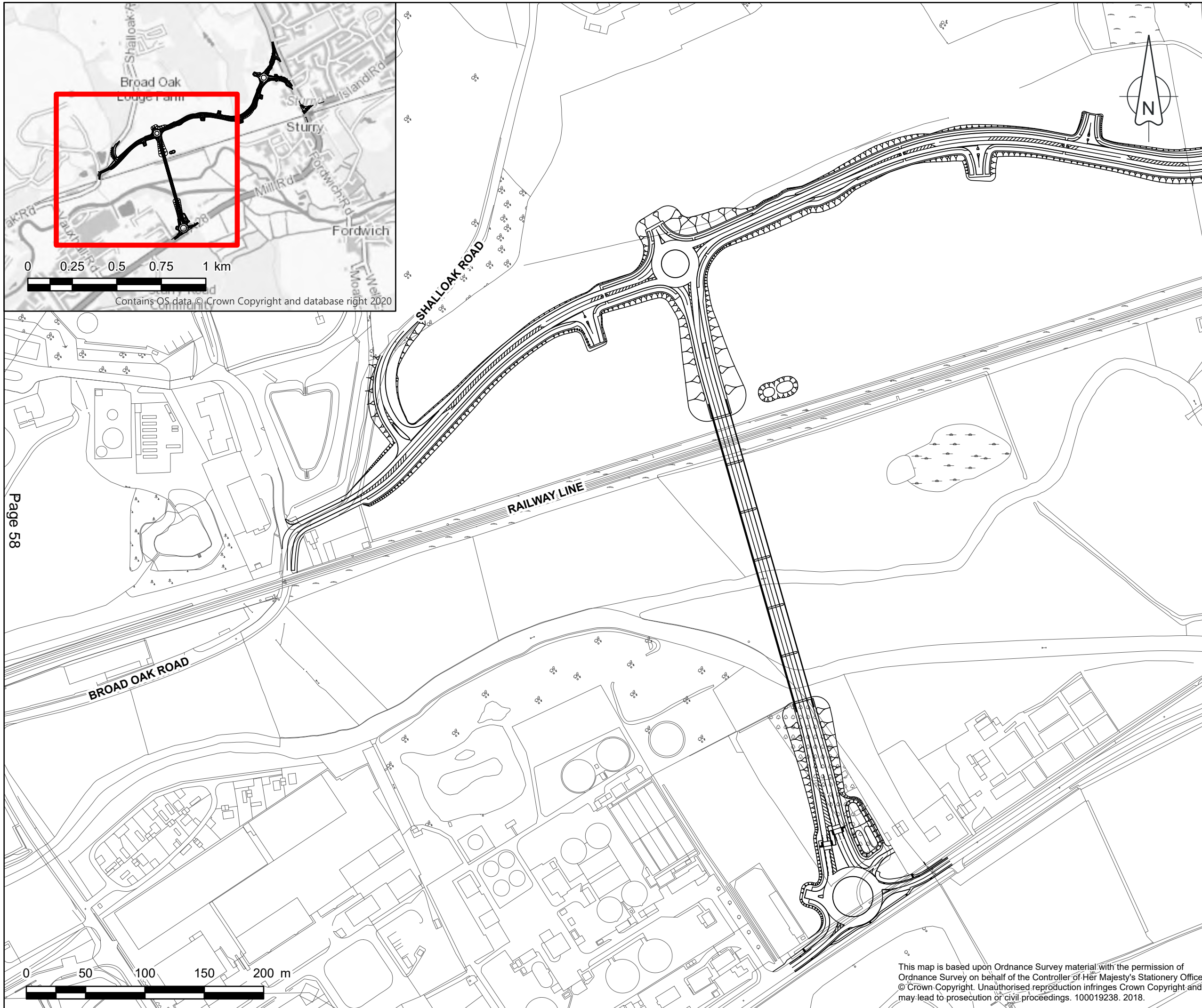


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**A28 Sturry Link Road
 Canterbury**

Drawing Title :
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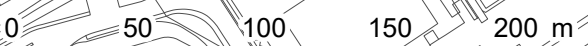
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Legend

— Scheme Design

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Appd : AW				For construction
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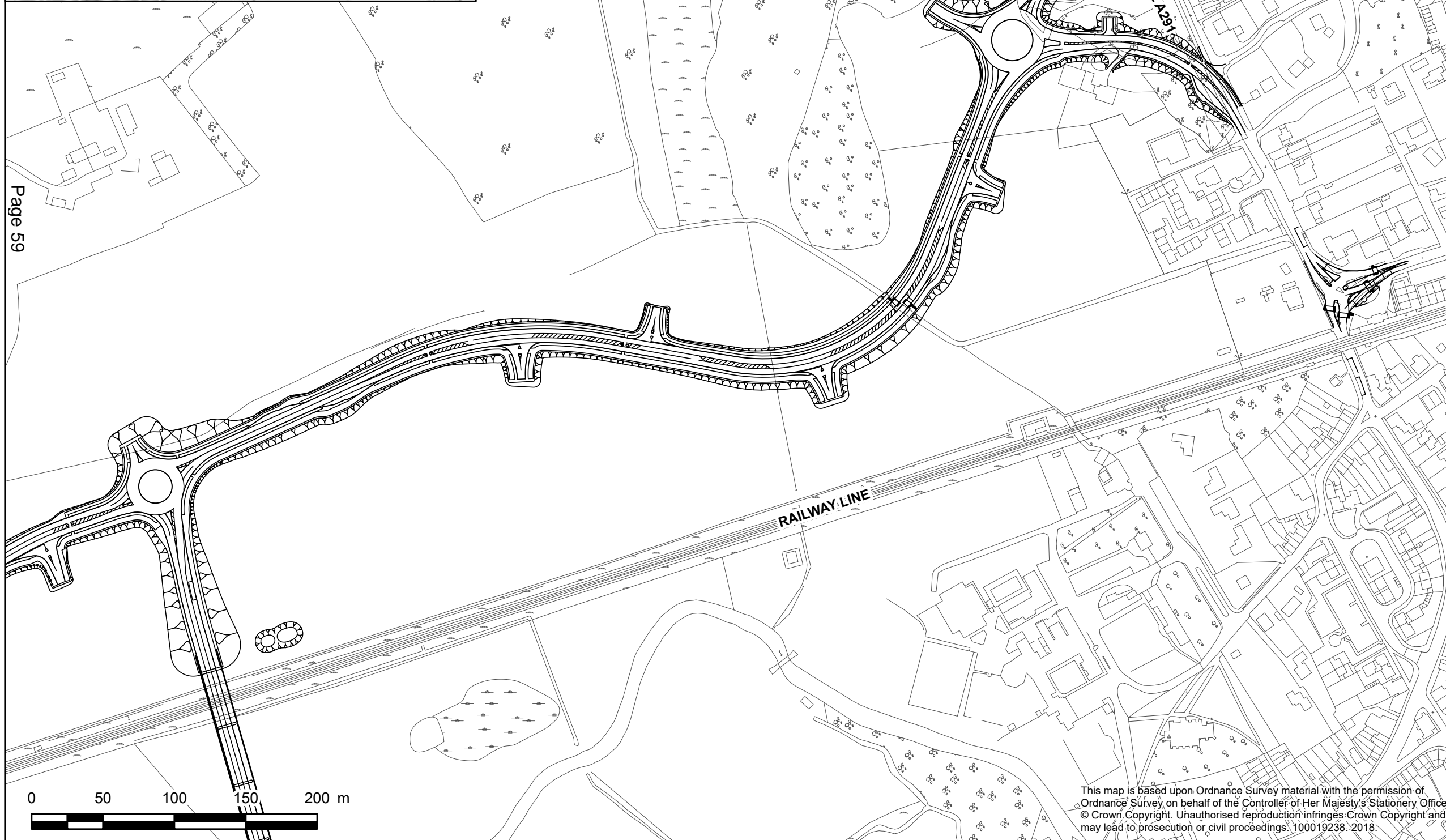
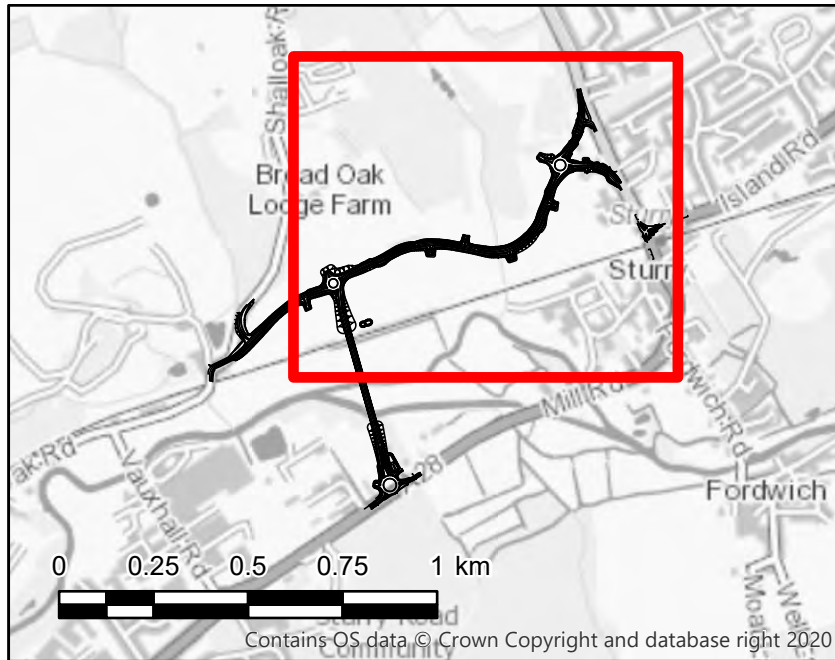


Project Name :
**A28 Sturry Link Road
 Canterbury**

Drawing Title :
**Non Technical Summary
 Scheme Layout**

Original Drawing Size : A3
 Scale : AS SHOWN Dimensions :

Drawing No
 Figure 3a Rev
 P01.1



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Legend

— Scheme Design

Rev	Revision Details	Chkd	Appd	Date
Drawn : FK				Preliminary
Design : ACT				For Comment
Chkd : HC				For tender
Appd : AW				For construction
Date : May 2021				As constructed
				Other



Project Name :
**A28 Sturry Link Road
 Canterbury**

Drawing Title :
**Non Technical Summary
 Scheme Layout**

Original Drawing Size : A3
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Drawing No
Figure 3b Rev
P01.1

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Appendix E - Compliance with KCC Policy Framing Kent's Future

There are 4 main priorities in the Framing Kents Future

- Priority 1. Levelling Up Kent
- Priority 2. Infrastructure for communities
- Priority 3. Environmental Step change
- Priority 4. New Models of care and support

Infrastructure projects such as Sturry Link Road can most readily be assessed against Priorities 2 and 3, although it is worth noting that Canterbury is identified as a Priority 1 area under the LUF Round 2 priority index. This indicates that the Government has identified Canterbury's need for economic recovery and growth, improved transport connectivity and regeneration as greater than of most of the rest of the country.

a) Priority 2. Infrastructure for communities

a.	Work with Government to secure Kent's 'Infrastructure First' Infrastructure Proposition.	The delivery model for the Sturry Link Road is based on developer contributions from the first occupations of the Broad Oak, Sturry and Hersden developments, with the aim of ensuring that the infrastructure is delivered at the earliest opportunity, as the remainder of the development sites are built out. There will be a need for forward funding either by KCC or other forward funding/borrowing funding packages to ensure that the infrastructure is delivered first.
b.	Accelerate priority local road improvement schemes to tackle congestion and air pollution.	The A28 Sturry Link Road Environmental Statement (Amey Consulting, February 2021) that accompanied the two planning applications concluded that there is traffic congestion problems within Sturry relating to the junction between the A28 and A291 and the Sturry Level Crossing which is causing a local deterioration in air quality (from vehicle emissions) and also causing drivers to find alternative local routes into Canterbury such as via Sweechgate, Shalloak Road and Broad Oak Road

		<p>which are not designed to take the current levels of traffic. By providing the Sturry Link Road, the majority of through traffic in this area will bypass the historic core of Sturry and the current areas of congestion, facilitating an improvement in local air quality associated with emissions from stationary vehicles waiting to travel through Sturry at peak times. There will also be a reduction in “rat running” along alternative unsuitable roads.</p>
c.	<p>Incentivise people to choose alternative travel options to the car by prioritising the maintenance and creation of safe and accessible walking routes and cycle lanes, and providing bus priority where appropriate</p>	<p>The provision of the Sturry Link Road provides an opportunity to create a bus lane allowing buses to travel more easily from Sturry into Canterbury. It will also provide an access route to the new Sturry Railway Station car park which will be provided by Land at Sturry to encourage more people to travel by public transport rather than private cars. A segregated footway and cycleway will also be provided along the route of Sturry Link Road which connects into the local Public Rights of Way network, the proposed Land at Sturry and Land at Broad Oak Farm developments as well as Sturry and Broad Oak providing alternative more active, lower carbon means of travel for local people.</p>
d.	<p>Support the development of zero emission/new technology public transport projects, for example zero emission buses, to increase efficiency and sustainability of public transport options</p>	<p>The Sturry Link Road is looking to reduce emission and carbon footprint through the construction of the project. The appointed contractor has a commitment to managing waste and reducing its carbon footprint.</p>
e.	<p>Work with our partners through the Kent Enhanced Bus Partnership and with Government to explore sustainable and commercially</p>	<p>There have been discussions with the bus companies to split the existing services through Sturry to serve the new development as well. A bus lane has been provided across the viaduct to extend bus</p>

	viable options for providing bus transport to meet people's needs, making the best use of Bus Service Improvement Plan funding	lane facilities on the inward journey to Canterbury.
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b) Priority 3. Environmental Step change

a.	Work with districts to produce harder and stronger action plans under air quality management areas where they are required.	<p>Sturry Link Road is located outside of Air Quality Management Areas (AQMA's). The nearest are Canterbury City and Herne AQMA's which are approximately 1km to the southwest and 5km to the northeast respectively (A28 Sturry Link Road, Canterbury, Environmental Statement (Amey Consulting, February 2019)).</p> <p>Sturry Link Road provides a bus lane and segregated footway and cycleway to encourage people to use public transport or active forms of travel instead of private cars. In addition, Sturry Link Road provides connectivity to the new Sturry Railway Station car park which will also improve access to the railway and encourage people to use trains rather than cars for journeys.</p>
b.	Continue our work establishing new trees across the county to deliver Plan Tree's ambitions of 1.5 million trees and a 19% canopy cover over the next ten years to support the recovery of wildlife, provide nature-based climate solutions, and enrich people's lives.	Sturry Link Road has been designed to minimise the removal of trees and other habitats, by minimising its footprint. Where habitats are required to be removed to facilitate construction, they will be replaced and furthermore new additional native and where practicable locally provenanced trees and scrub will be planted along the embankments of the viaduct. The species and numbers of trees to be planted will be secured through planning condition 30.
c.	Work with Districts to deliver quality biodiversity net gain across the county's	Due to minimal footprint of Sturry Link Road, it will be challenging on its own to achieve 10% Biodiversity Net Gain.

	<p>developments and land management that makes a meaningful contribution to the recovery and enhancement of nature in Kent.</p>	<p>However, we are working closely with the developers of Land at Sturry and Land at Broad Oak Farm in line with the development master plan to maximise Biodiversity Net Gain across all three schemes such as by preserving and enhancing Den Grove Ancient Woodland and the acid grassland as well as protecting and enhancing existing fen while also providing reedbeds and wetlands.</p>
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Sturry Link Road

Consultation Report

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Sturry Link Road
Public Consultation

Have your say!
Find out about our proposal for a Sturry Link Road and tell us your views

Graphical Impression of the proposed viaduct

Consultation open from
26 July to 6 September 2017
kent.gov.uk/sturrylinkroad

Working together with

 SOUTH EAST
LOCAL ENTERPRISE
PARTNERSHIP

 Kent
County
Council
kent.gov.uk



Public Consultation

26 July – 6 September 2017

CO04300392/012

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Executive Summary

This consultation was held to present and gather feedback on the Sturry Link Road proposals prior to submission of a detailed planning application. The Consultation took place over a 6 week period from 26 July to 6 September 2017 and offered the opportunity to open a dialogue with stakeholder organisations and the public so their comments and concerns could be incorporated into the on-going work to finalise the scheme design.

Details of the proposals were available to view and download online with feedback obtained via a questionnaire which asked for views on the road layout, its features and its impact on the surrounding environment including suggestions for improvement. In total, 116 questionnaires were received. Consultees were also asked to consider and comment if they had a preference for one of three junction options presented for the A28/A291 junction. Three local exhibition events were also held with over 250 people attending. KCC also hosted a virtual exhibition online which received 928 views and 170 comments.

Overall, there is generally good support for the link road in the wider surroundings however locally there is an equal mix of opinion. Key reasons for support were; reduced congestion through Sturry, improved journey times and the opportunity to avoid the Sturry level crossing. Wider congestion and increased air pollution were the main concerns of consultees not in support of the Link Road, many of whom took the view

that the Link Road would not reduce congestion but just move it to another area.

Comments on the layout of the Link Road proposals focused heavily on pedestrian and cycle provisions and if the balance between all the competing transports demands were equitable. Examples included suggestions for additional and wider cycle routes, segregated cycle/pedestrian provisions and requests for more signal controlled crossings.

The proposed options for the A28/A291 junction attracted much local interest and were for many the key focal point of the consultation. Whilst most consultees understood the need and reasons to alter the junction, particularly the need to restrict some traffic turning movements, concerns over traffic re-routing through the local estate roads and the impact on accessibility to local facilities were the main issues. The junction layout shown in Appendix F has been selected for the final scheme design comprising a fully signalised configuration including signal controlled pedestrian crossings.

Representations from organisations including Sturry, Chestfield and Westbere Parish Councils, CPRE (Campaign to Protect Rural England), SPOKES East Kent Cycling Campaign and Broad Oak Preservation Society, whilst not stating any clear support or objection to the Link Road proposals, made a number of comments in relation to their specific area of interest with suggestions for improvement. Many of these were cycling and pedestrian related.

After consideration of all the suggestions and representations from the consultation, alterations to the design will be made and the scheme design finalised.

The next step is to submit a detailed planning application for the Link Road. This will be followed by determination of the planning applications for both the Link Road and adjacent development sites at Sturry and Broad Oak.

It is anticipated that construction works will commence in 2020.

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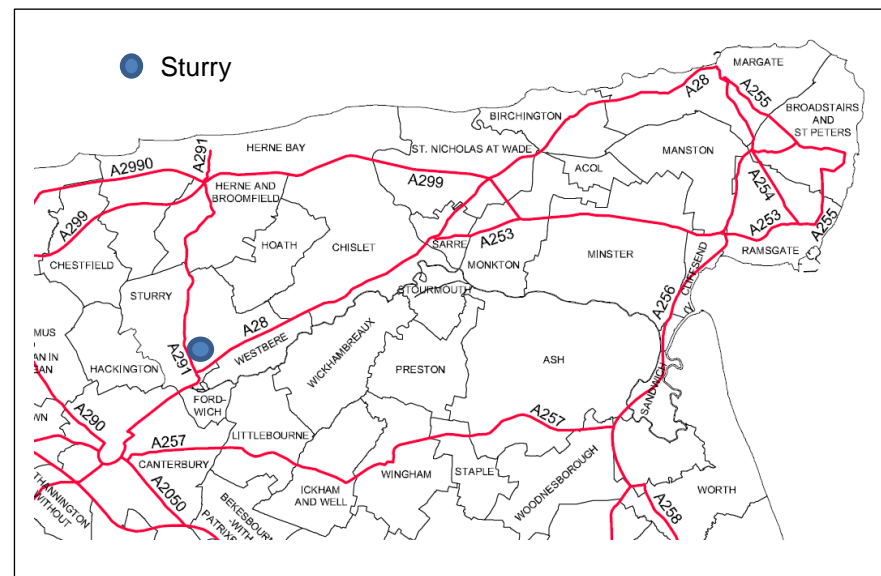
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1. Introduction

1.1. Background

The proposed Sturry Link Road aims to reduce traffic through Sturry, ease congestion at the Sturry level crossing and cater for the extra traffic from the new housing proposed at Sturry, Broad Oak and beyond at Herne Bay. Sturry experiences high levels of traffic which combined with frequent operation of the level crossing can lead to severe congestion, making journey times unreliable. The proposed new road with its dual role to serve new housing provides the opportunity to deliver an alternative route for traffic to avoid the level crossing and help tackle and reduce traffic congestion in Sturry.

The proposed new road will be located to the north and west of Sturry providing a new 1.5km route to link the A28 Sturry Road in the south to the A291 Sturry Hill in the east. A section of new road is also proposed to provide a direct link to Shalloak Road to the west. The new road will follow an east to westerly route to the north of the Canterbury to Ramsgate railway before heading in a southerly direction to cross over the railway and the Great Stour to join the A28 Canterbury Road. A key feature is the proposal for a 250m long continuous bridge structure (viaduct) spanning both the railway and both arms of the Great Stour.



In the wider context, new home allocations of around 16,000 have been identified in the Canterbury District Local Plan (adopted July 2017) over the plan period of 2011 to 2031. This includes strategic allocations of land at Sturry and Broad Oak for 1,150 new homes. The Local Plan acknowledges and accepts that these new homes will create additional traffic and that, in accordance with the Local Plan policies, Canterbury City Council (CCC) will seek to implement a Sturry Link Road. Kent County Council (KCC) in conjunction with the developers of the Sturry Site will be planning and delivering the Sturry Link Road.

Plans for the development at Sturry and Broad Oak were presented at two local exhibition events (January and April 2017). This included Masterplan proposals and high-level plans for the Link Road. Whilst these Masterplan proposals will be subject to two separate planning applications by the developers, KCC will be developing and submitting a detailed planning application for the Link Road. The KCC application will also include proposals for alterations to the existing A28/A291 junction necessary to encourage reassignment of through traffic to the Link Road and improve the junction for pedestrians and its overall performance.

The proposals were presented at the Environment and Transport Cabinet Committee (E&T) on 15 June 2017.

