

Alexander Gunyon

From: Robin Gardiner [REDACTED]
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Subject: Frequent Visitor to Blean Area; Comments on Canterbury City Council Draft Local Plan 2040

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From;
Robert Matthew Gardiner,



My comments are in relation to Chapters 1, 2, 5 and 6 of the Draft Local Plan and in particular to policy C12 of Chapter 2.

I take exception to the Plan regarding the building of a new town with 2000 dwellings on prime agricultural land that is crucial for local biodiversity and is in close proximity to ancient forests. For developments of this scale, brownfield sites in the District should be given precedence before paving over the countryside. Where that is not possible at scale, the Council should urgently seek an exemption from housebuilding targets from Central Government, based on the district's exceptional rich natural assets and heritage. In advancing the C12 proposal, the Council is going against their own policies by rashly advancing a poorly justified case in a manner that indicates it has been rushed at the last minute without enough preparation.

The logistics of moving Blean School students to other schools are daunting, with the potential for overcrowded classrooms and strained resources at receiving schools not to mention fairness in increasing class sizes.

The town's placement on a hill, coupled with the area's geology, will cause runoff to add to the already problematic North Canterbury catchment, necessitating improved drainage and difficult water treatment solutions.

The integrity of the ecological network, which supports a diverse range of species including the protected Nightingale, is paramount. Urban development poses a significant threat to this delicate balance.

Preparing weight-limited Rough Common Road for huge construction machinery and heavy Canterbury commuter volumes would disturb residents' tranquility and safety, and would be detrimental to home values.

The emphasis on accommodating motor traffic along the Crab and Winkle way will deter cycling and walking, contradicting public health and environmental objectives. Additionally, the local infrastructure, which may not be equipped to handle the increased traffic, could face overload, necessitating costly and disruptive upgrades.