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Canterbury Local Plan - 2040 Chapter 2 - Policy C12

Land north of the University of Kent.

On Canterbury Council website it says:

In 2020 Natural England issued water quality advice which affects planning applications for new homes in large parts of the district.

This means that an assessment must be carried out before we can agree new housing development which discharges waste water to the Stour Valley river catchment area. This is to make sure new development doesn't cause any further deterioration of the water quality at Stodmarsh.

The water quality advice from Natural England applies to planning applications which would connect to a waste water treatment works (WWTW) which discharges into the Stour Valley.

One of the areas affected by this is Canterbury.

This land wasn't suitable for development in 2021. What has changed since then?

Apparently the so called 'waste water facility' or sewage works that is in this Local Plan will discharge its 'clean waste water' into the Sarre Penn which flows through the Chislet Nature Reserve which in turn re-enters the Wantsum estuary. The water companies don't exactly have a good record when it comes to discharging sewage into our rivers. How can this be allowed to happen into the Sarre Penn?

This land is a mixture of ancient woodland and fields used for agriculture. The UK already has a shortage of agricultural land and it seems ill advised to be building on it. In areas outside of Canterbury, developers are already having trouble in selling new houses. This is just a way of paying off Canterbury University's debts and I don't see why the local villages should suffer because of bad management at the University.

The Local Plan mentions in 2c) that it wants to address climate change by reducing car dependency. How will this be achieved? This is a car led society and no amount of cycle paths, buses etc will stop people using their cars. Most families these days have 2 or more cars. No amount of inducements, ie cycle and walking paths and increased buses, will change their habits.

The Local Plan mentions that it will try to minimise traffic on Tyler Hill Road. How will this be done? With building on either side of Tyler Hill Road, how can traffic be stopped from using this road. Other roads in this area will become very busy with the increased traffic and Tyler Hill Road will be used to avoid this congestion. Already when the Whitstable Road has traffic problems, Tyler Hill Road is already used as a rat run to avoid get to Hackington Road and St Stephens Hill. Cars, delivery vans etc will use this regardless of any measures to minimise

traffic. Tyler Hill Road is a narrow country road with 3 very sharp bends. Even an extra 100 cars a day will cause havoc at the bottom of Calais Hill where it joins Canterbury/Wood Hill. It's difficult to get out at that junction at the best of times.

Tyler Hill only has 1 bus every hour, (if we are lucky) and to increase buses on this precarious route through the woods and narrow roads will lead to backlogs. Canterbury Hill is very narrow and the bus has to wait at the bottom of the hill until the road is clear before it can go up the hill. Also the road by the Beverley Pub is narrow with a sharp bend. Having more buses on this route is bound to cause more traffic jams as the buses try to negotiate the narrow roads.

5h) mentions that Blean Primary School should be built 'prior to the occupation of 100 dwellings'. How will this work - mixing young children with construction work? It is not safe to have Blean primary school children in the same vicinity whilst the building works continues. Parents picking up and dropping children from school, many of whom walk, will be at risk from accidents from all the construction traffic. How will people access the schools whilst construction is going on? An accident is bound to happen.

The local plan doesn't mention where the 'waste water facility' will be sited. 5a) mentions that 'waste water treatment works should be delivered at the earliest possible stage'. Surely the council must have some idea where it will be sited - they are very vague on this issue. (A suggestion - near the University perhaps as they want this development!) Will the people who live nearby to the sewage works be compensated for the loss in value of their houses, due to the smell? Where will access to the sewage works be and will this mean more 'waste' lorries using Tyler Hill Road. We already have very dry summers with restrictions on water use. I fail to see where the extra water needed for 2000 houses will come from. How will the water system cope with an extra 2000 houses?

Skylarks nest in the fields and the area also contains buzzards, kestrels, nightjars, cuckoos and small mammals. All these animals will disappear as soon as the building starts - the skylarks will disappear as they are ground nesting birds and will not return, no matter how you try to minimise disruption.

The Salt Road is a lovely, walking and cycling route. It would be criminal to turn this into what is bound to become a road. This is an ancient route and cannot possibly be protected once the bulldozers move in!

I think the implementation of this plan would be a tragedy and would be shameful indictment of our planning laws if this plan is allowed to be approved.

Margaret Beasant



Sent from my iPad