1.2. Purpose of the Consultation

KCC's project team, working together in close liaison with Canterbury City Council (CCC) and organisations responsible for new housing at Sturry and Broad Oak, are preparing a detailed planning application to deliver the Sturry Link Road. This consultation was carried out at the pre-planning stage to provide the public and stakeholder organisations with the opportunity to provide feedback and make suggestions on the road scheme before plans are finalised for the planning application.

The consultation enabled the public and organisations to:

- Understand in some detail the road scheme being proposed

- Consider the possible impacts and benefits of the proposed scheme
- Interact with other members of the public and with organisations to understand their views
- Ask KCC questions on the proposals

This report presents the analysis and findings of the feedback to the public consultation on the proposals. In addition, the report summarises the consultation process and the engagement and promotional activities that took place. The report also states how the feedback has been used to update and enhance the proposal.

1.3. Proposals Presented for Consultation

Through the Master Planning process for the development at Sturry and Broad Oak, and as a result of other significant physical and environmental constraints, the proposed route corridor for the Link Road had essentially been determined. Proposals presented for this consultation for the Link Road therefore comprised a detailed scheme layout along a single route corridor. Consultees were asked to examine and comment on the road layout, its features and its impact on the surrounding environment including suggestions for improvement.

Three alternative layout proposals were presented for the A28/A291 junction improvement. Consultees were asked to consider and comment if they had a preference for one of the

three junction options shown, giving reasons for their preference.

Details of the proposals were presented and made available in several formats as explained in Section 2. Such details included:

- Detailed layout plans for each road section (Figure 1.2)
- Detailed layout plans for each of the A28/A291 junction alternatives (Figure 1.2)
- 3D visualisations and elevations of the proposed viaduct (Figure 1.1)
- Environmental constraints plan
- Aerial photography (with scheme superimposed)

1.4. Decision Making Process

Following the consultation report being published, the proposals will be amended, taking into consideration comments raised through the consultation. This consultation report along with a project update will then be taken to Environment and Transport Cabinet Committee to provide an update on the proposal.

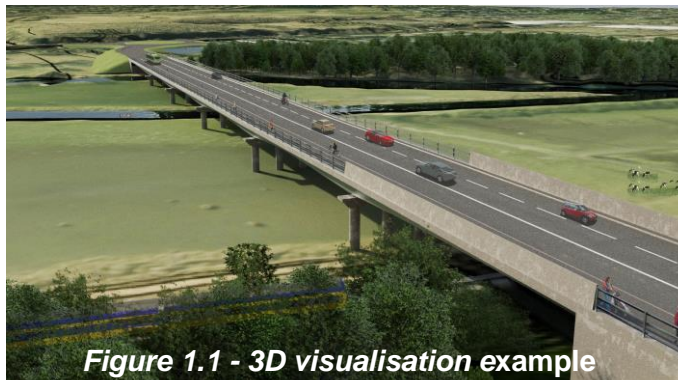


Figure 1.1 - 3D visualisation example

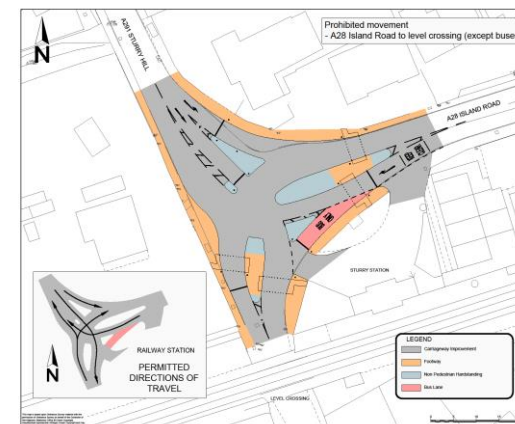
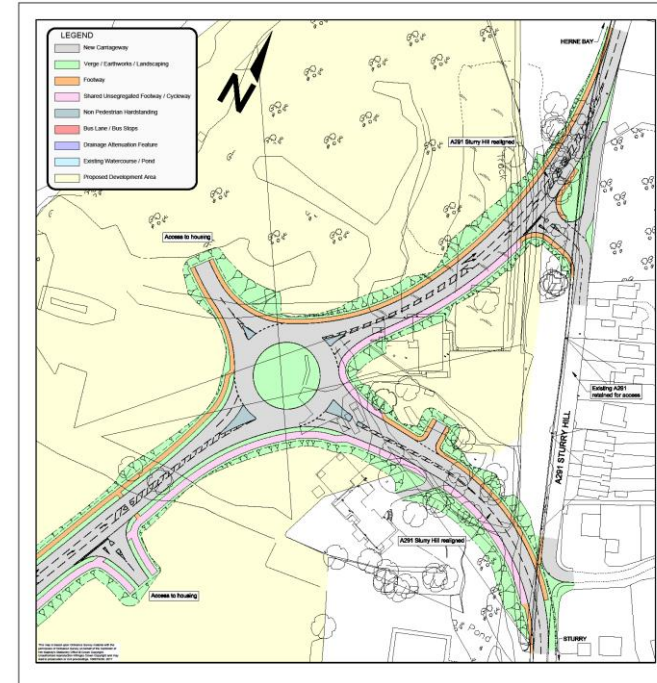


Figure 1.2 - Examples of scheme presentations

2. Consultation Process

This Section outlines the process followed to deliver the consultation and details the activities and documentation developed to support the delivery of the consultation. The consultation was divided into the five stages shown in Figure 2.1. Detailed information on each stage is given below.

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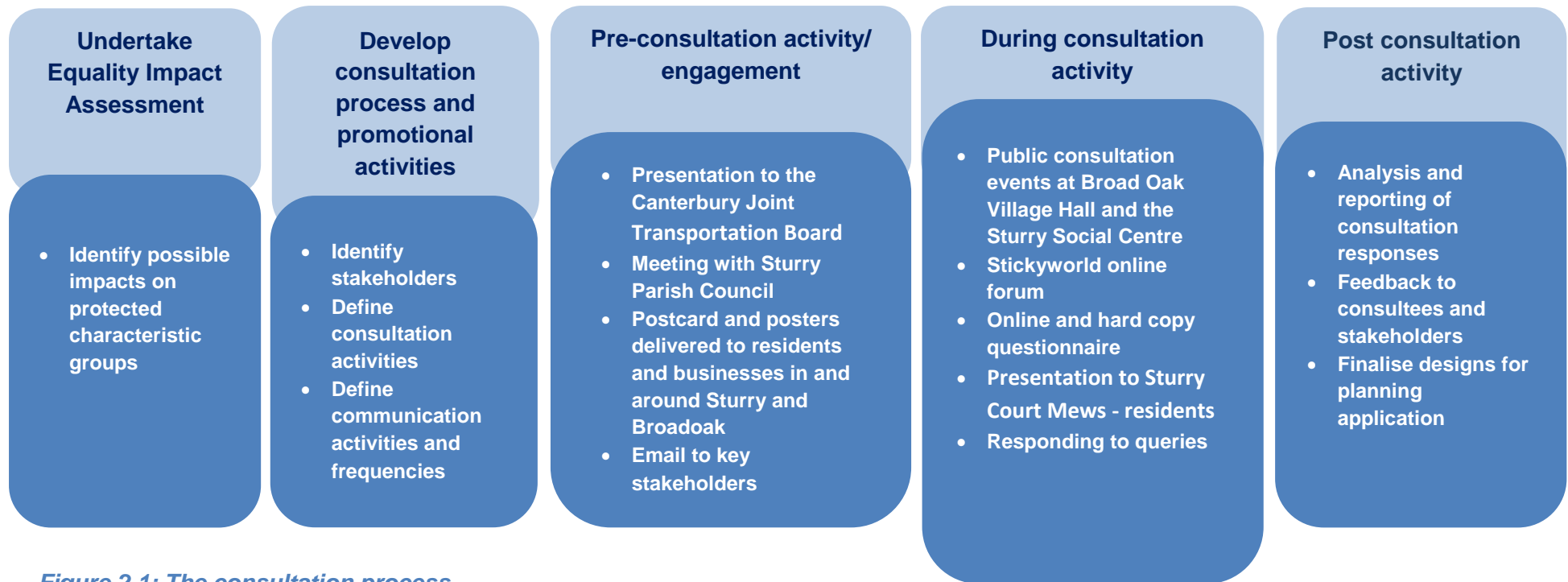


Figure 2.1: The consultation process

2.1. Promoting the Consultation

The consultation process was developed by KCC with the aim of involving residents, community groups and interested parties to help develop the proposals, drawing on local knowledge and expertise.

The following promotional activities were undertaken to support the delivery of the public consultation:

- Consultation poster displayed in libraries in Canterbury and Sturry
- Postcards delivered to residents of Sturry and Broad Oak
- Presentation to Sturry Parish Council meeting on 27 June 2017
- Posters displayed at Sturry Parish Council Offices
- Press release issued by KCC on 26 July 2017
- Page on KCC's Consultation Directory on Kent.gov.uk updated as consultation and project progressed
- Sturry Parish Council Social Media

KCC's Twitter page was also used to promote the consultation throughout the six-week period. Six tweets were planned for varying stages of the consultation, which included reminders of consultation events. Examples are shown opposite.



Figure 2.2: Consultation postcard

Twitter 'Consultation launch'

"Have your say on our Sturry Link Road public consultation or come down to one of our exhibition events. <http://bit.ly/2uAHhQ>"

Twitter 'Exhibition event'

"Attend our exhibition today to share your views on the Sturry Link Road consultation at Sturry Social Centre 2-8pm"
<http://bit.ly/2uYob9k>

Twitter 'Consultation close'

"Last chance to tell us your views on the Sturry Link Road consultation, closing 6th September. Take part here:"<http://bit.ly/2uWJIVP>"

2.2. Pre-consultation Engagement Activities

In developing the proposals prior to this consultation, KCC officers have been in liaison with key stakeholders including Canterbury City Council, affected landowners, Environment Agency, Network Rail, Southeastern, Stage Coach and developers for the Sturry and Broad Oak development.

KCC officers also met the Local County Council Member and made presentations to the Canterbury Joint Transport Board on 13 June 2017 and to the County Council Environment and Transport Cabinet Committee on 15 June 2017.

2.3. Consultation Activities

A number of activities were undertaken during the consultation period:

Consultation Events

Three exhibition events were held locally at the Broad Oak Village Hall (1 August) and the Sturry Social Club (2, 31 August) from 2pm – 8pm each day. The purpose of the events was to provide attendees with a forum to examine and discuss the proposals with KCC officers, and ask any questions.

In total over **250** people attended the exhibitions.

Consultation Exhibition Boards

The consultation exhibition boards provided information on the following:

- Background of the project
- Details of the proposed Link Road layout
- Details of the three A28/A291 junction alternatives
- Environmental impacts
- Viaduct
- The next steps, and how people could provide their feedback



Figure 2.3: Photo taken at the Broad Oak exhibition day

The boards were available to view and download from the consultation webpage. Other key documents were also available to download as shown in Table 1.

Hard copies of the Consultation Booklet and other supporting design drawings and documents were also made available at the exhibitions as required.

Table 1- Key document downloads

Document	Downloads
Consultation booklet (PDF Version)	885 downloads
Consultation booklet (Word version)	65 downloads
Consultation stage Equalities Impact Assessment (PDF Version)	42 downloads
Consultation stage Equalities Impact Assessment (Word Version)	12 downloads
Exhibition banners	48 downloads
Promotional Postcard	41 downloads
Promotional Poster	68 downloads
Sturry Link Road Consultation Questionnaire (Word Version)	65 downloads
A28 Island Road -A291 Sturry Hill Junction Option Assessment	238 downloads
A28 Sturry Link Road Hydraulic modelling Report	85 downloads
A28 Sturry Link Road Preliminary sources study and contamination assessment report	34 downloads
A28 Sturry Link Road Environmental Scoping Report	61 downloads
Elevation of Viaduct	72 downloads
Viaduct General Arrangement	84 downloads
Sturry and Broad Oak Housing Development pre planning consultation	136 downloads

Feedback mechanism

People were asked to provide feedback via a consultation questionnaire, which was available online and in a paper version. The paper version was available at the exhibition events and on request via telephone or email. A copy of the questionnaire is provided in **Appendix E**.

Stickyworld Online Forum

KCC hosted an online forum via Stickyworld. This was a virtual version of the consultation exhibition offering the public the opportunity to comment on the specific aspects of the scheme. A key feature of the forum was the ability for respondents to see and reply to comments posted by others. This served to prompt support or counter arguments against many of the aspects raised.

In total Stickyworld gained:

928 views 170 comments

Engagement with residents of Sturry Court Mews (retirement dwellings)

On 31 August, members of the KCC project team attended an informal gathering with many of the residents of Sturry Court Mews. This small ‘community’ of mainly elderly residents located off the A291 Sturry Hill near its junction with the A28, invited KCC officers to present the proposals and answer any questions as many were unable to attend the exhibition events.

3. Equality and Accessibility

Equality Impact Assessment (EqIA)

The EqIA provides a process to help us to understand how the proposals may affect people based on their protected characteristics (age, disability, gender, gender identity, race, religion/belief or none, sexual orientation, pregnancy and maternity, marriage and civil partnership and carer's responsibilities).

The EqIA was available as one of the consultation documents and was used to shape the consultation process.

The following steps were taken to ensure the consultation was accessible to all:

- In addition to the consultation being available online, three events were held at two accessible venues to provide the opportunity for people to view the material and ask the team questions. Hard copies of the online questionnaire were available and staff on hand to provide support. This was particularly important to ensure the consultation was accessible to people who could not or did not want to access the consultation online. The consultation event banners were replicated on Stickyworld and the exhibition banners were made available online for anyone who was unable to attend the events.

- All publicity material included a phone number and email address for people to request hard copies and alternative formats of the consultation material. Word versions of the Consultation booklet, EqIA and questionnaire were provided to ensure accessibility of documentation to consultees using audio transcription software.
- Hard copies on the consultation booklet were available from the Canterbury libraries.
- Attendance at an informal gathering with residents of Sturry Court Mews. A 'community' of mainly elderly residents unable to attend the exhibitions.

Equality analysis of the consultation data was undertaken (Chapter 5) to identify any other issues that would impact a particular protected characteristic group. The EqIA will be updated to consider outcomes of this consultation.

The consultation questionnaire included a question highlighting the EqIA and asking for feedback. The responses to this question are summarised in Section 5.

4. Response Profile

This chapter summarises the number of consultation responses received and who responded to the consultation.

In total, **116** individuals or organisations responded to the consultation via the questionnaire, of which **31** responded by hard copy and **85** were submitted online. Five of the responses via the questionnaire were responding on behalf of an organisation including two local community associations¹, a church (St Nicholas Church) and one from The Canterbury District Green Party. A number of other organisations and members of the public responded by either letter or email and details of these responses can be found in Sections 5.2 and 5.3.

There were **170** comments on the 'Stickyworld' Online Forum. These comments have been considered and summarised in Section 5.4, but the respondents have not been included in the statistical information.

More than **250** people attended the consultation events.

4.1. Respondent Demographics

The following section documents the demographics of the respondents. This data was collated using the 'About You' questions in the questionnaire.

¹ Two separate responses represented the same community organisation (Littlebourne & Stodmarsh Roads Community Association Ltd).

Age

Figure 4.1 shows the distribution of respondents' age. Over 50% were aged over 65 but only 8% were aged under 35, which perhaps reflects the local population.

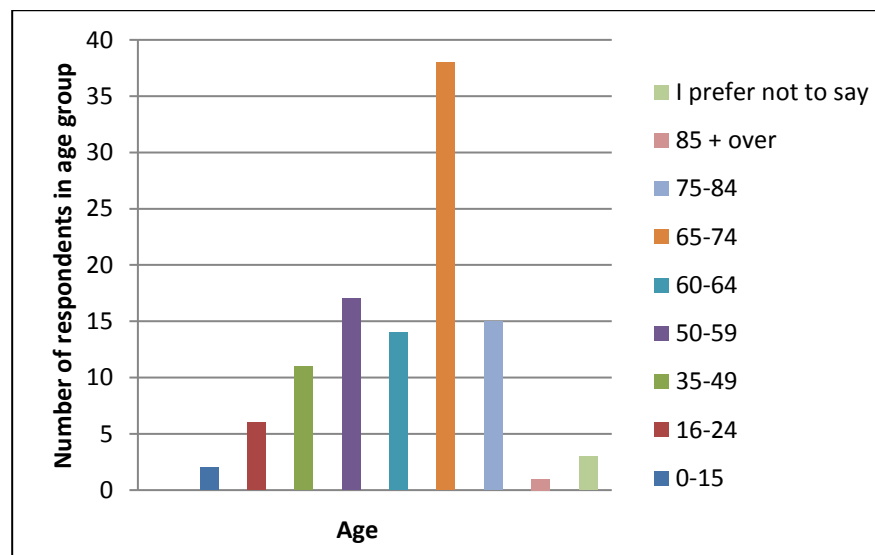


Figure 4.1: Respondents by age

Gender

- 74% of respondents were men
- 24% of respondents were women
- 2% of respondents preferred not to state their gender.

Disability

Respondents were asked if they consider themselves to be disabled:

- 87% of respondents did not consider themselves having a disability
- 11% of respondents did consider themselves having a disability
- 2% preferred not to say.

Of those that stated they considered themselves having a disability, the impairments that affected each respondent are described in Figure 4.2.

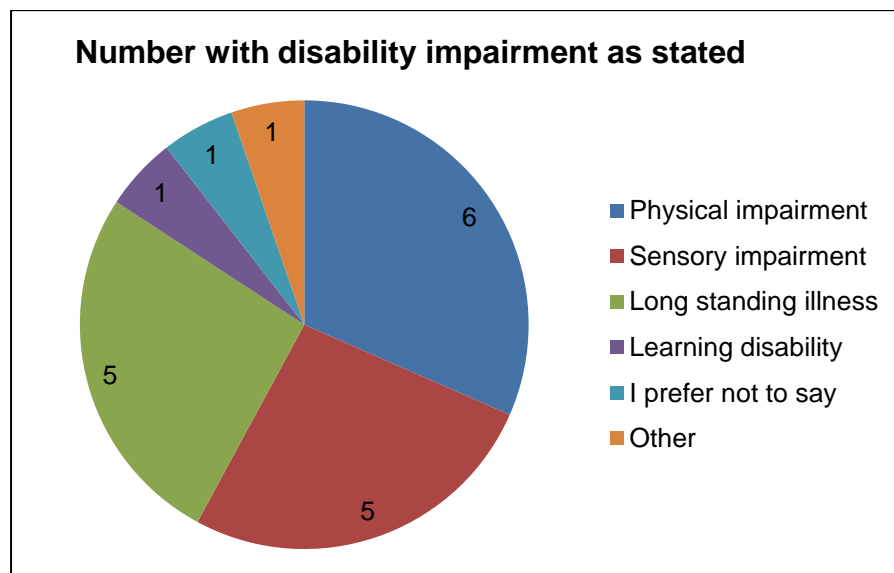


Figure 4.2: Disability

Religion or Belief

Respondents were asked if they consider themselves as belonging to any particular religion or belief:

- 45% of respondents said yes
- 46% of respondents said no
- 9% preferred not to say

Of those respondents that answered yes, 91% selected Christian, 2% Muslim, 2% Sikh and 4% other.

Carer

8% of respondents identified themselves to be carers.

Ethnic Groups

Table 2 indicates the range and percentage of each ethnic group that responded using the questionnaire:

Table 2: Respondents ethnic group

Ethnic Group	Percentage
White English	85%
White Scottish	2%
White: Other	2%
Mixed: white and Asian	1%
Asian or Asian British: Indian	1%
Asian or Asian British: Other	1%
Black or Black British: African	1%

Note: 8% preferred not to say

4.2. Respondent Groups

Table 3 shows the distribution of questionnaire responses based on the responder group categories provided. Letter and email responses were also received and these are analysed separately in Section 5 of this report.

Respondents were asked in what capacity they were completing the questionnaire:

Table 3: Questionnaire responses

Respondent Group	Number of Responses	Percentage
Sturry, Broad Oak or Fordwich resident	52	45%
A resident from somewhere else in Kent	28	24%
A regular commuter travelling through Sturry	12	10%
A user of local public transport (bus/train)	4	3%
A cyclist (social and/or commuting)	2	2%
A representative of a local community group or resident association	5	4%
On behalf of a Parish/District Council in an official capacity	0	0%
A Parish/District or County Councillor	1	1%
A local business owner	3	3%
On behalf of a charity, voluntary or community sector organisation (VCS)	0	0%
A visitor to Sturry/Broad Oak/Fordwich	4	3%
Other*	5	4%

* Others include:- regular drivers through Sturry, a trade associatuon, land agent and Stodmarsh resident

The responses to the questionnaire were mapped to show where the respondents live. This was based on the postcodes given. **Appendix A** maps the postcodes of people responding to the questionnaire.

These results show us that the vast majority of the people who took part in the consultation live in the northeast districts of Kent, predominately Canterbury District, but notably in and around the areas of Whitstable, Herne Bay, Minster and Broadstairs. This is to be expected as respondents in these areas are those most likely to be directly affected by the scheme, be it as a local resident or commuter.

5. Consultation Results:

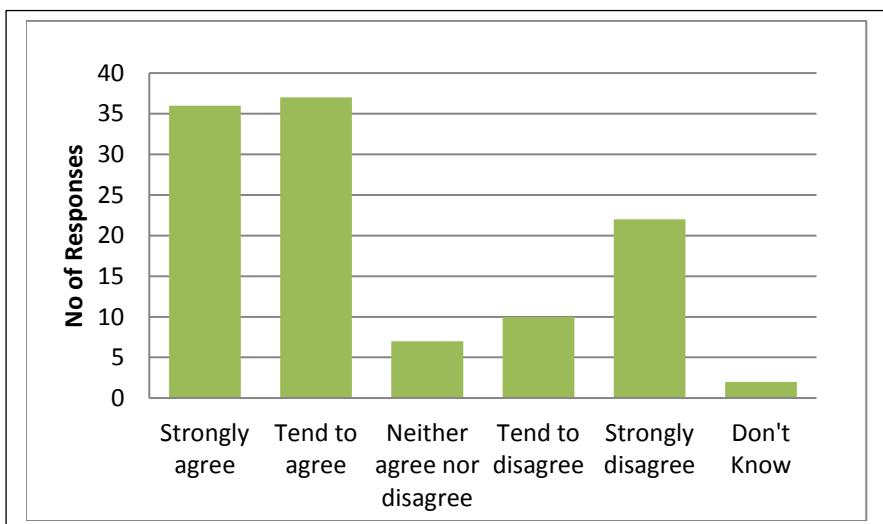
5.1. Questionnaire Analysis

The questionnaire included five questions relating to different aspects of the proposals (Questions 3 to 8).

