

## Alexander Gunyon

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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.

My fundamental objection to the Plan concerns the proposed construction of a new town with 2000 residences on prime agricultural terrain that is vitally crucial for local biodiversity and shares an ecological habitat with ancient woodlands. Prior to any consideration of paving over the rural countryside, brownfield sites within the District should be prioritized for developments of this substantial scale. In instances where that is not feasible on a large-scale basis, the Council ought to urgently petition for an exemption from housing targets mandated by the Central Government, grounded in the district's exceptional abundance of rich natural assets and heritage. By impulsively advancing the C12 proposal, the Council is acting in direct contravention of their own established policies, putting forth a feeble case in a manner that patently indicates it has been rushed through at the eleventh hour with inadequate forethought and preparation.

The hill's transformation will modify water distribution, saturating the clay terrain and pressuring the area's drainage, leading to potential structural harm.

Nightingales need a network of dense habitats to thrive. Conservation efforts should be focused on linking isolated patches through extensive green areas (not just mere corridors) to bolster the species' dwindling numbers, facilitating the birds' movement and breeding across the landscape.

The upheaval of relocating the School could cause stress and anxiety among students, impacting their well-being and ability to focus on their studies.

Reconfiguring weight-restricted Rough Common Road for huge construction rigs and heavy Canterbury traffic would negatively affect the tranquility, security, and home values of that rural residential area.

The new road along the Crab and Winkle Way can disrupt vital ecosystem benefits, such as air purification and carbon sequestration, which are essential for maintaining a healthy environment. Moreover, dedicating land currently used for walking and cycling to a road that primarily serves motor vehicles is an inefficient use of space that could be better utilized for projects that enhance community well-being.