



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:

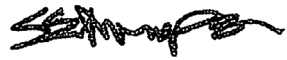
The County Council considers that the benefits associated with the proposal (namely the provision of a link road to provide an alternative route over the railway line and Great Stour River, that reduces congestion and the amount of traffic using the Sturry level crossing associated with the growth proposed 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