Q3. *To what extent do you agree or disagree with the proposed Link Road?*

There were **114** responses to this question.

- **64%** of respondents agreed
- **28%** of respondents disagreed
- **8%** of respondents either did not know or did not agree nor disagree



Mapping of the responses to this question are shown in **Appendix B** based on the postcodes given. As it can be seen, there is generally good support for the Link Road in the wider surroundings however locally there is an equal mix of opinion.

Those respondents that agreed with the proposed Link Road selected one or more of the following reasons for their support:

Reason for support	Number selected
Reduced congestion through Sturry	65 (87%)
Improved journey times	38 (51%)
Avoid railway level crossing	49 (65%)
Improve the local community	29 (39%)
Needed to support the new housing	27 (36%)
Other*	13 (17%)

**Those respondents who selected 'Other' also selected one or more of the listed reasons but chose to use the comment box to emphasis their reason for support. This included reduced traffic through Fordwich and also improved journey times for emergency services.*

Of those respondents that did not agree with the proposed Link Road, the overwhelming reason given was inadequate local and wider infrastructure to accommodate increasing numbers of traffic generated from the new housing. Respondents took the view that the Link Road would not reduce congestion but just move it to another area.

Some 'disagree' comments expressed concern over the restrictions proposed at the A28/A291 junction in terms of severance from local facilities and also the lack of appropriate provision for non-motorised users. A small number of comments also related to environmental impact concerns, particularly increased noise and air pollution. Details of further comments made in respect of the A28/A291 junction and environmental impacts can be found under the sub-headings for questions 5 and 6 respectively.

The local community groups of Oaten Hill & South Canterbury Association and Littleborne & Stodmarsh Roads Community Association Ltd (LSRCA) agreed with the proposed Link Road, both placing particular emphasis on traffic being able to avoid the Sturry level crossing. Of the other community group responses, St Nicholas Church suggested that they believed that closure of the Sturry level crossing was planned as part of the proposal. This is not the case. The Canterbury District Green Party disagreed with the Link Road proposals, expressing the same concerns as many individual respondents about inadequate local and wider infrastructure to accommodate increasing numbers of traffic generated from the new housing.

Locally, a clear distinction emerged between those respondents who live to the north of the railway, who generally disagree with the Link Road proposals, to those who live to the south, who generally agree with the Link Road proposals. This is illustrated in Figure 5.1 and is perhaps

explained by the effects that the proposed A28/A291 junction alterations will have on local and through traffic movements.

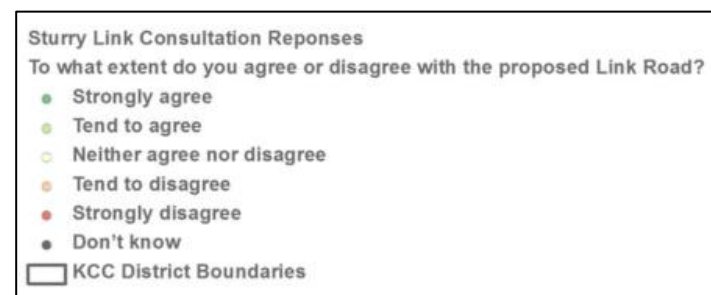


Figure 5.1 – Mapping of local responses to Q3

Several respondents north of the railway believe that the proposed restrictions at the junction will encourage more 'rat-running' through the residential estate roads in which they live. This is something that they already experience at times

through drivers avoiding the existing junction when it is congested, particularly during operation of the level crossing. Respondents to the south of the railway commented on the positive impact the junction alterations would have due to the resulting significant reduction of through traffic on the A28, including reduced traffic through Fordwich.

Q4. Do you have any comments on the proposed road layout, including suggestions for improvements? Is there anything you particularly link or dislike about the scheme?

There were **87** responses to this question of which **50** by respondents who agreed with the Link Road proposals and **27** who disagreed.

Respondents commented on a variety of aspects of the proposals, some very detailed in their response offering views not only on the scheme detail but also on the wider implications of the proposals. Suggestions for changes were plentiful, reflecting people's individual circumstances and views.

Several comments were complimentary about the proposals as illustrated opposite. Many comments did however highlight particular concerns over the proposals of which **30%** related to issues of a more strategic nature. The interdependency of the road and housing and wider congestion concerns made this inevitable and understandable. A selection of these is provided in Table 4, categorised into the common themes that emerged.

The proposed options for the A28/A291 junction attracted much interest and are discussed further under Question 5.

“Very pleased that the rail crossing will be kept open for busses and local traffic”

(A Sturry, Broad Oak or Fordwich resident)

“The road layout looks sensible and the roundabout where the new road joins the A28 is the most logical junction.”

(A Sturry, Broad Oak or Fordwich resident)

“This scheme would be a major plus to HGVs and other road users alike, as a bridge will eliminate a very lengthy and regularly closed level crossing at Sturry”

(Trade Association)

“An excellent scheme which is well designed and addresses the landscape very well”

(A visitor to Sturry/Broad Oak/Fordwich)

“I like the viaduct and the proposal that it be in one section rather than three so as not to interfere too much with the flood plain”

(A resident from somewhere else)

It is noted that, based on some comments received, a small number of respondents misinterpreted some details of the scheme proposals. This included continuity of footway routes, bus stop locations, closure (or non-closure) of the Sturry level crossing and pedestrian crossing details. Clarification of these details will allay any of the concerns raised

Table 4: Comments relating to common themes

Common themes and specific comments (examples)

Pedestrian/Cycle provisions (17 comments)

- *Pedestrians and cyclists should have clearly defined, separate pathways or lanes*
- *Nice if cyclists did not have to share the road with cars (at new A28 roundabout)*
- *Not enough priority is given to pedestrians and cyclists*

Traffic congestion & local re-routing (14 comments)

- *Scheme not designed to cope for future traffic*
- *Will lead to increased use of current 'rat-runs' specifically Babs Oak, Hawe Lane, Pope Lane, Sweechgate, Shalloak Road and through Fordwich*
- *Impact of developments at Hersden have been greatly underestimated*
- *The proposed road will substantially exacerbate problems on the A28 as it comes from the new round-a-bout*
- *We anticipate that when the railway gates are closed (Broadoak) during the morning rush hour then the backlog of traffic could stretch back to the main round-about on the relief road*

A28/A291 Junction* (11 comments) - (See note opposite)

- Page 85
- *Network Rail's plans to increase the number of trains will further impact on traffic disruption at the junction*
 - *Prohibited movements unhelpful*
 - *I like the idea of restricting some of the traffic flows through the Sturry level crossing*
 - *The Sturry level crossing should be closed and all traffic diverted to the new link road.*

Several respondents expressed a preference for the A28/A291 junction option in response to this question and in addition provided comments relating to environmental impacts. These topics are discussed in detail under Question 5 and 6 respectively. A cross-check was made to ensure comments were either repeated under questions 5 and 6 or if not, included.

Environmental Impact* (12 comments) – (See note opposite)

Road/housing strategic issues (24 comments)

- *There is no suggestion for routing through traffic to the north of the city*
- *Sturry level crossing should be permanently closed*
- *Seems illogical to create cycle lanes along this road which will be busy with fast moving traffic. Dedicated cycle ways could be incorporated alongside the railway where the existing public footpath is located*
- *The County Council and Local Council need to work together to sort out a proper integrated cycle route for Canterbury*
- *Pedestrians and cyclists are clearly marginalised. Canterbury needs to put cycling and walking first.*
- *Probably best to just put a bridge/tunnel at the current level crossing*
- *Better co-operation by network rail could solve some of the problem at the crossing - longer platforms*
- *Road only takes traffic further in towards Canterbury. No promotion to reduce car journeys e.g. park & ride. Electric care hire per day to get into city etc.*
- *If the new house/roads are to be successful consideration has to made into a scheme that bypasses both Sturry and Broad oak*
- *The existing roundabout at the junction of Vauxhall road & A28 Sturry road is working over capacity. This roundabout should be enlarged as the new layout will put extra congestion on this junction.*
- *The proposed Sturry Link Road layout should form port of a new traffic relief road around Canterbury*

There were **30** suggestions put forward for changes to the proposals via the questionnaire. Some suggestions were more strategic in nature including suggestions for additional link roads to form a new relief road around Canterbury, other wider route alternatives, changes to the local rail infrastructure and closure of the Sturry level crossing. Those suggestions that were more focused on the detail of the proposals are summarised in Table 5, which also includes suggestions received via letter or email.

Table 5: Suggestions for change

Suggestions for change	Reason given
Widen the shared-use footways, 5m should be considered	<i>3.6m is too narrow over viaduct taking into account speed of cyclists. 3m elsewhere insufficient</i>
Provide segregated pedestrian/cycleway over viaduct and consider segregation throughout	<i>Better protection for pedestrians</i>
Provide a roundabout at the Sturry level crossing	<i>Will be easier to accommodate access to local facilities (i.e. Coop)</i>
Provide traffic calming/restriction measures through Broad Oak	<i>To further discourage 'rat-running' through Broad Oak</i>
Widen the existing road from the Broad Oak level crossing to the new road layout	<i>To accommodate increased usage to access A28/A291</i>
Remove soft verge on Link Road	<i>Use space to widen footways</i>
Provide junction entry treatments across estate roads giving priority to cyclists	<i>Would help pedestrian/cyclists with a level crossing point and reduce traffic speed onto the estate</i>

Suggestions for change	Reason given
Provide a cycle path subway beneath A28 roundabout	<i>Not adequate provision for cyclists at the new roundabout</i>
Make the exit to Sturry Court Mews left turn only	<i>To avoid the Mews access acting as a turn-around point, forcing drivers to use the new roundabout on Sturry Hill</i>
Design the viaduct more like other bridges along the Stour to compliment the landscape through the use of green technology.	<i>The proposed viaduct looks like a motorway bridge in the middle of a rural countryside village</i>
Provide a cycle route on the northbound side of the Link Road as well as the southbound side	<i>To encourage cycling and to prevent the new housing developments causing more congestion by cars.</i>
Provide Pelican crossings on all the roundabouts, and especially the roundabout at the south end of the viaduct.	<i>To protect cyclists and pedestrians</i>
Incorporate footways and cycleways on the link to Shalloak Road	<i>This (link) is also going to be the natural pedestrian route to the supermarkets & stores off Vauxhall road</i>
Northern part of realigned A291 to include a cycleway on the west, uphill, side	<i>(none given – but assume for continuity of cycle provisions)</i>
No traffic calming measures to be introduced	<i>Traffic calming measures leads to more pollution.</i>
Consider improved protection for pedestrians on the elevated viaduct	<i>To better protect against high winds/driving rain</i>
To address concerns over speeding and possible mist over the rivers	<i>Road safety on the viaduct</i>

Table 5 (Cont): Suggestions for change

Suggestions for change	Reason given
Please ensure either side of the road has thousands of trees planted.	<i>To improve the environment and reduce noise</i>
I would like to see a reduced speed limit through Sturry village as well as a restriction in regards to what vehicles can come through the village (No HGVs)	<i>(none given – but assume on road safety grounds)</i>
Provide an additional pedestrian refuge where the new road ties into the A291 south of the proposed roundabout.	<i>To maintain continuity and safety for this walking route</i>
Consider moving cycleway to the north side of the Link Road	<i>Too many junctions on the south side will impact cyclists</i>
Set-back bus stops into laybys	<i>So that people can get on/off without holding up arterial traffic</i>
Viaduct needs to be two lanes in either direction, and it also needs to be lit perhaps by parapet lighting	<i>(None given – but assume for capacity and safety for pedestrians and cyclists)</i>
Improve access to land (field) off A28 on east approach to new roundabout	<i>To safely accommodate frequent events on site such as boot-fairs/circuses and also agricultural requirements</i>
A28/A291 Option 2 to incorporate provisions to permit ambulances to turn right into Island Road from south of Rail crossing	<i>To not unduly delay emergency services</i>
Provide access to proposed new station car park direct from new A28/A291 junction	<i>Improved mobility for pedestrian access</i>

Suggestions for change	Reason given
Consider relocation of the attenuation pond at the new A28 roundabout to the east side	<i>To minimise the impact on land take</i>
Consider a path on the north side of the link to Shalloak Road	<i>To provide direct access to proposed allotments and leisure space north of the road.</i>
Provide dedicated left turn lanes at all the roundabouts for the main stream flows	<i>To ease traffic flow at the junctions</i>
Provide some form of horizontal separation between the footway and bus lane on the viaduct	<i>To better protect cyclists from draught caused by passing traffic</i>
Consider blocking local roads to encourage reassignment of through traffic.	<i>Improve local roads and encourage walking and cycling</i>
Provide additional signal controlled pedestrian crossing points	<i>Pedestrian safety due to high traffic flow</i>
Provide bus lanes on both sides of the Link Road	<i>Improved public transport provisions</i>
KCC and Network Rail to enter into discussions regarding possible rail infrastructure changes	<i>To reduce the time the level crossing is in operation</i>
Provide private means of access from A28 roundabout	<i>To provide safer access</i>

Section 6 of this report outlines scheme changes incorporated into the final design after consideration of the above suggestions.

Q5. Do you have any preference for one of the three junction options shown?

There were **113** responses to this question

- **31%** of respondents preferred Option 1
- **7%** of respondents preferred Option 2
- **17%** of respondents preferred Option 3
- **29%** of respondents selected ‘None of the above’ (i.e. no preference)
- **16%** of respondents selected ‘Don’t Know’

Respondents who had a preference for one of the three junction options gave several explanations for their choice. The most common explanations are summarised in Table 6.

Table 6: Common themes for junction choice

Themes	Option Chosen		
Reduction of traffic through Village	Option 1		
Reduction of traffic over level crossing	Option 1	Option 2	
Improved junction efficiency	Option 1	Option 2	Option 3
Improved safety at junction	Option 1	Option 2	
Will encourage use of Link Road	Option 1	Option 2	
Improved pedestrian facilities	Option 1		Option 3
Least inconvenient/disruptive to locals	Option 1		Option 3
Least impact on Island Road traffic	Option 1	Option 2	

These respondents also commented on detailed aspects of the junction options including: how access to the station forecourt is to be gained, how access to the shop (Co-op store) will be managed, compatibility issues between the

junction signals and the level crossing signals. Some comments also offered suggested alterations/additions including additional pedestrian crossings and having no restrictions on traffic movement in conjunction with traffic calming measures.

Overall, those respondents who chose Option 1 did so mainly because of the significant reduction of traffic that would result on the A28 south of the level crossing. Respondents that preferred Option 2 believed this to be the most efficient and safer junction. For Option 3, the majority of respondents selected this option based on their view it will be the least disruptive to traffic over all the other options. The quotes below are provided to illustrate the differing views received:

“I can only support option 1 in the proposal as this is the only option that restricts the traffic enough to really make a difference for those that live in Mill Road and surrounding roads”
(A Sturry, Broad Oak or Fordwich resident)

“Option 2 appears the most straightforward option and the safest (no crossing over of traffic.)”
(A regular driver on the A28, Canterbury resident)

“For residents on the A28 side to reach chemist, church, library, dentist, hair dressers, social centre and Return, this is the best option.” (Option 3)
(A Sturry, Broad Oak or Fordwich resident)

A significant number of respondents (45%) expressed no preference for any of the options proposed. Over half of these respondents commented and, in general, did not want to see any restrictions at the junction because of the impact it would have on local people in terms of accessibility to shops and other facilities (e.g. library, Church, Chemist). The quote below is one such typical response

“Access is still needed across the railway line traffic still needs to be able to get to Fordwich without having to go to a roundabout and back. Customers for my business come from surrounding local villages therefore need to have access across the railway line. Sturry residents still need to get to the library chemist, council office, dentists or without local support they will close. And what about the church kinas school!”

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Suggestions were put forward for a roundabout solution and some comments queried why the railway station could not be redeveloped to minimise the length of time the level crossing held traffic (i.e. increase platform lengths).

As expected, the junction options attracted considerable local interest although around 25% of comments were received from respondents further afield. **Appendix C** maps all respondent locations to Q5 based on postcodes, highlighting the preferences given.

Although no real pattern has emerged on the choice of junction based on respondent location, it is likely that preferences are partly based on the location and circumstances of the individual. This is perhaps demonstrated by Option 3 being the main preference by local respondents to the north of the railway (see Figure 5.2).

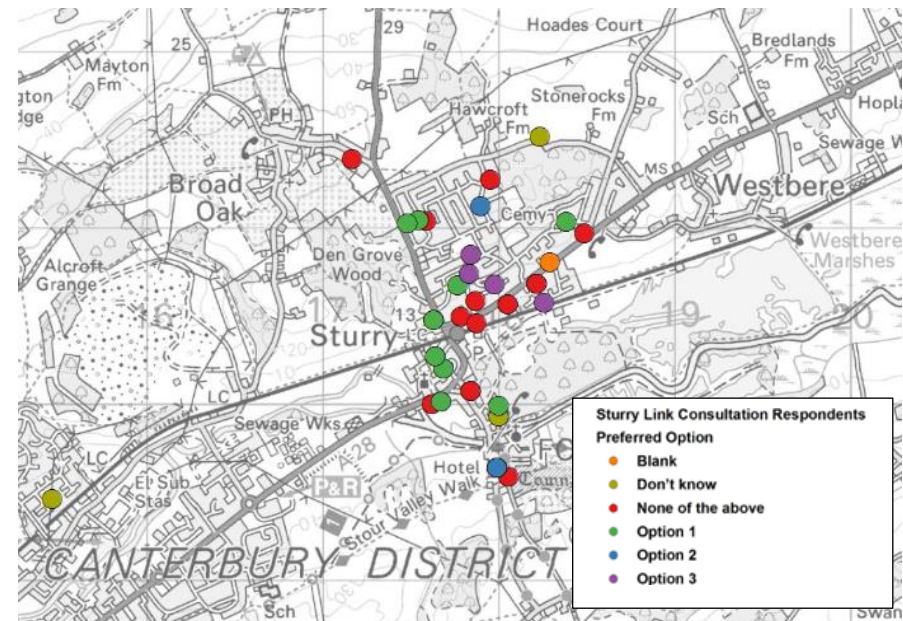


Figure 5.2: Junction preference by local respondents

After consideration of all the feedback from the consultation, the junction layout shown in Appendix F (Option 1) has been selected for the final scheme design

Q6. The consultation document highlights how this scheme will impact on the surrounding environment. Please add any comments you have on environmental impact

There were **59** responses to this question.

The nature of each response can be broken down into the following three categories;

- **Those that disliked the scheme on environmental grounds as a matter of principle – 19 (32%)**
- **Those that were complementary about the scheme or had no environmental concerns – 16 (27%)**
- **Those that indicated neither a dislike or like of the scheme on environmental grounds, but expressed concern over certain aspects 20 (34%)**

(Note: 4 responses were not relevant to environmental impact issues)

Table 7: Common environmental themes

Common Themes	Number of comments
Air quality will be improved	6
Air quality will be worse	14
Noise effects will be improved	3
Noise effects will be worse	11
Nature conservation concerns	17
Visual impact concerns	6
Flooding/water quality concerns	8
Community effects	8

Example comments

“The harm to the environment from the scheme as it is currently constituted will be severe and unacceptable”
(A resident from somewhere else in Kent)

“This is a much needed scheme and I am satisfied the impact on the environment will be acceptable”
(A resident from somewhere else in Kent)

“Due to the importance of the River Stour this should receive a little more consideration”
(A resident from somewhere else in Kent)

“The Stour valley needs to be protected by not having this proposed bridge”
(A resident from somewhere else in Kent)

“I do not believe the project has an adverse impact on the environment, as it aims to remove static and slow traffic from the area around Sturry centre and improve movement near the railway station”
(A regular commuter)

“No mention has been made of the loss of the aspect across the flood plain to the Cathedral - and nowadays, to the Marlowe theatre”
(A Sturry, Broad Oak or Fordwich resident)

“I hope that they will do their best to minimise the impact and set things right when all the work is done as it is a beautiful area and they should take care not to spoil it for the next generation”
(A Sturry, Broad Oak or Fordwich resident)

“Canterbury and particularly Sturry and Military Road already suffer from terrible noise and air pollution. They are already very unfriendly places to ride or walk. These proposals are simply going to make all that worse, while increasing unwanted, unhealthy motor traffic”
(A Sturry, Broad Oak or Fordwich resident)

“Yet more farmland disappears”
(A resident from somewhere else in Kent)

“Air quality is of importance to me and I can see that the Link Road will help the local people living around the A28. The reduction in traffic will help with our noise levels and make the area safer”
(A Sturry, Broad Oak or Fordwich resident)

Of the respondents that expressed a particular concern; the impact on the flood plain and ancient woodland, wildlife displacement, the look of the viaduct, management of water quality, impact on local amenities, air and noise pollution and pleas for considerate environmental mitigation and design were particularly highlighted.

An Environmental Impact Assessment will ensure impacts on the environment are minimised through implementation of suitable mitigation and enhancement measures.

Q7. If you have any other comments on our proposals for the Sturry Link Road, please provide these below.

There were **53** responses to this question.

Respondents comments to this question focused mainly on two aspects. Firstly, 40% expressed views and gave suggestions for greater, wider infrastructure needs and priorities in preference to the Sturry Link Road proposed scheme. This included alternative bypass schemes in the Canterbury district and taking a more strategic approach to transport with greater emphasis on sustainable transport (walking, public transport and cycling). Several respondents expressed the opinion that the Sturry Link Road will do little to ease congestion both locally and within the Canterbury area.

