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From: Kevin Bodle [REDACTED]
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Kevin Bodle

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Canterbury City Council Draft Local Plan Consultation

24th May 2024

I **OBJECT** to the above in particular;

Chapter 2, Policy C12

Chapter 1, Q1

Chapter 1, Q2

Chapter 6 DS14 and DS15.

Regarding **Chapter 2, Policy C12,**

I have a very reasonable fear for the health and safety of my family, fellow residents, road users and myself, as the A290 has been rated in the top 10 most dangerous roads in the UK and will only get more dangerous with the increase in traffic from the proposed developments in Blean and Whitstable. At the consultation meeting at Westgate Hall on 21st May 2024, the Council officers outlined a plan to increase bus services and the use of cycles. However, they FAILED to produce adequate research or detailed planning.

Chapter 1, Q1& Chapter 1, Q2

What evidence was produced to quantify the number of houses needed in these areas? None other than central Government targets. The infrastructure required for NHS, education, and support for local communities and local residences is failing to be met at this time. How does the CCC propose to meet these needs and costs in the future? Again, no research or evidence was provided with the DLP. As an example, NO Educational Impact Assessment has been completed.

The ancient site at Blean (St Cosmus and Damien Church) and the 'Salt Road', commonly known as the Crab and Winkle Way, which form part of the National Cycle Route 1, will be severely impacted. They will be enveloped into an urban environment, lost forever as an amenity that is an invaluable aid to the well-being of all who use it.

By effectively joining the separated villages of Blean, Tyler Hill, Rough Common, and the University, the CCC will create an urbanised mass of conflicting issues that will destroy the established and flourishing Biodiversity of the area. I have attached one such issue that of the red-listed birds that will be forever banished from the field and hedgerows.

The loss of Grade 2 and 3 farmland will have a significant impact on the livelihood of the farmers, their employees, and the vast support industry that is required for them to farm. The loss will also reduce much-needed food production and increase the need to import food, again impacting the biodiversity of the area and beyond, such as 'food miles.' Why has this not been researched and assessed?

Chapter 6 DS14 and DS15

There can be no doubt that the increase in traffic will be harmful to the environment and health. KCC and CCC have failed to maintain the traffic systems for years, with multiple road closures and delays, yet they propose that these wrongs will be righted when they build more. Building across the Crab and Winkle Way and constructing a crossing of the Sarr Penn is nothing short of Vandalism. I walk the Blean section of the C&W daily and have not seen a tangible increase in the use of cycling to commute to and from the various towns and villages and the universities. Again, no evidence was provided to prove that cycling will significantly reduce the use of road users. No financial plan was provided to evidence that the cost of hydrogen buses will be viable. I recently observed that at rush hour, of 20 cars that passed me, only 2 cars had more than one person in them. What evidence is there that the road user will be educated and converted to using buses and cycles?

The Broad Oak Reservoir will be a huge loss to farmland. However, it is proposed that the main entrance will be Woodside Hill, Tyler Hill, again adding to congestion. It, therefore, makes sense that the area cannot sustain yet more loss of farmland. The University will no doubt continue to grow (see Giles Lane, the old St Edmunds/squash Courts site), adding again to congestion. If this were a truly regulated process, such as the finance, medical, and aviation professions, then these proposals would not have reached the printer, they are ill-thought-out and prepared. They show a complete disregard for the residents and a lack of collective moral courage in not standing up to the central Government.

Yours Sincerely

Kevin Bodle

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