

From – Rupert C Berryman – [REDACTED]

Local Plan Consultation  
Canterbury City Council  
Military Road  
Canterbury  
Kent, CT1 1YW

[REDACTED]  
[REDACTED]  
[REDACTED]  
[REDACTED]  
[REDACTED]

27 May 2024

**Ref: Local Plan Consultation – Chapter 2 (Canterbury), Policy C12**

Dear Sir or Madam

**University of Kent Development – Proposal to build 2000 houses**

I object to the proposed very large development of 2000 houses proposed to occupy rural land to the north of Kent University. The development will completely overwhelm the rural setting of the area and put excessive demands on the local already overburdened infrastructure.

**'New Rural Settlement'**

The 2000 houses have been termed a 'new rural settlement' - far from it, the development would constitute the building of a new, very large housing estate and the urbanisation of an area that is bordered by 3 well established, mature rural villages (Tyler Hill, Blean and Rough Common). The development together with its transportation requirements will completely destroy the rural nature of the area and add to the overload of Canterbury's already congested road system. A large amount of traffic from the development would travel along the road between Blean and Tyler Hill, a road never planned for a high volume of traffic, with its blind corners and narrow sections. This is likely to give rise to more accidents. This route would be used by the development inhabitants to access Sainsburys, Asda, B&Q, Vauxhall trading estate and all the motor firm venues along Broad Oak Road. Alternatively Giles Lane through the university campus might be used. Giles lane is very narrow in places and unsuitable for large traffic flows. In both cases the increased traffic down St Stephens hill would result in longer tailbacks from St Stephens Road level crossing which currently often stretch as far as Beaconsfield Road and would lengthen into Beaconsfield road stopping the traffic.

**Improved Bus Service**

The statement that bus service improvements will reduce the use of cars probably assumes that most people only want to travel between the development and the city centre. People need to use their cars rather than the bus for many reasons including going to supermarkets

and retail parks to bring heavy loads of shopping back as mentioned in the previous paragraph. Nearly all retail outlets have large car parks which makes them very convenient for people to use their cars. Improving bus services is very unlikely to produce a large reduction in car use. The development would be car dependent. A 2000 house development is likely to give rise to a population of an additional 3000 cars in the area at 1.5 vehicles per dwelling.

Any bus service serving the new development would need a comprehensive number of stops so that inhabitants did not have to walk far from their homes to a bus stop. This would require a number of bus friendly wide roads throughout the development where parked cars were not an impediment to bus movements.

If Blean School were demolished to make way for an access roundabout and 2 schools built within the development to replace it, both would need access by bus with a suitable road network within the development to cope.

### Water Supply

2000 houses will require a large amount of water. Broad Oak reservoir has been delayed for many years. Is there any chance that it will be completed by 2029 as currently forecast to help cope with the increased demand from new housing in the area? Lack of water provision is likely to cause water restrictions and a need to take more water from local rivers which has a negative environmental impact on plant and wildlife. Additionally there are burst water mains in the local area which probably result from the water pipework systems operating at above their designed flow rates due to the continually increasing number of customers connecting to the system.

### Wastewater Treatment

The new development will include a waste water treatment plant. Does this mean a full sewage treatment works or a works where sewage products are separated and transported to local already overloaded sewage works? If the sewage is not fully treated at the development it is likely to result in increased untreated sewage discharges to rivers and the sea which is unacceptable.

### Crab and Winkle Way

Many people use the Crab and Winkle Way which is a pastoral area within easy reach of Canterbury for recreational walking and biking. The new development would urbanise a large section at the beginning of the Crab and Winkle Way further distancing and shortening the countryside area of the route from Canterbury, reducing the enjoyment of the many people that use it, especially those people who can only manage to walk a short distance.

### University Debt

Development agents, Avison Young, working for the university are recommending this site for housing development by claiming there is "an unignorable economic need for the Sites

to be delivered, to ensure the future success of the University” – positioning the University’s finances as a justification for this development (as opposed to real need or planning justifications). As a result of over ambitious development plans and the building of too many uneconomic facilities the University has run into serious debt. This should not be a cause for destroying a large area of countryside by selling it to build a housing estate in order to raise the money to pay off its current debts. Alternative solutions to raise the debt finance should be sought. If alternative solutions cannot be found the University should be reduced in size or closed and parts of the campus sold off for development into housing or commercial business activity to raise the money needed.

Yours faithfully,

Rupert C Berryman

Also by Post.