Secondly, 40% of respondents highlighted and suggested additional local needs to mitigate the impacts of the scheme including:

- Increasing bus priority
- More pedestrian crossings
- Need for a more elegant viaduct design
- Traffic calming through Sturry Village
- Support for businesses affected in the Village
- A footbridge at the Sturry level crossing
- Need for good local traffic management
- A better focus needed on the effects on Sturry Village
- Increase facilities needed locally for influx of people
- Contributions from developments to improve local environment
- Upgrade footpath running parallel to and north of the rail track

Other comments made reference to the rail station and why the platforms could not be extended, the need for a cycle friendly scheme and requests to proceed with the scheme as soon as possible.

Example comments

“This seems to be the making the best of a bad job, a Canterbury bye - pass from the A2 to the A28 east of Sturry, as suggested some 20+ years ago would have negated the need for what is now proposed”

(A resident from somewhere else in Kent)

“I feel this is a very good move as we now live in the 21st century this particular area is just a complete bottle neck”

(A resident from somewhere else in Kent)

“Once the link road is in place I do hope that consideration can take place to bring speed restrictions to Sturry”

(A Sturry, Broad Oak or Fordwich resident)

“Why not extend both platforms on the railway, so that stopping trains so not have to stop over the road?”

(A resident from somewhere else in Kent)

Q8. We have completed an initial Equality Impact Assessment (EqIA) for the proposals put forward in this consultation. We welcome your views on our equality analysis and if you think there is anything we should consider relating to equality and diversity.

KCC analysed the feedback provided in response to Question 8 of the questionnaire to see if it identified any specific potential impacts or issues for people because of a protected characteristic (e.g. age, disability).

Apart from a few comments over general equality issues, such as the importance to people with a disability of adequate street lighting and speed restrictions, the majority of responses (10 in number) raised concerns over the potential impact the scheme may have on access to public transport (buses/rail) and over maintaining and providing safe and suitable access to local facilities for the elderly and people with disabilities and those moderately mobile.

Particular mention was made of the elderly residents of Sturry Court Mews and the impact the increased traffic on Sturry Hill and the new layout of the A28/A291 junction will have on them in terms of access. One respondent also made reference to the unsuitability of shared pedestrian/cycle footways for disabled users.

“The loss of shops - especially the Co-op, from the centre of Sturry- has had a considerable impact on the elderly and infirm living on the south side of the railway track - particularly as parking at the new site, and the complication of the road pattern. With a slightly wider brief this could be addressed within the new residential provision by encouraging the regeneration of the old village centre”
(A Sturry, Broad Oak or Fordwich resident

“I would suggest that a sufficient number of dropped curbs would be important for the elderly to be able to move around freely.
I would also like a pedestrian crossing at the base of Sturry Hill to be considered, as crossing the road to get to the Co-op is very challenging for some people considering the speed of the vehicles and the increased traffic load which will affect Sturry Hill if any of the proposed junctions are implemented.
(A Sturry, Broad Oak or Fordwich resident

5.2. Letters and Emails

Some respondents chose not to use the questionnaire form to respond to the consultation and instead provided their views in the form of a letter or email. Overall, **23** letters or emails were received.

Of the letters and emails received, **13** were from members of the public, including one Canterbury City Councillor and private land owners directly affected by the proposals. The remainder of letters and emails were from the following organisations:

- ***Sturry Parish Council***
- ***Chestfield Parish Council***
- ***Westbere Parish Council***
- ***CPRE (Campaign to Protect Rural England) Kent***
- ***SPOKES East Kent Cycling Campaign***
- ***Stagecoach South East***
- ***River Stour Internal Drainage Board***
- ***Broad Oak Preservation Society (BOPS)***
- ***Kent Police Traffic Management Unit***

Letters and emails from members of the public generally reflected the views expressed via the questionnaire, particularly the wider congestion issues and greater provision needed for cyclists. Other comments included; concerns over the impact of temporary short-term effects prior to full completion of the Link Road, how KCC will ensure funding and land rights are secured, the robustness of traffic figures

used, why the Canterbury Riverside Pathway scheme has been excluded from the proposals and the lack of any detailed bus provisions and route information.

The response by a Canterbury City Councillor was prompted by receiving a copy of the SPOKES representation and reiterating their comments. These are discussed in more detail later in this report.

Two private land plots to the south of the southern branch of the Great Stour are directly affected by the scheme in terms of land acquisition requirements:

Plot 1 - Land off A28 – Title K153218

Representations to the consultation were made by a land agent on behalf of the land owner. The land in question has been allocated for employment use under the recently adopted Canterbury Local Plan (2017). Whilst the land owner does not object, in principle, to the construction of the Link Road on their land, they are concerned that the proposals take a significant amount of land from them.

As mentioned in section 2.2, pre-consultation discussions with the land owner's representative took place to examine a number of potential refinements to the Link Road layout on their land. This included the suggestion to relocate the proposed attenuation pond to reduce the impact in terms of land take. In summary, the representation states; Quote,

“We would, however, ask you to also take into account the significant impact of the road, roundabout and surface water attenuation pond has on our client’s land in terms of land take and thus reduces the extent of land that can be brought forward for employment development”.

Plot 2 - Land off A28 – Title K784814

A formal representation was received on behalf of the land owner which reflected the outcome of meetings held previously between the land owner and KCC where the potential to reduce land acquisition requirements through localised realignment of the Link Road was explored.

Whilst the land owner does not indicate any overall objection to the Link Road, it is the apportionment of land take between neighbouring land plots that is queried. The land owner considers that, quote; *“we believe overriding consideration should be given to its impact on ‘human beings’. With other (adjacent) nearby land it is horses, cars and sewage impacted”*. The representation also highlights the land owner’s concerns over the visual aspects such as, quote: *“high/metal surroundings that would be a permanent eyesore to our residential outlook”* and the property *“becoming highly exposed to intrusion”*. The land owner also has apprehensions about whether the location and nature of the surface water attenuation pond will serve to enhance or blight the locality.

Re-positioning of the vehicular access to the land may be necessary and this is acknowledged by the land owner who has suggested that a direct access off the new roundabout

offers a convenient solution and would like this to be considered.

KCC will continue these discussions with the land owner to seek an equitable solution to the scheme proposals in the affected area.

Responses received from the various organisations are summarised below.

Sturry Parish Council (SPC)

Sturry Parish Council (SPC) responded to the consultation in the form of a ‘Feedback’ report. The full contents of the report can be found in **Appendix D**.

In summary, whilst SPC neither state any clear overall objection nor support for the Link Road proposals, they hold the view that there has been a lack of apparent coordination between the two separate planning processes and applications to ensure a properly integrated design solution for the road and housing developments. SPC believe that this risks an unsuccessful development and, potentially, will negatively affect the lives of many residents of Canterbury and the surrounding areas and add to city-wide problems.

The feedback report addresses the individual sections of the Link Road proposals highlighting SPC’s specific concerns.

These include:

- Inadequate or *“not ideal”* cycle provisions

- The viaduct being “*out of scale and character*” for the area
- The negative effects on wildlife of light pollution and noise
- The need for additional signal controlled pedestrian/cycle crossings
- the plight of elderly residents who live in Sturry Court Mews

With regards to the A28/A291 junction improvement options, SPC has not indicated a preference but essentially point out the apparent failings of each option as seen by them.

Chestfield Parish Council

The views of Chestfield Parish Council (CPC) were endorsed at their full parish council meeting held on 4 September 2017.

CPC state that the underlying aim with any proposals for easing traffic congestion in the areas of Sturry, Broad Oak, and along the A28 and the A291 “*should be to keep traffic moving*”.

Four specific aspects of the proposals were commented on:

Three Lanes on the bridge viaduct - CPC consider that a third lane currently proposed as a bus lane on the viaduct is important as it provides a cost-effective solution to maintain future flexibility.

Bus stops along the Link Road - CPC believe it would be better if bus stop laybys were provided rather than in-lane bus stop cages to enable the traffic to flow unhindered.

Cycles and pedestrians - CPC state that cyclists and pedestrians need carefully thought out and considered provisions.

A28/A291 junction options – Whilst not indicating a preferred junction option, CPC feel that the solution should concentrate on traffic from the Thanet direction, as those travelling from Herne Bay direction will use the Link Road through the new estates.

Westbere Parish Council

Westbere Parish Council (WPC) state their primary focus is on easing traffic congestion for traffic travelling from Westbere/Thanet direction towards Canterbury on Island road and returning by the same route. WPC make an initial observation that the proposals appear to be more about only mitigating the effects of the Sturry and Broad Oak developments rather than not tackling the effect of other strategic sites further afield.

Significant improvements to public transport and cycle provisions on the A28 and A291 are viewed by WPC as the most cost-effective way to mitigate existing and future traffic problems. WPC suggest that bus lanes in both directions throughout the length of the Link Road should be provided and that cycle lanes integrated into a complete cycle route that connects to the centre of Canterbury City.

More specific comments on the proposals by WPC highlight the importance of three lanes over the viaduct to provide future flexibility, that a bus lane in only one direction makes no sense and that, ideally, the Link Road should be four lanes. Further comment is made over concerns whether adequate pedestrian crossings are provided and whether bus stops should be 'inset' rather than on the main carriageway.

WPC favours Option 2 for the A28/A291 junction alterations as it maintains traffic flow in at least two directions without traffic light controls and reduces the risk of traffic inadvertently stopping on the level crossing, as may be the case with signal control.

WPC make the suggestion that Network Rail should be persuaded to reduce the closure time of the Sturry level crossing through alterations to their signals or through better passenger management (carriage occupation) to stop carriages overlapping the crossing when stationary. These measures are seen by WPC to help mitigate both the existing congestion and future demands of the junction and urge both KCC and Network Rail to enter into discussions.

CPRE (Campaign to Protect Rural England) Kent

CPRE response expresses concern over the failure of the Canterbury Plan to take full account of reducing reliance on individual car-based travel, particularly to achieve improvements in air quality. CPRE maintain that the apparent emphasis in the Link Road proposals on safeguarding vehicular access to new housing developments will reinforce

unsustainable traffic patterns and increase congestion elsewhere in the roads network.

Strong concerns over air pollution are raised by CPRE who are claiming that pollution already exceeds statutory limits and that there is no emphasis on air pollution aspects as part of the proposals presented for the Link Road. As previously stated, KCC will be undertaking a full air quality compliant assessment to examine air quality effects that will inform the Environmental Statement to be submitted as part of the Link Road planning application.

One respondent, responding as a member of the CPRE Kent, gave the following observations regarding the Link Road proposals:

- Focus needs to be re-adjusted to prioritise walking, cycling and public transport use ahead of other modes
- The scheme proposes to merely connect with existing facilities for Non-Motorised Users (NMUs) and this means a huge opportunity to increase NMUs has been missed
- Bus services etc., need to be planned before doing transport modelling and then finalising the road layout
- The objective must be to increase buses, because buses greatly increases the number of people carried per vehicle movement
- The proposed shared pedestrian/cyclist lane on the viaduct is not a good idea - it slopes down from the northern end, so high cycling speeds are likely,

especially if they are commuters or delivery cyclists, rather than leisure cyclists

The respondent suggested an alternative route for the Link Road to follow a route further south and parallel to the rail lines, avoiding the separation between the communities that the respondent believes the current Link Road proposals create. It is worth noting however that whilst the suggestion is indicative, the need to cross over the railway is likely to be particularly prohibitive in this case. Additional private land acquisition will also be necessary.

Further suggestions are made relating to the provision of dedicated left turn lanes at all the roundabouts to ease traffic flow. Whilst this appears reasonable, highway design standards do not permit this arrangement on safety grounds in this particular case.

Further comment has questioned the robustness of the traffic modelling undertaken to provide accurate and realistic forecasts and, in line with many other respondent responses, express the view that the Link Road alone will not solve congestion in and around the Canterbury area.

Environmental concerns include; impact on pollution levels, visual intrusion, impact on woodland, housing density, loss of aquatic environment, impacts of induced traffic, proper integration of the 'green gap' and consideration of extreme weather events (i.e. flooding).

SPOKES East Kent Cycling Campaign

SPOKES response on the proposals serves to endorse many of the comments on cycle provisions that other respondents have made.

The main points are:

- There is no mention of the planned Stour Riverside Path
- There is no cycle/pedestrian link to Broadoak Road
- The shared cycle/footway on the flyover has no horizontal separation from the bus lane
- Paths next to the Link Road are frequently interrupted by the roads. Priority is given to motor vehicles at all junctions

In respect of the Stour Riverside Path project, Canterbury City Council is leading on this and therefore the Link Road proposals do not show any details.

The link to Broadoak Road is considered by SPOKE not to encourage active travel through the omission of footways and cycle provisions. Suggestions are made to realign the link to the south side of the railway, allowing greater flexibility to introduce new footway/cycleway provisions.

Whilst SPOKES acknowledge the shared cycleway/footway over the viaduct does have the protection of a kerb, they note that no horizontal separation is provided from passing busses using the bus lane. They query '*why are there no lamp posts?*' and point out the difficulties crossing the A28 and the absence

of any proposal for a signal controlled crossing at the southern end of the viaduct.

In a wider sense, SPOKES recognise the potential for the Link Road to attract through traffic from local roads (e.g. Sturry Road, Vauxhall Road) which might be an attractive quality of life improvement for many, encouraging more walking and cycling. They suggest measures should be installed to encourage through traffic to use the Link Road, to the extent of even blocking local roads.

Overall, SPOKES conclude that whilst the proposals may offer some potential for a small transport modal change in the wider area, it will not offset the increase in new motor-vehicle trips generated from the new development at Sturry and developments further afield. They recognise a significant change in transport policy will be necessary to realistically influence modal change but hope that the proposals in the wider context are re-considered from the perspective of all cyclists and how they can make complete trips into Canterbury and not just to the edge of the development.

Stagecoach South East

Stagecoach fully supports the concept of the Sturry Link Road and its objectives and their response includes comments and advice over certain details of the proposals. These include; the need to ensure adequate road width for passing buses when travelling at the speed limit set for the Link Road, carefully sited bus stops so that all housing is within 400m walk distance to stops, stops to be lit and equipped with

shelters to meet all accessibility standards. Further liaison between KCC and Stagecoach is to take place to determine the precise location and nature of bus stops on the Link Road and the surrounding bus routes.

Stagecoach particularly welcomes the proposed bus lane over the viaduct and state their expectation to divert the current Triangular bus service via the Link Road as this will provide for quicker and more reliable journeys between Herne Bay and Canterbury, which will encourage greater bus, as opposed to car use.

In their response, Stagecoach has confirmed that the existing Route 6 would still serve Sturry in order to preserve the current link between there and Herne Bay and to provide connections to the train service. Bus routes to and from Thanet (Routes 8/8a/9/9x) would also stay on their current routeing. However, in this regard, Stagecoach finds the restrictions imposed on certain movements for Option 2 of the A28/A291 junction proposals unacceptable, as this would negatively impact on journey times due to local rerouting of the service.

River Stour Internal Drainage Board (RSIDB)

IDB acknowledge previous discussions have taken place with KCC over this project and have no objection to the proposal in principle. RSIDB request to be kept informed of the detailed plans as they progress as they believe the RSIDB's formal consent will ultimately be required.

Broad Oak Preservation Society (BOPS)

BOPS take the view that the Link Road proposal “*represents the best which can be accomplished in the current situation*”. With a long-standing interest in the Sturry Link Road scheme, BOPS highlight that Broad Oak village has for many years suffered from its use as a “rat run” for traffic between Herne Bay and Canterbury seeking to avoid the congestion at the Sturry railway crossing and difficulties joining the A28 due to the existing junction operation.

Completion of the Link Road before any substantial development takes place is regarded as essential by BOPS. This, they say, will otherwise make the traffic situation in the area significantly worse. A solution to the provision of advanced funding for the whole Link Road is something BOPS would like to see pursued.

The prospect of traffic calming measures through Broad Oak village in the future, should “rat running” persist, is something BOPS say would gain some local support and request that traffic flows are monitored after completion.

BOPS believe that the A28/A291 junction alterations will be the most contentious part of the scheme because access across the railway for some local people will be restricted. They do however recognise that without these restrictions the benefits of the Link Road will be lost. BOPS take the view that a mix of options 1 and 2 should be adopted, the principle of which is to give priority to traffic following the revised A28 route between Sturry Hill and Island Road. As with any option proposed, the differing restrictions make it inevitable that

objections will be received depending on individual circumstances, and BOPS have recognised this in their response.

BOPS welcome the commitment to keep open the Broadoak railway crossing and the inclusion of the link to Broadoak Road.

Kent Police Traffic Management Unit (KPTM)

Overall, KPTM are supportive of the Link Road proposals with comments and observations being more operationally based.

Comments made refer to adequacy of design in terms of Link Road capacity, pedestrian crossings suitability for intended use and location, right turn lanes being suitably designed with good visibility and signage and speed limits accompanied by a traffic regulation order with no reliance on presence of streetlamp’s for 30mph sections. KPTM also highlight the need for early identification of any special arrangements during the construction phase (i.e. special/abnormal loads) especially if other traffic management restrictions are required.

KPTM have no issues with the restrictions intended for each of the A28/A291 junction options provided that they can be effectively implemented without the requirement for enforcement activity. Whilst KPTM have no predilection for any of the junction options, their preference is for Option 1 based on the allowed traffic movements. Concerns are raised with Options 2 and 3 over the potential for them to encourage

dangerous 'u' turns on the A28 Island Road by traffic unable to access the railway crossing from Sturry Hill.

5.3. 'Stickyworld' comments

As expected, the theme of comments posted on the 'Stickyworld' forum closely reflected and reinforced those of the questionnaire, letters, emails and discussions at the exhibitions. Interaction between respondents was evident with many replies to comments being posted. One such example was;

"With the existing volume of traffic plus the massive increase in traffic from all the thousands of additional houses - the new road and viaduct HAVE TO BE TWO LANES IN BOTH DIRECTIONS."

"Yes, but it's feeding into Sturry Road which is only one lane each way"

Given the likelihood that comments on 'Stickyworld' were posted by respondents who also completed the questionnaire, the comments have not been included in the numerical analysis under section 5.1.

5.4. Exhibition feedback

With over 250 people attending the exhibitions KCC were able to better understand the local needs and concerns of people, businesses and visitors to the area, in particular:

- Concerns over traffic rerouting through existing estate roads
- How the A28/A291 junction options will impact on them
- Access needs to local facilities (e.g. chemist/shops)
- Public transport needs (mainly bus provisions)
- Aspirations for more cycle provisions
- Concerns over pedestrian crossing facilities
- Details of construction phasing and overall timetable

One key interest that attracted the most attention at the exhibition was the options proposed for the A28/A291 junction. This afforded the opportunity for KCC representatives to fully explain the junction layouts proposed, identifying how each one will impact on them individually, both in good and in not so good ways, and the reasons behind the options in the context of the scheme as a whole. Groups of people often entered into discussions over the options, debating the merits of each.

Overall, KCC representatives believe the exhibition was well received by the majority of attendees.

6. Scheme Update in Response to Feedback

In response to the suggestions and comments made during the Consultation, we have listened to your feedback and the scheme design has been updated as indicated in Table 8 below.

