

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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