Table 8: Scheme updates

Ref No.	Respondent suggestions/comments	Scheme updated (Y/N)	Details of Scheme Updates (where applicable)	Comments/Reasons on Decision
1	Preferences given over A28/A291 junction choice (see Q5 in Section 5)	Y	Option 1 has been selected (See Appendix F for details of selected junction layout)	<i>Respondents who indicated a junction preference mostly selected Option 1. This option is also considered to best achieve the key objectives of KCC to encourage use of the Link Road and reduce traffic over the level crossing</i>
2	Widen the shared-use footways, 5m should be considered	Y	Shared-use footways have been widened by 0.5m. This ensures 'effective' cycle widths of 3m or 3.5m are provided throughout.	<i>The increase in width will be beneficial in areas where steep road gradients (up to 8%) are proposed and where vulnerable cycle groups may be present at times (i.e. school children). Added width over the viaduct will serve as a precautionary measure (i.e. safety margin) against possible higher traffic speeds on the viaduct.</i>
3	Provide segregated pedestrian/cycleway over viaduct and consider segregation throughout	N	None	<i>An unsegregated provision is considered to provide a better level of service for both cyclists and pedestrians compared to a segregated route taking into account the usage, which is expected to be relatively low, and the several conflict points along the route (e.g. junctions, bus stops). An unsegregated route will also benefit from being uncomplicated with street furniture kept to a minimum, which is desirable.</i>
4	Provide a roundabout at the Sturry level crossing	N	None	<i>A roundabout is considered unworkable on safety and operational grounds given its close proximity to the level crossing. Safe and appropriately located pedestrian crossings will also be difficult to implement.</i>

5	Provide traffic calming/restriction measures through Broad Oak	N	None	<i>The need to introduce any traffic calming will be monitored and considered after completion of the Link Road. It should be noted that traffic calming can, in some instances, be equally detrimental.</i>
6	Widen the existing road from the Broad Oak level crossing to the new road layout	Y (provisional)	Widening of the existing road between the level crossing and the new layout is to be pursued, including provision of a 3m wide shared footway/cycleway on the south side (See also item 14).	<i>Endeavours to obtain land for widening purposes will be undertaken. It is anticipated that the existing 7.5t weight limit on Shalloak Road will remain in place and extend to include the new link to the western roundabout north of the railway.</i>
7	Remove soft verges on Link Road and replace with widen footways	N	None	<i>Soft verges are typical for this type of road (Local Distributer) offering scope for landscaping, un-obstructive positioning of street furniture and will introduce an improved safety element through separation from the road.</i>
8	Provide junction entry treatments across estate roads giving priority to cyclists	Y(provisional)	Flat top ramp junction entry treatments will be included on estate roads, excluding roundabout entries/exits, but <u>not</u> with priority to cyclists.	<i>KCC are to review the appropriateness of such a provision following the outcome of the planning application for the new development. Giving priority to cyclists is considered unsafe in this case.</i>
9	Provide a cycle path subway beneath A28 roundabout	Y(alternative)	A signal controlled crossing (staggered) is to be provided on northern approach to roundabout, replacing the uncontrolled crossing.	<i>A review of the forecast traffic flows, particularly in light of the decision to select Option 1 at the A28/A291 junction, warrants provision of a signal controlled crossing on safety grounds. A subway is considered impractical on engineering grounds given the difficulties associated with the impacted flood plain.</i>
10	Make the exit to Sturry Court Mews left turn only	N	None	<i>Whilst it is acknowledged that some vehicles may use the Sturry Court Mews access as a turn-around, it is considered that the new roundabout will offer a simpler and less eventful path to turn around and as such be used by the majority of drivers. This will however be monitored once the Link Road is fully open to traffic.</i>

11	Design the viaduct more like other bridges along the Stour to compliment the landscape through the use of green technology.	N	None	<i>The choice of structure is largely dictated by engineering reasons and to minimise its impact on the flood plain. Opportunities will be available during the detailed design stage to influence the details of the structure to enhance its integration into the landscape.</i>
12	Provide a cycle route on the northbound side of the Link Road as well as the southbound side	N	(Note: The signal controlled crossing on the Link Road coincident with the existing Public Right of Way will be a Toucan crossing. This will provide continuity with the proposed cycle route through the development on the north side of the Link Road).	<i>The scheme proposals are considered to provide an equitable balance between the needs of pedestrians and the needs of cyclists. Some pedestrians, particularly the vulnerable such as the elderly and disabled, can feel intimidated when walking in areas where cyclists are permitted. The demand for cycling is unlikely to warrant two separate routes but the single continuous route should be sufficient to serve local cycling needs..</i>
13	Provide Pelican crossings on all the roundabouts.	Y (partial)	(See item 9)	<i>No additional signal controlled crossings are currently proposed other than as described under item 9. A review of crossing types and their locations will be undertaken as part of ongoing Local Plan development outcomes.</i>
14	Incorporate footways and cycleways on the link to Shalloak Road	Y	The footway on the southern side of the link to Shalloak Road is to be widened to 3m and changed to a shared footway/cycleway facility (See also item 6). A footway on the northern side is deemed unnecessary.	<i>This change will provide improved accessibility and continuity for cyclists to and from the development site.</i>
15	Northern part of realigned A291 to include a cycleway on the west, uphill, side	N	None	<i>The location of cycle routes will be reviewed as part of ongoing Local Plan development outcomes. It should be noted that traffic calming can, in some instances, be equally detrimental.</i>
16	Implement a reduced speed limit through Sturry village and impose a HGV restriction.	N	None	<i>The need to introduce any traffic calming/speed reduction measures will be monitored and considered after completion of the Link Road.</i>

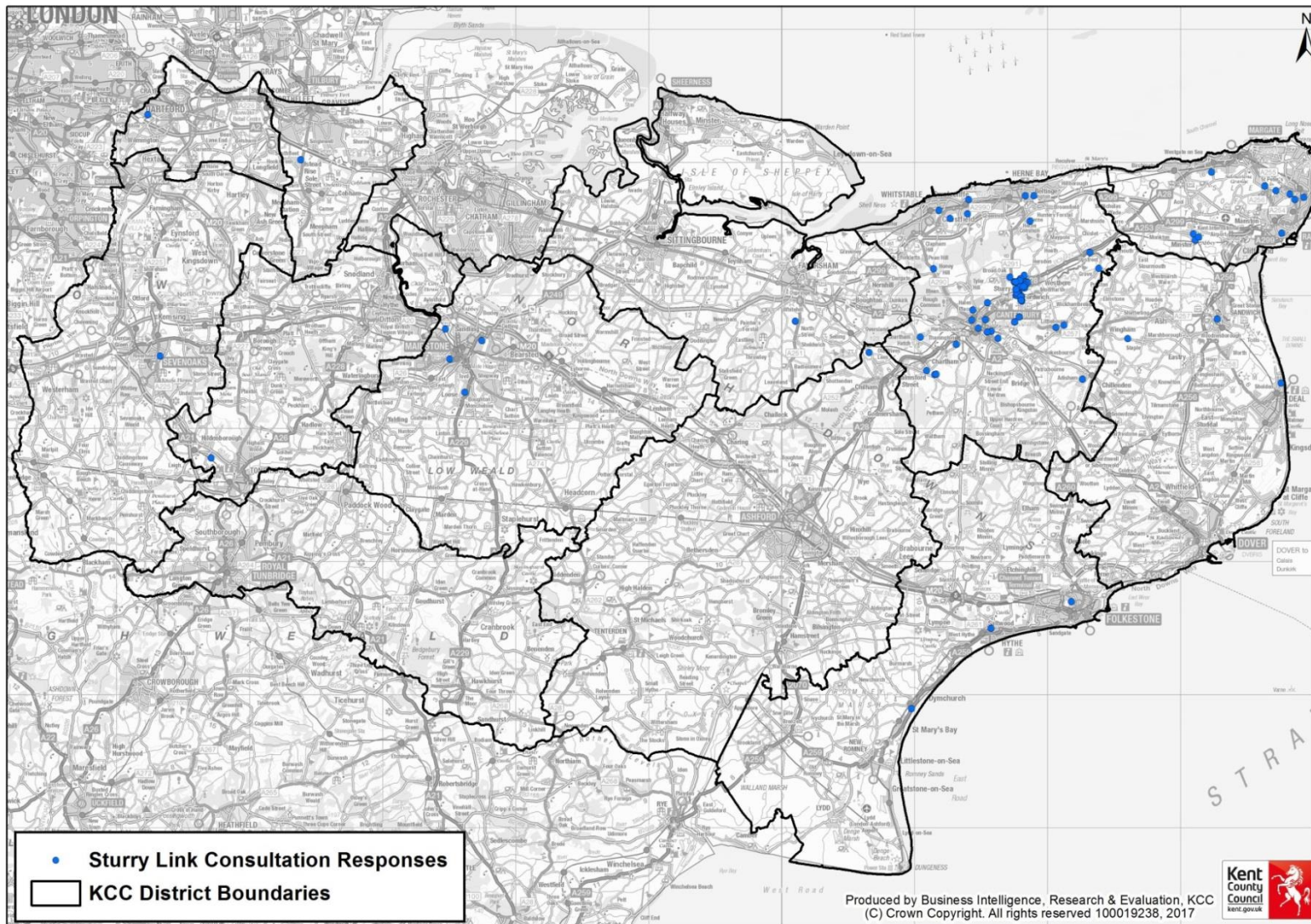
17	Provide an additional pedestrian refuge where the new road ties into the A291 south of the proposed roundabout.	Y	A pedestrian refuge, suitable for both pedestrians and cyclists, has been incorporated into the scheme design.	<i>This will assist with safely crossing Sturry Hill at times of high traffic flows.</i>
18	Consider moving cycleway to the north side of the Link Road	N(provisional)	None	<i>A review of cycle route locations will be undertaken as part of ongoing Local Plan development outcomes.</i>
19	Set-back bus stops into laybys	Y(provisional)	None	<i>Further consultations with bus companies will be undertaken to determine an appropriate strategy for bus stop types and locations.</i>
20	Viaduct needs to be two lane in either direction, and it also needs to be lit perhaps by parapet lighting	N	None	<i>Forecast traffic flows do not warrant additional traffic lanes on capacity grounds.</i> <i>KCC's current policy on road lighting limits lighting to conflict areas. The viaduct does not constitute a conflict area. A non-lit viaduct will also serve to minimise its impact on wildlife in the vicinity. Provision within the design of the viaduct will however allow for retro fitting of lighting should circumstances change.</i> <i>Guidance lighting, such as solar panelled road studs, will be considered for use on the footway/cycleway.</i>
21	Improve access to land (field) off A28 on east approach to new roundabout	N	None	<i>This is an unrelated issue to the Link Road scheme however the significant reduction in traffic flow in the vicinity of the access and the traffic calming effect of the new roundabout should ease any difficulties that currently may be experienced.</i>
22	Provide access to proposed new station car park direct from new A28/A291 junction	N	None	<i>Although not part of the Sturry Link Road proposals, improvements in the pedestrian link between the Station and Carpark is a matter for the ongoing Sturry development planning application.</i>

23	Consider relocation of the attenuation pond at the new A28 roundabout to the east side	Y	The attenuation pond is to be relocated to lie within the area of severed land to the north-east side of the roundabout	<i>This will serve to maximise land use allocated for commercial purposes. Further flood modelling work has indicated the impact on flooding will be negligible as a result of relocating the pond.</i>
24	Consider a path on the north side of the link to Shalloak Road	N(provisional)	None	<i>A review of footway provision will be undertaken as part of ongoing Local Plan development outcomes</i>
25	Provide dedicated left turn lanes at all the roundabouts for the main stream flows	N	None	<i>Traffic travelling in a dedicated left turn lane at a roundabout is required to give-way to traffic exiting the roundabout where only one lane downstream is available. Other than southbound over the viaduct, this would be the case. Dedicated left turn lanes are therefore unlikely to provide any additional benefit to the Link Road. Capacity assessments of the roundabouts show that only the east roundabout may experience some delays at peak times, which is not unusual in an urban environment.</i>
26	Provide some form of horizontal separation between the footway and bus lane on the viaduct	Y	(See item 2)	(See item 2)
27	Consider blocking local roads to encourage reassignment of through traffic.	N	None	(See item 16)
28	Provide additional signal controlled pedestrian crossing points	Y (partial)	(See item 9 & 13)	(See item 9 & 13)
29	Provide bus lanes on both sides of the Link Road	N	None	<i>The proposals serve to provide a bus lane into Canterbury to join onto and improve the existing Bus Lane provision. This aims to ease congestion in the AM peak.</i>
30	KCC and Network Rail to enter into discussions regarding possible rail infrastructure changes	n/a	n/a	<i>This is beyond the scope of these proposals.</i>

31	Provide private means of access from A28 roundabout	N	None	<i>Providing an access direct from the roundabout would have additional implications on land take to ensure a safe arrangement could be provided. Other design elements are likely also to be compromised. A safer, less complicated, alternative location for the access is available off the Sturry Road at the eastern boundary to the property.</i>
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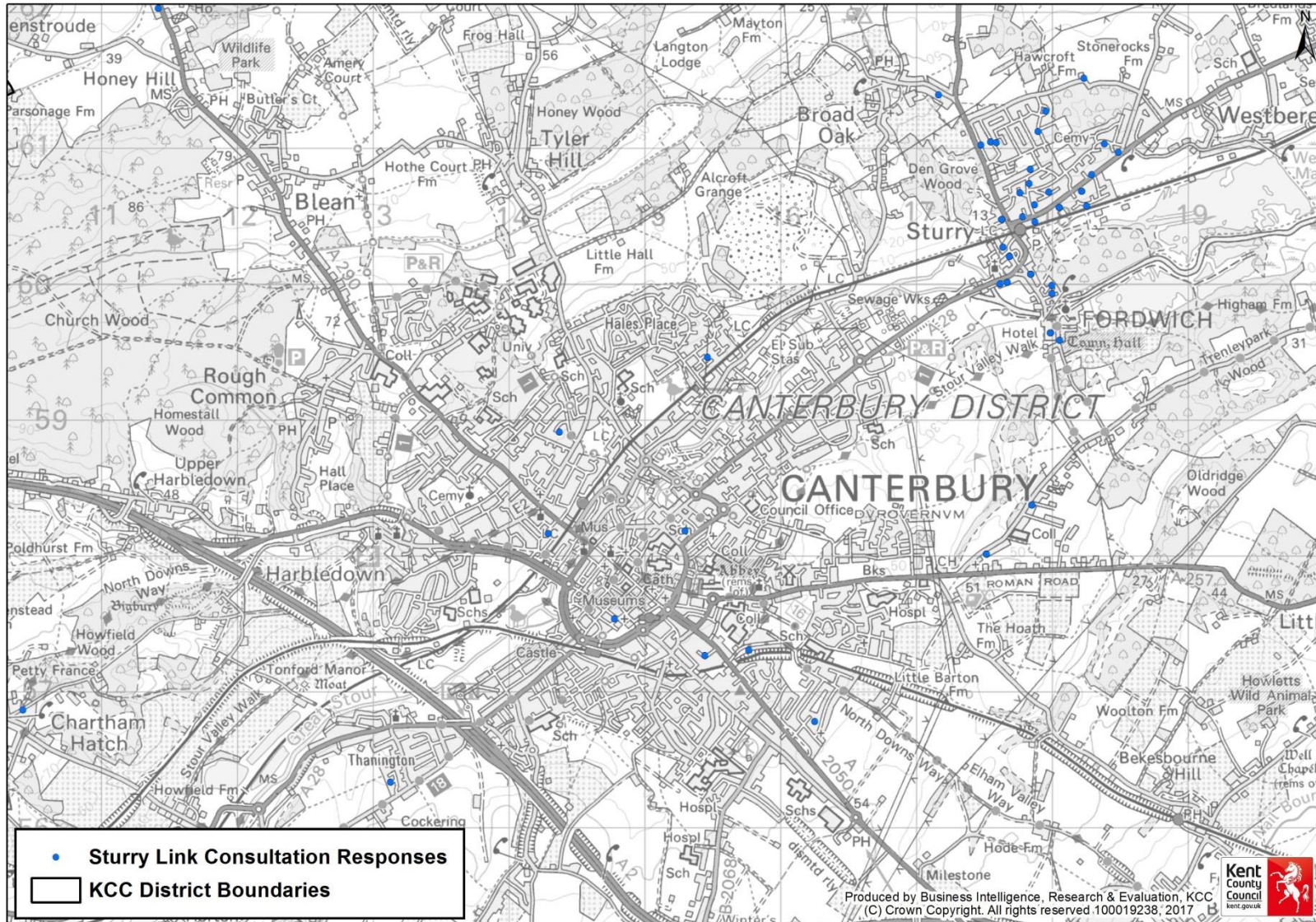
APPENDIX A Geographical location of questionnaire respondents

i) KCC Districts

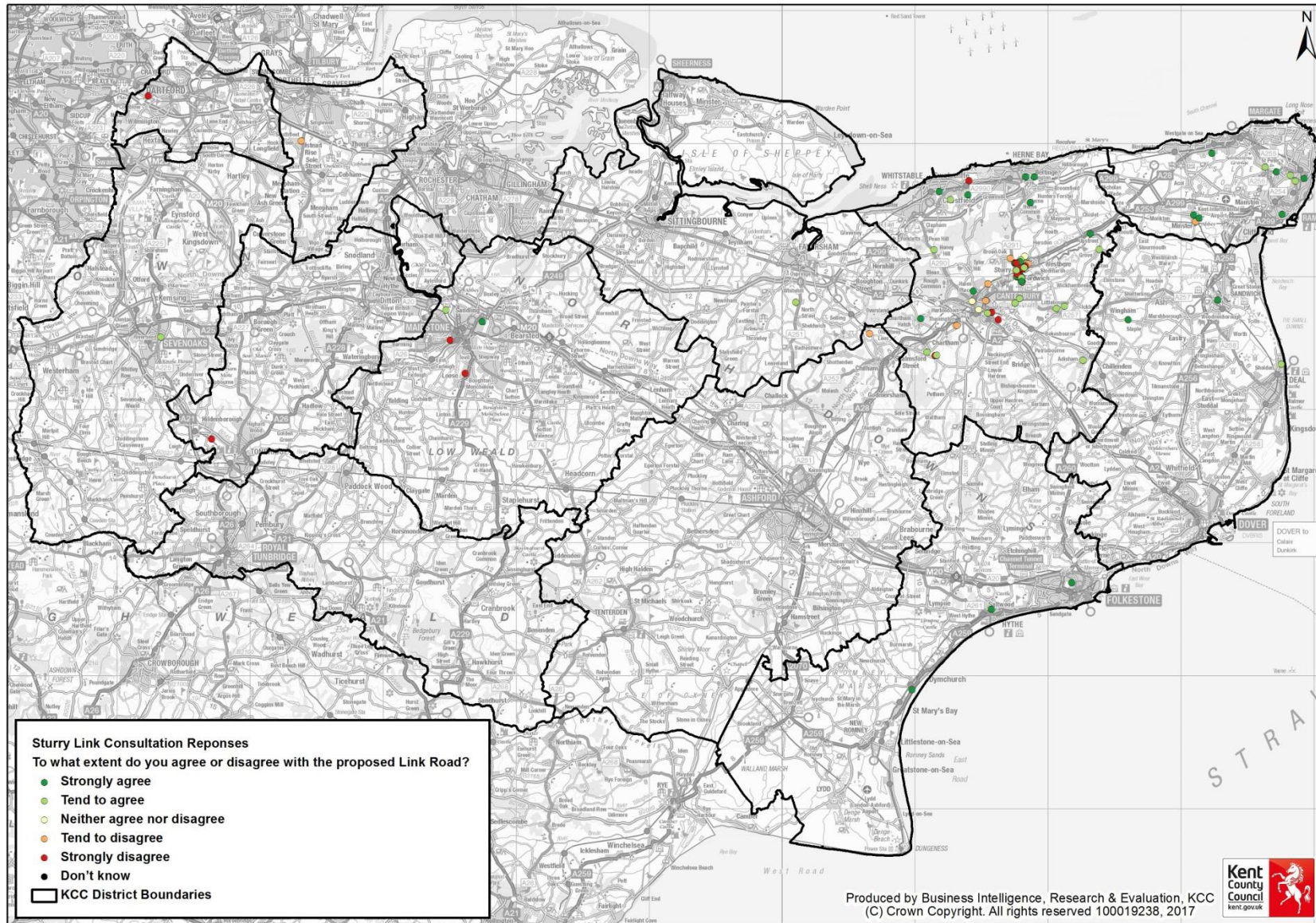


APPENDIX A (Cont)

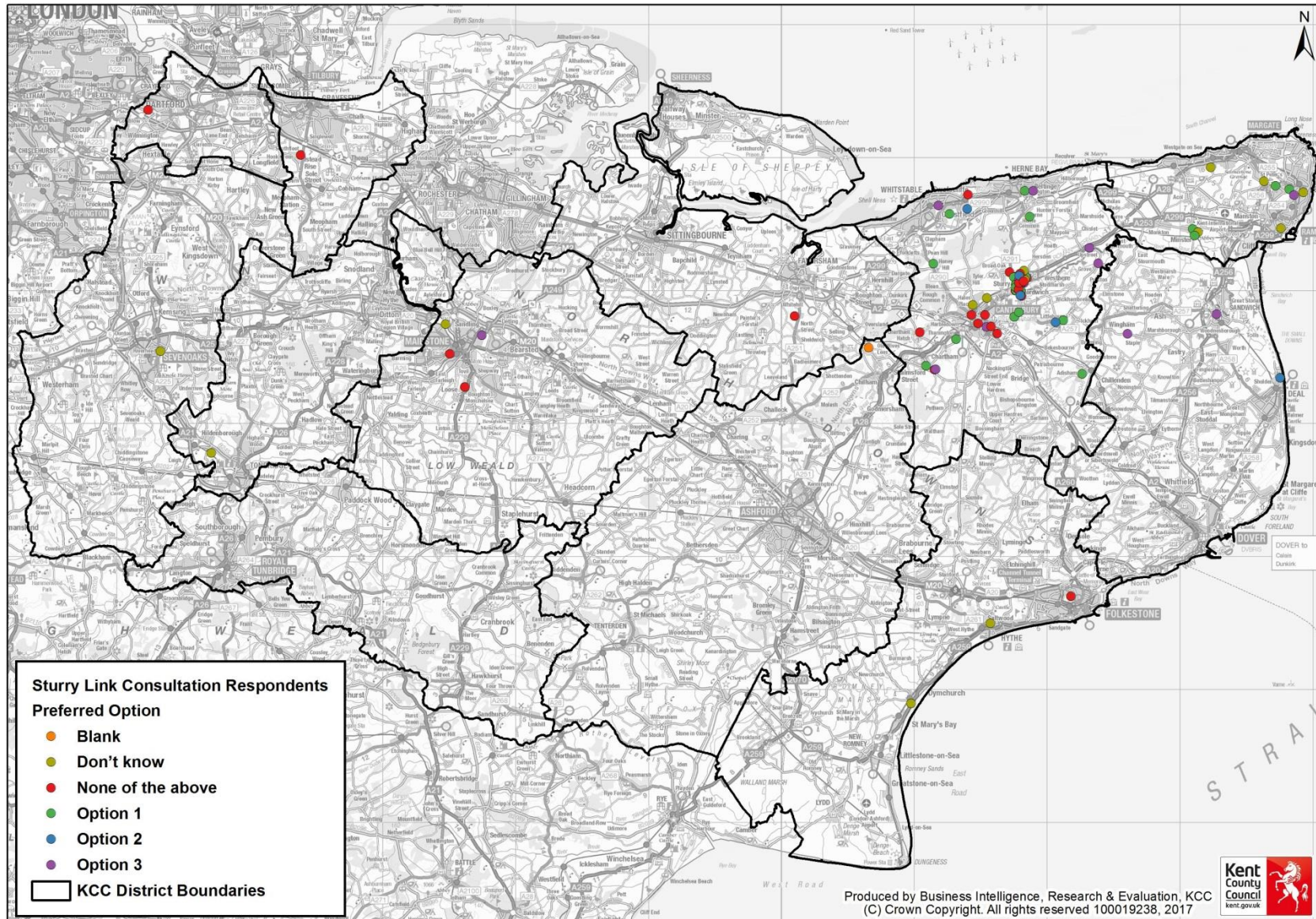
ii) Canterbury District



APPENDIX B Geographical location of responses to question 3 of the questionnaire



APPENDIX C Geographical location of responses to question 5 of the questionnaire



APPENDIX D Sturry Parish Council feedback
report (full contents)

Sturry Parish Council feedback for KCC consultation regarding proposed Sturry Link Road

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Acknowledgements

The parish council would like to thank KCC for organising and holding public consultations on the proposed Link Road.

The parish council would also like to thank all councillors, residents, and members of the parish council major developments working group without whose contributions this document would not be possible.

Disclaimer

Every effort has been made to ensure that the content of this document:

- Accurately reflects the views of the residents of Sturry Parish.
- Contains only statements of fact that are accurate

An exception to the latter where verbatim inclusions are used, such as in the sections on feedback from residents, in which case the accuracy or otherwise of statements is left attributed to the original authors.

Given the close association of the proposed road with the proposed housing developments, some concerns outlined for the road demonstrate overlap with those for the housing developments. Where this overlap is understood by the reader, the reader is asked to carefully consider the context and bearing that the road has on the housing developments and vice versa. For this reason such comments, whilst pro-actively minimised in number by the authors, persist within this document.

Let it be declared that is document is prepared in good faith, and that any inaccuracies which are to be found herein are subjects of honest human misunderstanding and/or error.

Introduction

In August 2017 KCC held three consultations regarding the proposed Sturry Link Road:

- Tuesday 1st August 2017 at Broad Oak Village Hall, Shalloak Road, Canterbury, CT2 0QH– 14:00 to 20:00
- Wednesday 2nd August at Sturry Social Centre, Mill Road, Sturry, Canterbury, CT2 0AN – 14:00 to 20:00
- Thursday 31st August at Sturry Social Centre, Mill Road, Sturry, Canterbury, CT2 0AN – 14:00 to 20:00

Sturry Parish Council attended and has compiled a response. There are three sections of comments below.

The first section details concerns adopted by the parish council after careful consideration by members of the Sturry Parish Council Major Developments working group.

The second pertains to a form that Sturry Parish Council provided at the consultation events for residents to fill in for feedback. The purpose of this form was to present residents with questions in a form isometric to the KCC consultation, such that the parish council could compare what it received with that received by KCC.

The parish council understands the concerns of some residents that the restricted form does not provide a "none of the above" style option, and might be seen to imply consent for the road or the options, rather than an outright objection. In this regard, the intention was not to restrict feedback or imply a limitation of options, and as such the form advertised that additional feedback could be sent directly to the parish council. The parish council received instances of the latter and this forms the third section below.

Sturry Parish Council Major Developments Working Group Feedback

Introduction

The Canterbury Local Plan sees the provision of the housing and link road as interdependent elements in the successful, strategic delivery of additional housing for Canterbury.

However - the planning processes by which each part is strategically studied and developed are separate applications. Yet it is clear that each element, road and housing, without the other, cannot proceed - be it for funding or more basic, existential reasons.

We have been unable to find wide ranging studies looking into alternative transport strategies and solutions for the Canterbury district. It appears that the relief road idea has been adopted with data studies for only the Sturry level crossing, and the immediate surrounding area.

The CCC Local Plan has incorporated the development for 1000 houses with only indicative and provisional design detail concerning the road and bridge. The road and development are interdependent - and should therefore be fully assessed together. In a properly integrated design solution - the interrelated issues of traffic circulation and neighbourhood planning should be given adequate study to ensure the best design and functional outcome for Canterbury and it's residents.

A desk based assessment, based on the concerns of local residents and reflecting immediate concerns relating to the detailed planning of the road element highlights

inconsistencies and problems with the planning of the housing development with the road and transport infrastructure is summarised below.

These concerns particularly highlight the permeability of the site from the existing village of Sturry, concerns about the location of elements in relation to access and concerns about the "road-centric" imposition of infrastructure on the village of Sturry and its immediate surroundings.

Concerns are highlighted about the capability of the design to offer a safe and suitable alternative transport strategy, and there is no apparent plan of how to properly incorporate alternative transport elements into the existing, surrounding infrastructure.

Local Plan Context

"Local Transport Plan 4: Delivering Growth without Gridlock 2016 – 2031

5.15 The preparation and submission of a Local Transport Plan (LTP) is a statutory requirement of all local transport authorities in England. An LTP sets out the authority's strategic and countywide priorities and provides a framework for highlighting cross-district and local priorities of particular significance.

5.16 KCC's ambition for Kent's fourth Local Transport Plan (LTP4), covering the period 2016 to 2031, is to deliver safe and effective transport, whilst ensuring that all Kent's communities and businesses benefit, the environment is enhanced and economic growth is supported. This ambition is to be realised through the following five overarching policies:

- 1. Economic growth and minimised congestion*
- 2. Affordable and accessible door-to-door journeys*
- 3. Safer travel*
- 4. Enhanced environment*
- 5. Better health and wellbeing*

*5.17 The priorities for Canterbury include:
Sturry Link Road"*

"Policy T1 Transport Strategy

In considering the location of new development, or the relocation of existing activities, the Council will always take account of the following principles of the Transport Strategy:

- a. Controlling the level and environmental impact of vehicular traffic including air quality;*
- b. Providing alternative modes of transport to the car by extending provision for pedestrians, cyclists and the use of public transport;*
- c. Reducing cross-town traffic movements in the historic centre of Canterbury;*
- d. Providing public car parking and controlling parking having regard to the Parking Strategy;*
- e. Assessing development proposals in the light of transport demands and the scope for choice between transport modes; and*
- f. Seeking the construction of new roads and/or junction improvements which will improve environmental conditions and/or contribute towards the economic well-being of the District.*

5.22 In support of Policy T1, this plan proposes a hierarchy of transport modes. They will be considered in the following order:

- walking*
- cycling*
- public transport*
- park and ride*
- private car*

New Roundabout at A28 / Proposed Viaduct

The A28 is a single lane each direction, with a cycle lane provision in both directions, and pedestrian walkway to North side of road only

Cycle lane at Sturry (East) approach to new junction is a portion of road at side of route. This offers poor protection for cyclists, and traffic often has to move partially into opposite lane to provide safe width when overtaking cycles. A resident noted that the route is often poorly maintained, with litter and road debris often found in the cycle path. Side vegetation often overgrown, causing need for cycles to swerve into traffic lane.

Cycle lane at Canterbury (West) approach to new junction is a portion of road at side of route. Just prior to the Sewage plant entrance, the lane switches from an on-pavement path, which is shared with pedestrians. This portion stretches back to the roundabout at the nearby retail park, where the cycle path is indicated as separated from the pedestrian path with painted lines and pavement markings.

The cycle path, at the pedestrian crossing is blocked by the pedestrian signals (cycles being instructed to "give way" here by road marking). The paths merge and pass a large open, unlet retail area which is frequently overgrown - the vegetation growing out over both the cycle and pedestrian paths. Both paths then pass over a bus stop. There is a potentially dangerous mix here of pedestrians, cycles and people waiting for public transport. The pathways are in a poor state of repair - with the surface delaminating and potholing in places. Most cyclists seem to stick to the road through this section, although the practice of switching from pavement to road can be dangerous with heavy traffic adjacent.

Cycle lane at Canterbury (West) away from the new junction is a portion of the road at side of route, which quickly becomes part of the bus lane at the entrance to the Sturry Park and Ride. A dedicated cycle path is provided immediately in front of the park and Ride terminus, but it is very narrow, and requires a precise swerve off to meet it properly. Additionally, it is often overgrown and at its end, the lane user quickly merges back onto the bus lane, where buses themselves are emerging back onto the A28. Visibility isn't great. Again - most experienced cyclists seem to avoid the cycle path here, and get as quickly as possible into the bus lane for the approach to the roundabout by the retail park.

Comments on Junction as proposed

- Cycle and pedestrian paths are combined. This is not ideal. Where cyclists may have to pass pedestrians, they may have to move out into bus lanes or traffic lanes. The speed limit proposed is 40mph, and there is no protection indicated.*

- Where roadway and bus lanes combine for the roundabout - the speed limit is still apparently 40mph. Since traffic combining from the old route of the A28 from Sturry should be reduced, it's likely that the roundabout traffic to and from the viaduct will predominantly hold priority. It's suggested by the plans that the cycle and pedestrian provision cross two lanes of traffic to an island refuge - before continuing across a wide single lane. There are no signals to help pedestrians and cyclists cross here. Because of the speed of the traffic, and because of potential late visibility issues for traffic coming from Canterbury and taking the bend onto the bridge pedestrians and cyclists using this option will require safe methods of crossing. Signals need to be provided - despite the possible negative impact on traffic flow.
- The circuitous route indicated for cyclists and pedestrians crosses a spur off the roundabout indicated "designated for employment use". Depending on the ultimate use of this spur - there will have to be a secure pedestrian and cyclist crossing point here also. 40mph is unlikely to be appropriate here.
- For cyclists travelling towards Canterbury - a safe cycle path option needs to be incorporated to route cyclists to the correct cycle lane route - which will be around the roundabout to the South side of the A28, where it needs to meet the existing cycle path provision. The suggested route puts pedestrians and cyclists onto the current Sturry bound cycle path provision which, as noted, has problems and conflicts with pedestrians and the existing bus stop further down the road.
- Since the road will rise to 5m height above the roundabout, with the viaduct behind - the junction will have considerable negative visual effect for visual receptors travelling through the area, and the current green fields which contribute to the "green gap" and sense of separation of Sturry from Canterbury will be replaced by an infrastructure which will be set against the view of the North slopes of the Stour valley. This existing landscape is of "high landscape value". These negative effects will be experienced at numerous locations along the route of the A28 towards Sturry on into the Conservation Area towards the site of the old bridge crossing at the entrance of Sturry village - where the whole of the road and housing development will be open to view.
- The lighting on the roundabout and approaches will be the source of unwelcome light pollution in the area. Further degrading the sense of separation between Sturry village and the urban spread of Canterbury.

New Viaduct

The viaduct is a new structure crossing the previously undeveloped Stour valley at a high level with water meadows and two courses of the Stour below - together with the railway line at North. Ecological issues in particular are addressed elsewhere in more detail.

Comments on Viaduct as proposed

- The structure is out of scale and character for the area. It crosses the Stour in the most visible way - affecting visual receptors both inside and outside the site of

development. It cuts across the view from the A28 towards the landscape of high landscape value, and it also cuts across the view into Canterbury from the Northern slopes of the Stour valley which are under development. There, the current view of Canterbury cathedral will be dominated by the new bridge.

- All other infrastructure interventions in the area are at low level. The existing bridges into Sturry, the A28, all building development etc are at low level. The provision of the bridge, (and other aspects of the development), at a raised level emphasises the negative visual effects and may additionally contribute to light and sound pollution effects above the level that would normally be anticipated.
- The effects of light pollution and road noise above the area of the river and surrounding meadows is an entirely new form of intervention in an area which is normally dark and away from human interference. This will likely have negative effects on the wildlife in the area which include otters and overwintering snipe.
- The A28 verges are particularly prone to littering from passing cars and pedestrians. A recent litter pick by volunteers filled many bags with plastic and other detritus. There is a possibility some of this may be produced over the side of the new bridge, and that street litter may find its way down to the Stour itself or the water meadows which are used for grazing. This may be detrimental to livestock, or to wildlife in the area, and potentially further downstream at the SSSI.
- A single, (Canterbury bound), combined pedestrian and cycle path is proposed. The route will be more circuitous than the existing route through Sturry village, and so it is unlikely to promote active travel alternatives for the existing residents of Sturry. For those new residents on the development - there are more direct routes into Canterbury city centre, and so the attractiveness of the route over the bridge and its urban setting is in doubt.
- The pedestrian / cycle path lies for much of its length adjacent to a bus lane, with two lanes of traffic beyond. There is no protection indicated - despite buses and traffic travelling at 40mph.
- It is suggested that the developers and road planners generally refer to suggestions and standards outlined in the Sustrans Design Manual Handbook for cycle-friendly design. The pathways indicated are too narrow for two-way cycle traffic together with pedestrian use. Designers should consider segregation, and a separate cycle lane for traffic travelling out from Canterbury.
- There is no lighting indicated. Lighting will be required to make the path safe for pedestrians and cyclists, but will have negative effects. The lights will bring light pollution to nature on the banks of the Stour - previously kept dark, and they will emphasise the presence of the bridge in the landscape at night - adding to the light pollution from the new development and emphasising the encroachment of built up environment all the way out from Canterbury to Sturry.
- Effects of construction traffic craning beams into place will need to be evaluated, and negative effects on river flora and fauna eliminated.

New Relief Road and Junction at Broad Oak crossing

A new relief road is proposed to joining the Sturry Link road to the Shalloak Road, providing a route to the Broad Oak crossing.

Comments on junction as proposed

- Since the Broad Oak crossing remains open - this route is more direct to Canterbury City Centre - and especially Canterbury West Station. Commuters wishing to take advantage of the new proposed multi-storey parking provision and more direct connections to London than are available from Sturry will find this route more direct than the route provided across the new bridge, via the A28. Tailbacks are therefore likely, similar to those presently encountered at the Sturry crossing. Tailbacks to westbound traffic may affect the flow of traffic at the new junction with Shalloak Road.
- The indicated pedestrian pavement runs on one side (South) of the road only towards the Broad Oak crossing. It is very questionable whether the proposed allotments are sensibly located as they are peripheral to the residential areas and will have a significantly adverse visual impact on the more natural landscape character of this area. However if a better alternative location cannot be found, access to the allotments and leisure space to the north side of the road, as indicated on the current outline application by BDB, will be required and should be direct to encourage access. A path on the North side should therefore be considered.
- The road has no parking or access provision indicated for the allotments. Space should be planned to allow for resident parking, and for safe delivery of gardening equipment and supplies. This may be planned down the residential side road - but this may become an issue with residents. Access should be considered from the main road.
- At the end of the road towards the crossing - the pavement peters out, leaving no safe access to the crossing, and the footpath beyond. Although it is the intention to reduce traffic on this route, it is likely to become a well-used "desire" route, with a much more direct route to Canterbury City Centre. Safe pedestrian access to the crossing and beyond should be resolved as part of the scheme, or the area will likely become a future road safety black spot.
- No cycle route access has been indicated to the Broad Oak crossing. Whilst there is no existing cycle route infrastructure to link into - it is likely that this more direct route into Canterbury will be seen as a safer alternative for cyclists than the more circuitous route onto the, much more busy and potentially dangerous, A28 via the new bridge. Cyclist may therefore use the road - and there should be sufficient road lighting to ensure the route is safe.
- Failure to address access problems to the Broad Oak crossing, will only further isolate this end of the proposed and associated housing development. The area is already overshadowed by the refuse tip at the top of Shalloak Road, and the new pylons from the Richborough Connection are scheduled to pass over a section of the site. For residents at this end of the development - the views of Canterbury will now be dominated by the new viaduct, the sewage treatment plant, steel holding yard and the retail parks beyond. A "buffer zone" is proposed here - but rather than offset the loss of the existing "green gap" - the planning looks to involve nothing much more than undeveloped land. The allotment allocation looks very small for the size of the development, and the open space leisure facilities look to be nothing more

than open grassland. There is a fear that housing planned for this area will not be the most desirable, and that the area may attract more crime and anti-social behaviour than other areas of the development situated closer to the centre of Sturry. This disconnection will only be exacerbated by poor access, and the creation of a poorly-connected "backwater" to the development remains a challenge which the developers will have to work hard to offset the negative aspects of development and surroundings.

- There are no signals to help pedestrians and cyclists cross at any of the four limbs of the roundabout at the North end of the bridge, (although the western crossing is located a little further away from the roundabout. Because of the speed of the traffic, and because of potential late visibility issues for traffic on the roundabout - all pedestrians will require safe methods of crossing. Signals need to be provided - despite the possible negative impact on traffic flow.
- The speed limit changes here from 40mph to 30mph as the road approaches the majority of new housing on the development. Speed limits need to be enforced. Such measures are lacking on some existing stretches of the A28 through Sturry, and speeding traffic is a problem. The higher housing density in the area will bring many more pedestrians, and safe places to cross on roads with sensible speed limits need to be provided throughout the development. If that means 20mph - then the needs and safety of residents should be considered over the convenience of road users.

New Link Road through development

A new link road is proposed to serve the proposed new housing development.

Comments on link road as proposed

- The road shows only one safe, signal controlled crossing point for pedestrians. This is located to align with the existing footpath and rights of way which will help pedestrians with reasonably direct access to the services in Sturry village centre and the Railway Station ticket office and platforms. However - it is the only signal controlled crossing in the entire development - where the size and population density may indicate the need for more provision throughout the development. There will be requirement for safe pedestrian access for people navigating all across the development North to South and vice-versa. The needs and safety of residents should be considered over the convenience of road users at all times.
- Additional road crossings should be considered to provide safe crossing opportunities. If, for example someone living in the northwest quadrant of the development is looking to cross the road to catch a bus into Canterbury from the bus stop on the South side of the link road, indicated in the plans - they may well consider taking an unsafe "desire" route across the road to avoid the detour all the way down to the crossing and back. The same is likely for residents living in the Northeast of the development - who want to get to the existing Co-op. The site - as planned - considers traffic first, whereas residents needs and safety should be the first

consideration as indicated in NPPF and the Canterbury Local Plan. Failure to address these issues from the start will only discourage pedestrians and active travel options. If the development is designed around the car - then residents will use the car more to get around.

- The shared cycleway and pedestrian path show crossings at the side, access roads. The type of crossing looks to be an un-signalised, courtesy type crossing requiring cycles to act like pedestrians and await safe crossing opportunities. Cars are therefore given priority at all such crossings, whereas if a cycle was approaching a junction along the main road - the rules of the road would mean the car giving way to the traffic on the main road, (including cycles). Some cyclists will opt to ride on the road - so that their journeys are less broken up, and they may make better progress. The junctions as shown risk misunderstandings over priority, and may lead to dangerous situations.
- It is suggested that the developers and road planners generally refer to suggestions and standards outlined in the Sustrans Design Manual Handbook for cycle-friendly design. The pathways indicated are too narrow for two-way cycle traffic together with pedestrian use. Designers should consider segregation from pedestrians, and a separate cycle lane for traffic travelling out from Canterbury (bi-directional cycle path provision). Note especially also the Sustrans Design Manual Handbook sections "Understanding user needs" to understand the target users, and "Continuity and quality of standards" to highlight challenges in integrating any new proposals with the existing alternative transport strategy.
- Cycle lane design should take a higher priority in the overall design of transport as part of and through the new development. The provision has the possibility to encourage a low-carbon alternative to a congested transport network, with the encouragement of potentially more healthy lifestyles. A strategic, city-wide approach needs to be considered for the benefit of residents, shoppers and commuters alike - and opportunities exist to provide a more direct link between the National cycle network routes which run through Fordwich and head on up to Whitstable at the Crab and Winkle way. The most direct route would be via Broad Oak Road - and planners should consider the logic of taking cyclists heading for the station on a long detour over the new viaduct, only to have them navigate a way back across the Stour on roads which do not have cycle path provision.
- Because of the elevation of the road - there is concern that the effects of noise and light pollution will be exaggerated to residents living close to the road, as well as for those living in the surrounding area. Light pollution will greatly affect the nature of the surrounding area, and will prove unsightly and undesirable in an area which currently enjoys dark skies at night. Where new properties lie to the South of the new road - the road will be elevated, and road noise will be considerably more of a problem to residents here.
- With the hard landscaping of much of the road environment - considerable water runoff can be generated. Properties served by roads leading off on the south side of the main carriageways may see considerable runoff being channelled downhill towards their properties. Unless significant drainage measures are implemented - periodic downpours and surges will overcome the usual drainage measures and may inundate properties. Especially if property frontages are concreted over for vehicle access. This problem is already in evidence on roads

around the area, including the A28 itself, east of the development. Runoff is significant at times, leading to drains being overwhelmed - especially if not regularly cleared. The road surface becomes hazardous with much spray and worse directed towards the pavements. Where properties lie below the grade of the road - flooding is a real risk.

- The road design figures in no parking or lay-by space. The design of the main road through the development is described by BDB in the Street Hierarchy plan as a "spine distributor road" with a "local centre" placed adjacent to the site of the proposed school. With the indicated provision of 1000 sq.m. of A1 - A5 retail use, and with no apparent indication of planned distribution of the allocation - it is presumed that it is likely to be situated on this "local centre" area.
- If that is the case - there is a lack of consideration for safe and convenient pedestrian access to this area - especially from areas to the North of the development, and from existing areas of Sturry. With no on-street parking allocation planned on the main spine distributor road - it will be unsuitable to locate small retail premises on this road. Furthermore - siting them on the side roads, in the "informal lanes" areas will only lead to problems with local residential parking and traffic circulation. The "local centre" placement of planned retail would, at least, make additional provision to existing areas of Sturry - but for some areas of the existing village and for some areas of the new development - it looks to lie further than the 800m walking distance deemed as "reasonable walking distance".
- If the alternative for users is a short drive along a road favouring vehicular traffic over convenient pedestrian or other access - most users will use the car. With Sturry's existing facilities already reduced from the 2011 survey, and with the parish resources spread over Sturry, Hersden, Broad Oak and Fordwich - the lack of suitable, safe pedestrian or cycle routes and connectivity could increase local vehicular movement, on top of a road system which hopes to address problems with through traffic. It seems likely that local users will do what they always have done - and that is to use the back roads. In which case there is a risk that rat-running will increase, as local traffic uses local knowledge to try to negotiate delays and hold-ups created by through traffic.
- The only other alternative for residents will be to use their cars to travel to the large retail outlets which lie further on into Canterbury on the A28. Since local retail shops are often more expensive than larger supermarkets, it is likely that most residents will make regular journeys to these large retail outlets. Whilst this brings revenue to the supermarkets - it will only add to the existing congestion and pressure on the A28. The existing public transport, pedestrian and cycle alternatives, are already not attractive enough to encourage existing residents to use anything other than cars to access services outside their immediate area. The proposed additions and changes to the public transport, pedestrian and cycle route provision and connectivity are unlikely to change that behaviour.

New Links to A291 Sturry Hill

Alterations to junction at the Sturry rail Crossing A291 Sturry Hill / A28 Island Road

"Reassignment of traffic to the proposed Link Road and reducing congestion in the local area are our key aims in altering the junction. We are therefore proposing major junction alterations that will encourage this reassignment and, in addition:

- *reduce congestion when the level crossing barriers are down*
- *improve its layout to become more efficient*
- *provide better, more formal, pedestrian facilities" (KCC Consultation Booklet)*

The revised junction will effectively be joined to the new roundabout at the entrance to the new development, by means of a slip road which leads off the present course of Sturry Hill - at a point just to the North of Sturry Court Mews. This is a block of retirement flats adjacent to the development site, and the bottom of Sturry Hill. These residents will have chosen to live there, and purchased their retirement homes on the basis of the "easy access to village amenities" and "views over open land to Canterbury cathedral beyond" The development is still, at time of writing, being marketed as such.

- The residents of Sturry Court Mews will suffer the worst of all the possible negative effects of development. Increased traffic, pollution, traffic noise, construction noise, construction dust and debris, loss of amenity, loss of view, loss of local amenity, loss of safe and convenient access to amenity.
- Construction phasing estimates an eight year construction phase, and eight years of heavy construction traffic right past the development on one side, with construction on the other. The residents will be literally surrounded by construction traffic for eight years at least, with unsafe local access as a result - not to mention the additional loss of amenity, additional noise and increased traffic pollution.

Notes on development phasing

- BDB construction phasing indicates construction extending over a prolonged, eight year construction phase in total, and shows development of the road elements beginning at the eastern end of the development, and proceeding in phases westwards.
- It is presumed that this allows for phased development of housing, without the infrastructure having to be built much in advance of property sales.
- There is a risk that this approach will, in the case of a housing slump for example, leave the planned development half-built, with the required road infrastructure either unfinished or unbuilt.
- KCC state that they will not be building any of the road improvements until sufficient numbers of the housing allocation have been completed. It is said that that will require the building of 650 of the Sturry housing allocation before KCC build any of the required road infrastructure.

A new link road is proposed to serve the new housing - with new links to the A291 at Sturry Hill.

Comments on plans as proposed

- The road shows no safe crossings for cyclists or pedestrians in the vicinity of the new proposed roundabout. The only safe, signalled crossing on the whole development lies to the west of this roundabout, and yet the roundabout is in closer proximity to the site of the new school and leisure facilities. It is likely, therefore that residents and users of the new facilities - together will residents seeking access to the services in Sturry and the railway station - will seek shorter "desire routes" through the area of the new roundabout. In the presentation - the roundabout promises, "good access to housing". Those "good links" are by car only - since pedestrian and cycle access is uncoordinated.
- There is no cycle route indicated on the route up towards Broad Oak. Whilst there is no existing infrastructure to link with - the route here is up grade, and consideration should be given to how cyclists may safely negotiate this part of the development.
- Pedestrians and cyclists from Broad Oak face a circuitous, inconvenient route to the facilities at Sturry - or at least, one with no clearly defined safe crossing points. There may be many people wishing to access the bus service from Sturry through the new development, and so planners need to consider how current residents access the development site safely and effectively. The development needs to be seen to be a part of the current village, and if pedestrian access is difficult or discouraged - it is likely that the development won't merge effectively with the existing community. The current road and development design doesn't appear to consider the access needs of existing residents enough. Once the school and medical facilities are relocated - this will cut off residents in "Old Sturry."
- Properties on Sturry Hill, close to the new junctions - whilst set back from the new access roads and roundabout- may find noise and light pollution to be a considerable vexation. General concerns about pollution in the area are covered, more fully, elsewhere. The junction as a whole is a considerable imposition on the current setting of Sturry Hill, and the visual character of the urban hard landscaping will heavily impact on the village setting and character of Sturry.
- Furthermore - the design implements a clear line of division here between "Old Sturry" and the new development. Unless visual and experiential "bridges" are implemented here as part of the design - there is the risk that the new development will be seen as an imposition on the existing village and residents, who will only see the loss of natural green space and amenity with no clear benefit. Their goodwill and acceptance of the whole development may be hard won. The design here ideally needs to be inclusive to existing residents - as well as to prospective newcomers. That goes for all elements of the design - but starts with basic access issues, and planning from a community viewpoint. The development, road and links as shown in the plans is all about the car and addresses, primarily, the needs of road users - (the majority of which come from elsewhere, and who merely travel through the area) - above the needs of local residents who live there.

- This "housing first / infrastructure last" approach not only risks the delivery of housing without the eventual delivery of infrastructure (eg in a housing slump / poor sales etc), but also places incredible additional pressure on the existing infrastructure of Sturry village in the meanwhile. This additional pressure will include additional demand on existing retail and transport facilities, much of which is centred around the Sturry crossing junction - itself a proposed construction site.
- Phasing for the development and road elements needs to be coordinated, and road infrastructure should be upgraded and re-routed before housing construction begins - otherwise the existing junction problems will get much, much worse, before there is any possible improvement.
- Considerable planning should be given to the transport strategy for the period when the junction is being realigned, and the new access roads, (including the new roundabout on the A28). Significant traffic holdups are inevitable for a prolonged period for local and through traffic alike. This will lead to localised problems, potentially all over the Canterbury district as traffic seeks free routes and alternatives to blocked or congested routes.

General Comments on plans as proposed

- It is somewhat confusing, that of all the different elements of the housing development, viaduct routing, and new road provision proposed for Sturry and it's surroundings - the last one to be addressed seems to be the original problem. ie: the Sturry rail crossing. There are three proposals for the junction, demonstrating that the original problem still exists, and will still exist despite the best intentions of the development.
- Traffic modelling with VISUM and VISIM data shows that even with remodelling - the expected levels of traffic will still lead to hold-ups and delays. Where the A28 and A291 are narrow - as evident to the North up Sturry Hill, and to the East at Island Road tailbacks will cause knock-on, local, traffic delays, and gridlock remains a possibility in such cases.
- Additional site constraints, lying particularly on the A28 east of the crossing, such as bus stops and on-road parking already contribute to restrictions of traffic flow, and focus on changes to the junction at the crossing will make no difference in addressing these constraints.
- Any continuing delays at the junction will only increase rat-running by locals and through traffic who are "in the know" about local routing. Because of the circuitous nature of the new interventions, and because of probable increased traffic on the A28 further into Canterbury, rat-running can be anticipated not only on the estate lying to the North of the Island Road A28, but also through Fordwich - where traffic can skirt round to the A2 via the A257. Since the VISIM / VISUM modelling considered only a site specific traffic flow survey, based on current data and roaduse - it is likely that this sort of behaviour has been left out of study parameters, and that intervention may have some unanticipated effects on local villages and village life even at some distance away from the immediate site. A Canterbury-wide study may highlight

other possible alternative viable "rat-run" routes for particular journeys - and a full strategic transport study for the Canterbury area should be undertaken before attempting to remodel more local transport infrastructure.

- Consideration should be given to the placement of adequate junction signage in the area. This will be complicated, and will have to be placed on narrow pavements with houses somewhere along the ribbon development close by. This urban street furniture will be alien in size and appearance to the village setting of Sturry. It's proper placement may prove to be controversial and problematic.
- The redevelopment of the Co-op site to the north of island road at the eastbound exit of the junction already causes problems with parking and traffic flow. Temporary parking access is limited, and access and egress is cuts across the pedestrian walkway at a dangerous corner, with no protection for pedestrians. traffic can be observed attempting to join carriageways in both directions from the shop, and changes to the mid-road traffic islands has already had to have been undertaken to try to stop dangerous u-turns across the carriageways. These have not been fully successful.
- The current station layout requires tickets to be purchased at the station office, or machine in the current car-park. Canterbury bound passengers then have to cross the road to access the correct platform. Obviously - once the gate is down - safe crossing can be achieved - but it is too late to cross the level crossing to the westbound platform. Hurrying passengers have to negotiate a busy, complicated junction. Consideration should be given to aid their safe passage, without having to make too much of a detour. Hurrying passengers are apt to make rash decisions, and unsafe attempts to cross road and rail should be discouraged by the placement of safe, convenient access.

Air Pollution

Objections with reference to NICE guidelines

The National Institute for Health and Care Excellence (NICE) recently released guidelines for outdoor air quality with respect to health(NG70) [2], the guidance is specifically targeted towards local authorities as the following bullet points, quoted verbatim under the "Who is it for?" section of the document:

- *Local authority staff working in: planning, local air quality management and public health, including environmental health*
- *Staff working in transport and highways authorities*

Broadly the guidelines recommend (Section 1.1.1) to:

"include air pollution in 'plan making' by all tiers of local government, in line with the Department for Communities and Local Government's National Planning Policy Framework"

Road exposes vulnerable groups to air pollution

In Section 1.1.2 the guidelines explicitly mention that when 'plan making', all levels of government should consider:

"minimising the exposure of vulnerable groups to air pollution by not siting buildings (such as schools, nurseries and care homes) in areas where pollution levels will be high"

Since it is proposed that the link road will consume most of the traffic that would otherwise travel across the level-crossing, the residents of Sturry Mews Court (which is classified as retirement/sheltered housing) will be affronted to a large increase in traffic.



The situation of the road serving the housing developments (which is also the link road), thus fails to minimise the exposure of vulnerable groups to air pollution, but on the contrary probably maximises it.

Development sites living accommodation close to roadside

In Section 1.1.2 the NICE guidelines explicitly mention that when 'plan making', all levels of government should consider:

"siting living accommodation away from roadsides"

The illustrative masterplan (document 22600A-150F) of BDB's associated Sturry housing development shows housing densely packed around the busiest roadside in the

development: the link road.



In general the development is predicated on the concept of having a congestion relief road running literally through the middle of it. It would appear therefore that instead of siting accommodation away from roadsides as recommended by NICE, the development sites accommodation next to roadsides is an integral part of the overall design.

Objections with reference to the National Planning Policy Framework

Development does not minimise impact

Paragraph 109 of the NPPF states

109. The planning system should contribute to and enhance the natural and local environment by:

- *preventing both new and existing development from contributing to or being put at unacceptable risk from, or being adversely affected by unacceptable levels of soil, air, water or noise pollution or land instability*

And paragraph 110 states:

110. In preparing plans to meet development needs, the aim should be to minimise pollution and other adverse effects on the local and natural environment. Plans should allocate land with the least environmental or amenity value, where consistent with other policies in this Framework.

Since by design the development integrates the Sturry Link Road as a throughfare

component, it is clearly not designed to "minimise pollution and other adverse effects on the local and natural environment". On the contrary, by integrating a major road into a housing development, residents will be put "at unacceptable risk from ... air pollution".

The plan should be objected on this basis.

Objections with reference to the Emerging Canterbury Local Plan

Policy DBE1 Sustainable Design and Construction specifically mentions air pollution:

"New developments will also need to be resilient to climate change. Appropriate climate change adaptation measures, include flood resilient measures, solar shading and drought resistant planting, limiting water runoff, reducing water consumption and reducing air pollution."

Table D1 provides a checklist for developers pursuing sustainable development including:

"Pollution

*Avoiding or minimising any emissions or discharges
Avoid potentially polluting developments
Avoid/minimise noise, olfactory, air and light pollution."*

Policy DBE3 Principles of Design says:

"Proposals for the development, which are of a high quality design, will be granted planning permission having regard to other plan policies and the following considerations:

i. The impact of polluting elements, such as noise, dust, odour, light, vibration and air pollution from the development or neighbouring uses;

Policy QL11 sets out requirements for Air Quality;

"Development that could directly or indirectly result in material additional air pollutants and worsening levels of air quality within the area surrounding the development site or impact on the existing Air Quality Management Area will not be permitted unless acceptable measures to offset or mitigate any potential impacts have been agreed as part of the proposal. An air quality assessment will be required if the proposal is likely to have a significant effect taking account of the cumulative effects on individual sites."

12.49 opens with: "It is essential therefore to consider air quality when making decisions with regard to future developments"

The development will increase air pollution in the area and the largest increases are likely occur next to the homes of vulnerable groups.

In accord with policy QL11, "acceptable measures to offset or mitigate any potential impacts" must be agreed.

We suggest, as means of monitoring the impact to residents and the local ecosystem, that one DEFRA certified monitoring site be located along the link road, and three near-reference monitors be installed in the locations shown below.

The network should be independently operated for at least 15 years, or the lifetime of the development, whichever is longer.

Alterations to junction at the Sturry rail Crossing A291 Sturry Hill / A28 Island Road

OPTION ONE "Traffic signal controlled (with restricted movement) - Prohibited movement - A28 Island Road to level crossing (except buses)"

- Elderly Sturry Court Mews residents, and residents from the new development face a circuitous route via the safe, signalled crossings, to access the services (Co-op, Margate bound bus services etc) on the North of the junction. A safe, signalled crossing option should be added across the bottom of Sturry Hill.
- The southern most crossing takes Canterbury bound rail passengers away from the station. Late arriving passengers may take risks crossing here.
- Cycle path provision is non-existent. The junction is confusing, and the integration of existing cycle lane provision is unresolved. Cyclist travelling upgrade will be especially vulnerable, and may be forced onto pavements.
- A28 island Road traffic - if wishing to travel to South Sturry, or to Fordwich, Littlebourne etc, now faces the inconvenience of the detour around the new roundabout. This traffic will also have to negotiate the area of the junction twice, adding twice the pollution to the area.
- Traffic levels with this scheme are shown to have no net increase in Island Road traffic, 200% - 300% increased traffic on the A291 at Sturry Hill. The already high traffic pollution levels at the bottom of Sturry Hill will show a significant net increase. The expected increase in overall traffic to the area will only push these levels higher.
- Since the junction is signalled, it will only take a short queue to back traffic up to the residences which lie close to the road at the east of the crossing on the A28. There, traffic will back up causing pollution and noise problems, and running into pinch points caused by on-street parking, the access to parking for the residents of Drivers Walk and the Margate-bound bus stop. Similar tailbacks already exist, and contribute to "congestion in the area" which the junction refinements are clearly not able to address. Residents will continue to be subject to dangerous road pollution,

noise, vibration and other inconveniences, and through traffic will continue to find localised pinch points and delays to their journey on village roads which are unsuitable for such heavy traffic at such anticipated volume.

- Bus stops will have to be defined to suit the re-routed services provided. Bus stops will have to be carefully placed to ensure that no loss of service, or more inconvenient or distant location for existing residents.

OPTION TWO "Give-way junction (with restricted movement) - Prohibited movement - A28 Sturry Hill to A28 Island Road, 291 Sturry Hill to level crossing (except buses)"

- Elderly Sturry Court Mews residents, and residents generally from the new development face a circuitous route via the **un-signalised crossings**, to access the services around the junction via a central island refuge. Safe, signalised crossing options should be added across all inroads.
- Canterbury bound rail passengers are directed on a pedestrian route away from the station. Late arriving passengers may take risks crossing here, on roads where traffic clearly has priority.
- Cycle path provision is non-existent. The junction is confusing, and the integration of existing cycle lane provision is unresolved. Cyclist travelling upgrade will be especially vulnerable, and may be forced onto pavements. Cyclists towards Margate from Sturry South will either be taken on the detour, which is needlessly roundabout and initially upgrade, or will be forced to dismount, or ride on pavement where pedestrians are trying to cross.
- A291 Sturry Hill Southbound traffic - if wishing to travel to South Sturry, or to Fordwich, Littlebourne etc, now faces the inconvenience of the detour around the new development, via the viaduct to the A28, and back up to South Sturry. A significant detour, and a significant increase of traffic pollution to the area. there will be traffic which, rather than go round, will try to force u-turns on the A28, or who will find it much quicker to "rat-run" through the estate to the north of the A28.
- South Sturry traffic (including local Sturry and Fordwich residents) wishing to travel towards "local" facilities, A28 eastbound destinations, Hersden, Thanet etc. - now face the inconvenience of the detour up Sturry Hill, around the new roundabout, and back down Sturry Hill. This traffic will also have to negotiate the area of the junction twice, adding twice the pollution to the area.
- It is claimed "congestion will be eased during operation of the crossing." It may be the case for traffic coming from Herne Bay down the A291 - or for return, rush hour traffic from Canterbury. However - the proposal is not too different than the existing arrangement for morning, rush hour traffic travelling from Thanet along the A28 Island Road - with tailbacks still anticipated at the "give-way" junction, whether the junction is in operation, or not, and a 10% to 40% increase in traffic levels shown - congestion is still a likely reality for these road users and residents adjacent.
- Traffic turning right towards the new development from the A28, will compete with traffic continuing across the crossing when the crossing is closed. Only a reasonably short queue of traffic waiting at the crossing will tail back and block access to the main right turn give way lane for A28 traffic.

- Traffic levels with this scheme are shown to have a 10% to 40% increase in Island Road traffic, 200% - 300% increased traffic on the A291 at Sturry Hill. The already high traffic pollution levels at the bottom of Sturry Hill will show a significant net increase. The expected increase in overall traffic to the area will only push these levels higher. Whilst South Sturry may well benefit from less traffic - the majority of Sturry residents, especially those living along the ribbon development at the A291 and A28 will be exposed to dangerous and possibly illegal levels of traffic pollution.
- Since the junction is not signalised, traffic flow relies on driver courtesy and adherence to "give way priority". It will only take a short queue to back traffic up to the residences which lie close to the road - especially at the east of the crossing on the A28. There, traffic will back up causing pollution and noise problems, and running into pinchpoints caused by on-street parking, the access to parking for the residents of Drovers Walk and the Margate-bound bus stop. Similar tailbacks already exist, and contribute to "congestion in the area" which the junction refinements are clearly not able to address. Residents will continue to be subject to dangerous road pollution, noise, vibration and other inconveniences, and through traffic will continue to find localised pinchpoints and delays to their journey on village roads which are unsuitable for such heavy traffic at such anticipated volume.
- Bus stops will have to be defined to suit the re-routed services provided. Bus stops will have to be carefully placed to ensure that no loss of service, or more inconvenient or distant location for existing residents.

OPTION THREE "Traffic signal controlled (with restricted movement) - Prohibited movement - A291 Sturry Hill to level crossing (except buses) "

- Heavier anticipated traffic load would indicate that a safe, signalised crossing option would be of benefit for residents approaching from the east on the south side of the A28 and crossing to the facilities (Co-op etc) at the north side.
- Canterbury bound rail passengers are directed on a pedestrian route away from the station. Late arriving passengers may take risks crossing here, on roads where traffic clearly has priority.
- Cycle path provision is non-existent. The junction is confusing, and the integration of existing cycle lane provision is unresolved. Cyclist travelling upgrade will be especially vulnerable, and may be forced onto pavements. Cyclists may be forced to dismount, or ride on pavement where pedestrians are trying to cross.
- A291 Sturry Hill Southbound traffic - if wishing to travel to South Sturry, or to Fordwich, Littlebourne etc, now faces the inconvenience of the detour around the new development, via the viaduct to the A28, and back up to South Sturry. A significant detour, and a significant increase of traffic pollution to the area. there will be traffic which, rather than go round, will try to force u-turns on the A28, or who will find it much quicker to "rat-run" through the estate to the north of the A28.
- It is claimed "congestion will be eased during operation of the crossing." It may be the case for traffic coming from Herne Bay down the A291 - or for return, rush hour traffic from Canterbury. However - the proposal is not too different than the existing arrangement for morning, rush hour traffic travelling from Thanet along the A28 Island Road - with tailbacks still anticipated at the "give-way" junction, whether

the junction is in operation, or not, and a 10% to 40% increase in traffic levels shown - congestion is still a likely reality for these road users and residents adjacent.

- Traffic turning right towards the new development from the A28, will compete with traffic continuing across the crossing when the crossing is closed. Only a reasonably short queue of traffic waiting at the crossing, (an even shorter number than required for option 2), will tail back and block access to the main right turn give way lane for A28 traffic.
- Traffic levels with this scheme are shown to have a 40% increase in Island Road traffic, and 200% increased traffic on the A291 at Sturry Hill. The already high traffic pollution levels at the bottom of Sturry Hill will show a significant net increase. The expected increase in overall traffic to the area will only push these levels higher. Whilst South Sturry may well benefit from less traffic - the majority of Sturry residents, especially those living along the ribbon development at the A291 and A28 will be exposed to dangerous and possibly illegal levels of traffic pollution.
- Since the junction is signalled, it will only take a short queue to back traffic up to the residences which lie close to the road at the east of the crossing on the A28. There, traffic will back up causing pollution and noise problems, and running into pinchpoints caused by on-street parking, the access to parking for the residents of Drovers Walk and the Margate- bound bus stop. Similar tailbacks already exist, and contribute to "congestion in the area" which the junction refinements are clearly not able to address. Residents will continue to be subject to dangerous road pollution, noise, vibration and other inconveniences, and through traffic will continue to find localised pinchpoints and delays to their journey on village roads which are unsuitable for such heavy traffic at such anticipated volume.

Bus stops will have to be defined to suit the re-routed services provided. Bus stops will have to be carefully placed to ensure that no loss of service, or more inconvenient or distant location for existing residents.

Summary

The comments presented are based on the KCC public consultation, but are presented to illustrate the current distance, and lack of apparent coordination between the two separate planning processes and applications for road and housing developments.

With much detailed planning and development relying on the effective coordination and integration of road with the housing development - especially with alternative transport elements - and taking into account the Local Plan hierarchy of transport consideration, it is impossible to fully and properly assess the road element of the development as part of the outline planning application. Presumption, on the planners behalf, that such coordination will be entirely effective and successful, would risk at best an unsuccessful development. At worst, it will negatively effect the lives of many residents of Canterbury and the surrounding areas, and will add to city-wide problems.

Resident feedback from restricted form

Structure of form

The form contained four sections for comment as illustrated below. The first section solicited general comments, whereas the last three asked for feedback on each of the junction options.

Overall comments

- A28/A291 junction prohibited movement very unhelpful for locals visiting the village
- Upgrade of footpath between A28/A291 junction and Broad Oak rail crossing to a cycle path.
- Sturry level crossing should be left alone for now and wait to see how flow of traffic works. Can always put changes in at a later date if needed.
- How come part of Ancient Woodland has been downgraded to woodland? How much more are we going to lose?
- Interesting to see and have more clarity on the whole planning proposals.

- I preferred option 3 of the junction development in Sturry beside the level crossing. It offers signal control and better options for where I live. Roll on 2020 for completion.
- Prefer option 3. Also that traffic will be signal controlled.
- With more development planned in Hersden, plus the large development in Sturry / Broad Oak it seems to me that congestion will be moved from one place to another.
- No option is ideal for everybody, but option 1 best deals with the problems, like the reduction of traffic using the level crossing. However it is insane to build AND HAVE OCCUPIED 650 homes before work starts on the Link Road. The route of the Link Road does make sense.
- Additional traffic restrictions or at the very least traffic calming measures should be put into place through Broadoak village to stop this being used as a rat run. Vehicles speed through the village + think is high traffic causing danger to pedestrians + villagers.
- Why is there a need for this road? Because CCC is desperate to build houses; landowners have land to sell, land access requires the road. 'Relief' for Sturry is a secondary consideration only. The proposed bridge and new roundabout on the A28 will merely move the traffic problem further on. It is not the solution. I oppose the proposed scheme.
- None of the options are ideal. Delays at the crossing could be reduced by Network Rail & South Eastern altering the stopping position of eastbound trains to the available station platform.
- I am strongly against the link road proposals. In my view, the bypass is a "road to nowhere" as traffic problems will only be moved nearer Canterbury. The ring road round the City cannot cope with the present traffic flows. There will be increased pollution & the green space will be reduced between Sturry & Canterbury. The extra houses proposed will cause traffic & the resources, such as lack of water in E.Kent need to be addressed. Not a long term solution of traffic problems.
- I am not happy with any of these options. Have Network Rail been involved in consultation?
- Essentially, none of the options is better than the existing situation. If traffic lights allowed A291 priority at times to go East A28 or South A28 then that would be an improvement.

Option 1 comments

- Yes to traffic signal controlled pedestrian crossings
- This option appears to dissect Sturry in two.
- This option seems to close the village to the most traffic and is likely unfortunately, to close all amenities.
- Edited to allow cars. Slow down traffic by either narrowing "sturry bypass" or sending all traffic through Sturry High Street.
- I prefer this as it guides traffic away from the crossing & will hopefully reduce traffic movements in Fordwich Rd.
- On paper the proposed link looks fine but it will still cause a congestion at the Sturry Rd & St Stephens roundabouts. The amount of traffic going through Sturry from Thanet on Sturry village & South Sturry will cause the same amount of traffic going

over the level crossing the same as today, therefore I see the proposed link road as not a solution to today's problem. This could possibly cause more problems.

- Looks very complicated junction. Not a good option.
- As it stands, option 1 is the least worst but why not try option 1a, to scrap the bus land and enable cars (not HGVs) to turn left from Island Road to the level crossing so that all movements remain possible? You can still dissuade through traffic by traffic calming (or parking) on Mill Road between the level crossing and Fordwich Road.
- This is a mess! Worse situation than the present one! A28 would need to wait to feed into A291 North. Longer wait than if train crossing.

Option 2 comments

- No to uncontrolled pedestrian crossings.
- Uncontrolled pedestrian crossings of some concern, their safety would cause concern.
- This option does not cater well for pedestrians. Not a bad option for car users though.
- Better option - but still not a good option. Surely Network Rail need to be involved - why cannot the platform be lengthened to reduce the traffic problems at Sturry Crossing?
- Awful - if you stop traffic on Sturry Hill from accessing the old village via the level crossing, they will either try to do a u-turn outside the co-op, or they will try a u-turn further up Island Road, or they will use the Sturry estate as a rat-run to get from Sturry Hill to Island Road.
- Uncontrolled pedestrian crossings are risky with all the traffic.
- NO! Better than option 3. This would encourage local traffic to rat run through the estate Sleigh Road / Homewood Road / Babssoak Hill.

Option 3 comments

- Yes to traffic signal controlled pedestrian crossings.
- This option far from perfect but may be the best available.
- This seems the best option for pedestrians and car users and would be my option.
- This is my preferred choice.
- The trains need to pull right through the station, then the gates being closed for a shorter period will help the flow of traffic.
- This is my preferred option. Traffic from Heme bay to Canterbury will have to travel on the new road. Pedestrian crossings essential.
- Best option as A291 users can easily access this new Link Road. On other options vehicles may ignore u-turn option.
- Not a good option. Will these changes increase traffic through Fordwich - as people try to avoid traffic delays nearer city centre?
- If you stop traffic on Sturry Hill from accessing the old village via the level crossing, they will either try to do a u-turn outside the co-op, or they will try a u-turn further up Island Road, or they will use the Sturry estate as a rat-run to get from Sturry Hill to Island Road.
- NO. This would encourage rat run through the Sturry estate and problems with traffic going east on A28 crossing from of A28 going West.

Free-form resident feedback

This section contains free-form feedback from residents that does not fit into the layout described above. Each section below is a transcription of a different piece of resident feedback. Every effort has been made to ensure accuracy in transcription, and the work has been carried out in good faith.

Sturry Relief road - Concerns

1. The safety of pedestrians crossing the A28/ Heme Bay road near the station and walking up/down the Heme Bay road between the station and Popes Lane (with two new road crossings);
 2. Bus routings and stops on services between both Margate and Heme Bay and Canterbury;
 3. Access to Sturry village and Fordwich
- What are the timescales re road - KCC and developers?
 - When will KCC's work begin in relation to the development of houses?
 - When will work on the road in the developers remit begin in relation to house building?
 - When will the new road in its entirety be in place?
 - Ease of inter-parish access for residents between the three villages, Fordwich and Westbrook with public transport links and cycle links.
 - What guarantees are there for safe and easy access from all directions to the Co-op on foot and by car?
 - Visual impact of viaduct - noise and light pollution
 - What modelling has been done on relative journey time? Is this in the public domain, and if so where can it be found?
 - Effect of earthworks on the local hedgehog population:
 - BDB's own expert at first exhibition commented that they were surprised at the numbers when they carried out their ecology study - what will be done to minimise impact?
 - Will there be any compulsory purchase of land to change the present A28/A291 junction at the railway station?
 - The Local Plan Modifications Site 2: Who determines the 'local need'?
 - Employment Floorspace: Business floorspace to meet the needs of local business/officespace
 - Retail - Local centre shopping facilities only
 - Other: Community facilities to meet local need
 - Dengrove wood:
 - Will any trees be felled for housing? If so what acreage?
 - Who is going to 'manage' the 'remaining' wood? Who funds this?
 - Will public access through the wood from Broad Oak to Sturry be retained?

Proposed Sturry Relief Road

Sirs,

I write to express my concerns on the design of the viaduct part of the proposed Sturry Relief Road.

Cast your minds back to that terrible pile-up on the Sheppey Crossing involving many cars and a death. (Thank goodness for the quick thinking of a lorry driver who blocked access to the crossing with his huge truck, thus probably saving many lives.)

One comment came out in the news was that the design did not allow for a pedestrian relief area. The advice in the event of a breakdown or accident is to get out of the vehicle and seek refuge on the bank. Even the hard shoulder on a motorway is not considered safe to stay in the vehicle. That is fine when there is a wide pavement or a grassed area on both sides but from the projections shown by Richard Shelton of KCC Highways at Hersden on 27th June, there is no provision for pedestrian safety on both sides of the viaduct.

I raised the subject with him after the meeting and he admitted that this safety issue hadn't occurred to him. He then suggested that there was the advantage of the bus lane for traffic management that the police and emergency services could use. That is all well and good after they arrive, but in the immediate aftermath of an incident it is no help at all.

Even in the 1700s bridge builders considered pedestrians and their safety as coaches and horses thundered past! I have included pictures off the internet of a bridge that I regularly used safely as a child. Also included are pictures of the Sheppey Crossing accident and the photo montage of the proposed new viaduct. Good design could make this work.

What price a life?

[Document is signed Sue McConnell]

APPENDIX E Consultation Questionnaire

Sturry Link Road
Consultation Questionnaire



Sturry Link Road Consultation Questionnaire

Kent County Council (KCC) is seeking your views on the proposals being put forward for a new Sturry Link Road, and have provided this feedback questionnaire for you to give your comments.

This questionnaire can be completed online at www.kent.gov.uk/sturrylinkroad. Alternately a hard copy can be completed and returned to us at one of the below consultation events or via post to: Sturry Link Road Public Consultation, Kent County Council, 1st Floor, Invicta House, Maidstone ME14 1XX.

What information do you need before completing the questionnaire?

We recommend that you visit one of the consultation events or view the consultation material online www.kent.gov.uk/sturrylinkroad before responding to this questionnaire.

Please drop in and talk to our team at any of the following events:

- Tuesday 1st August at Broad Oak Village Hall, Shalloak Road, Canterbury, CT2 0QH – 14:00 to 20:00
- Wednesday 2nd August at Sturry Social Centre, Mill Road, Sturry, Canterbury, CT2 0AN – 14:00 to 20:00
- Thursday 31st August at Sturry Social Centre, Mill Road, Sturry, Canterbury, CT2 0AN – 14:00 to 20:00

Please ensure your response reaches us by Wednesday 6th September 2017.

Your responses will help us to prepare a planning application for the proposed Link Road, which we are planning to submit in autumn 2017.

Privacy: Kent County Council collects and processes personal information in order to provide a range of public services. Kent County Council respects the privacy of individuals and endeavours to ensure personal information is collected fairly, lawfully, and in compliance with the Data Protection Act 1998.

Alternative Formats and Hard Copies

To request hard copies of any of the consultation documents, or for any other formats, please email: alternativeformats@kent.gov.uk or call: 03000 421553 (text relay service number: 18001 03000 421553). This number goes to an answering machine, which is monitored during office hours.

Sturry Link Road
Consultation Questionnaire



Q1. Please tell us in what capacity you are completing this questionnaire:

Please select the option that most closely represents how you will be responding to this consultation. Please select **one** box.

- | | |
|--------------------------|---|
| <input type="checkbox"/> | A Sturry, Broad Oak or Fordwich resident |
| <input type="checkbox"/> | A resident from somewhere else in Kent |
| <input type="checkbox"/> | A regular commuter on the A28, A291 or Broad Oak Road travelling through Sturry |
| <input type="checkbox"/> | A user of local public transport (bus/train) |
| <input type="checkbox"/> | A cyclist (social and/or commuting) |
| <input type="checkbox"/> | A representative of a local community group or residents association |
| <input type="checkbox"/> | On behalf of a Parish / District Council in an official capacity |
| <input type="checkbox"/> | A Parish / District or County Councillor |
| <input type="checkbox"/> | A local business owner |
| <input type="checkbox"/> | On behalf of a charity, voluntary or community sector organisation (VCS) |
| <input type="checkbox"/> | A visitor to Sturry/Broad Oak/Fordwich |
| <input type="checkbox"/> | Other, please specify: <input type="text"/> |

Q1a. If you are responding on behalf of an organisation (business, community group, resident association, council or any other organisation), please tell us the name of your organisation here:

Q2. Please tell us your postcode: _____

We use this to help us to analyse our data. It will not be used to identify who you are.



Sturry Link Road
Consultation Questionnaire

Q3. To what extent do you agree or disagree with the proposed Link Road?

Please select one box.

- Strongly agree Tend to agree Neither agree nor disagree Tend to disagree Strongly disagree Don't know
-

Q3a. If you have answered 'Strongly agree' or 'Tend to agree' to Q3, please tell us from the list below the reason(s) why you support the proposed Link Road?

Please select all that apply.

- Reduce congestion through Sturry
- Improve journey times
- Avoid the railway level crossings
- Improve the local community
- Needed to support the new housing
- Other, please specify:

Q3b. If you have answered 'Strongly disagree', 'Tend to disagree' or 'Don't know' to Q3, please tell us the reason for your answer below



Sturry Link Road
Consultation Questionnaire

Proposed Road Layout *(See pages 3 to 10 of the consultation booklet)*

Q4. Do you have any comments on the proposed road layout, including suggestions for improvements? Is there anything you particularly like or dislike about the scheme? Please add any comments below:

Sturry Link Road
Consultation Questionnaire



Proposed Alterations to the A28/A291 Junction

(See pages 11 to 14 of the consultation booklet)

Q5. Do you have a preference for one of the three junction options shown?

Please select one box.

- Yes, Option 1
- Yes, Option 2
- Yes, Option 3
- None of the above
- Don't know

Q5a. Please add any comments to explain your answer below:

Sturry Link Road
Consultation Questionnaire



The Environment *(See pages 15 to 17 of the consultation booklet)*

Q6. The consultation document highlights how this scheme will impact on the surrounding environment. Please add any comments you have on environmental impacts below:

Sturry Link Road
Consultation Questionnaire



Q7. If you have any other comments on our proposals for the Sturry Link Road, please provide these below.

Q8. We have completed an initial Equality Impact Assessment (EqIA) for the proposals put forward in this consultation. An EqIA is a tool to assess the impact any proposals would have on the protected characteristics: age, disability, gender, gender reassignment, sexual orientation, race, religion, and carer's responsibilities. The EqIA is available at kent.gov.uk/sturrylinkroad or in hard copy on request.

We welcome your views on our equality analysis and if you think there is anything we should consider relating to equality and diversity, please add any comments below:

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Sturry Link Road
Consultation Questionnaire



It is not necessary to answer these questions if you are responding on behalf of an organisation.

About You

We want to make sure that everyone is treated fairly and equally, and that no one gets left out. That's why we're asking you these questions. We won't share the information you give us with anyone else. We'll use it only to help us make decisions, and improve our services. If you would rather not answer any of these questions, you don't have to.

Q9. Are you.....? Please select one box.

- Male
- Female
- I prefer not to say

Q10. Which of these age groups applies to you? Please select one box.

- | | | | | |
|--------------------------------|--------------------------------|--------------------------------|--------------------------------|--|
| <input type="checkbox"/> 0-15 | <input type="checkbox"/> 25-34 | <input type="checkbox"/> 50-59 | <input type="checkbox"/> 65-74 | <input type="checkbox"/> 85 + over |
| <input type="checkbox"/> 16-24 | <input type="checkbox"/> 35-49 | <input type="checkbox"/> 60-64 | <input type="checkbox"/> 75-84 | <input type="checkbox"/> I prefer not to say |

Q11. Do you regard yourself as belonging to a particular religion or belief?
Please select one box.

- Yes No I prefer not to say

Q11a. If you answered 'Yes' to Q11, which of the following applies to you?
Please select one box.

- | | | | |
|------------------------------------|---------------------------------|---------------------------------|--|
| <input type="checkbox"/> Christian | <input type="checkbox"/> Hindu | <input type="checkbox"/> Muslim | <input type="checkbox"/> I prefer not to say |
| <input type="checkbox"/> Buddhist | <input type="checkbox"/> Jewish | <input type="checkbox"/> Sikh | <input type="checkbox"/> Other
<i>Please write in below</i> |

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Sturry Link Road
Consultation Questionnaire



The Equality Act 2010 describes a person as disabled if they have a longstanding physical or mental condition that has lasted, or is likely to last, at least 12 months; and this condition has a substantial adverse effect on their ability to carry out normal day-to-day activities. People with some conditions (cancer, multiple sclerosis and HIV/AIDS, for example) are considered to be disabled from the point that they are diagnosed.

Q12. Do you consider yourself to be disabled as set out in the Equality Act 2010?

Please select one box.

Yes No I prefer not to say

Q12a. If you answered 'Yes' to Q12, please tell us the type of impairment that applies to you. You may have more than one type of impairment, so please select all that apply. If none of these applies to you, please select 'Other', and give brief details of the impairment you have.

<input type="checkbox"/>	Physical impairment
<input type="checkbox"/>	Sensory impairment (hearing, sight or both)
<input type="checkbox"/>	Longstanding illness or health condition, or epilepsy
<input type="checkbox"/>	Mental health condition
<input type="checkbox"/>	Learning disability
<input type="checkbox"/>	I prefer not to say
<input type="checkbox"/>	Other (please specify) <input style="width: 150px; height: 20px;" type="text"/>

Sturry Link Road
Consultation Questionnaire



Q13. Are you a Carer?

A Carer is anyone who cares, unpaid, for a friend or family member who due to illness, disability, a mental health problem or an addiction cannot cope without their support. Both children and adults can be carers.
Please select one box.

Yes No I prefer not to say

Q14. To which of these ethnic groups do you feel you belong?

Please select one box. (Source: 2011 Census)

<input type="checkbox"/>	White English	<input type="checkbox"/>	Mixed White & Black Caribbean	<input type="checkbox"/>
<input type="checkbox"/>	White Scottish	<input type="checkbox"/>	Mixed White & Black African	<input type="checkbox"/>
<input type="checkbox"/>	White Welsh	<input type="checkbox"/>	Mixed White & Asian	<input type="checkbox"/>
<input type="checkbox"/>	White Northern Irish	<input type="checkbox"/>	Mixed Other*	<input type="checkbox"/>
<input type="checkbox"/>	White Irish	<input type="checkbox"/>	Black or Black British Caribbean	<input type="checkbox"/>
<input type="checkbox"/>	White Gypsy/Roma	<input type="checkbox"/>	Black or Black British African	<input type="checkbox"/>
<input type="checkbox"/>	White Irish Traveller	<input type="checkbox"/>	Black or Black British Other*	<input type="checkbox"/>
<input type="checkbox"/>	White Other*	<input type="checkbox"/>	Arab	<input type="checkbox"/>
<input type="checkbox"/>	Asian or Asian British Indian	<input type="checkbox"/>	Chinese	<input type="checkbox"/>
<input type="checkbox"/>	Asian or Asian British Pakistani	<input type="checkbox"/>	I prefer not to say	<input type="checkbox"/>
<input type="checkbox"/>	Asian or Asian British Bangladeshi	<input type="checkbox"/>		<input type="checkbox"/>
<input type="checkbox"/>	Asian or Asian British Other*	<input type="checkbox"/>		<input type="checkbox"/>

*Other Ethnic Group - If your ethnic group is not specified on the list, please describe it here

Sturry Link Road
Consultation Questionnaire



Future Engagement and Communication

If you would like to receive updates about the development of our proposal please provide your contact details. Our preferred method of communication is by email, however if you do not have an email address then please provide your postal address.

Name	<input type="text"/>
Yes, via email. Email address:	<input type="text"/>
Yes, via post. Postal address:	<input type="text"/>
Postcode:	<input type="text"/>

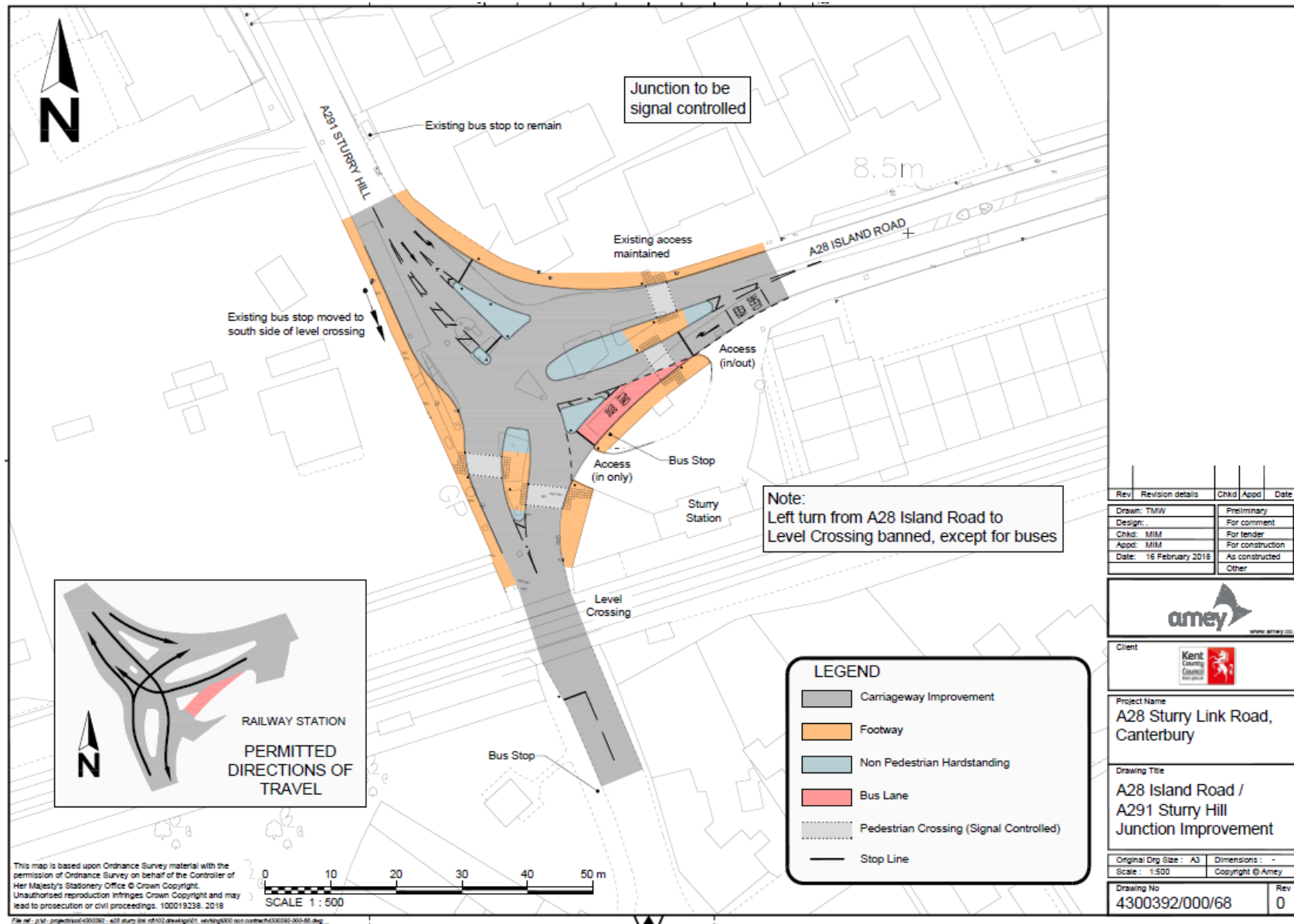
**Thank you for taking the time to complete this questionnaire;
your feedback is important to us.**

**All feedback received will be reviewed and considered in the
development of our proposal.**

**We will report back on the feedback we receive, but details of
individual responses will remain anonymous and we will keep your
personal details confidential.**

APPENDIX F A28/A291 Junction Improvement – Option selected for final scheme design

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