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From: Viv Bowman [REDACTED]
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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 opposition to the Plan is with regard to the construction of a new town comprising 2000 residences on prime agricultural terrain that is essential for local biodiversity and shares an ecological habitat with ancient woodlands. Brownfield sites within the District should be prioritized for developments of this magnitude before even considering paving over the rural landscape. In instances where that is not feasible on a large scale, the Council should urgently seek an exemption from housing targets from the Central Government, based on the district's exceptionally rich natural assets and heritage. By advancing the C12 proposal, the Council is acting against their own policies by hastily pushing forward a weak case in a manner that suggests it has been rushed at the last minute without sufficient preparation.

The new town's construction will compact the hill's London Clay, impeding water absorption. This geology shift will increase runoff, threatening North Canterbury with floods.

The demolition of Blean Primary School will disrupt the fabric of the community, forcing families to seek education elsewhere and fracturing long-standing local ties. The West Blean and Thornden Woods reserve serves as a critical sanctuary for the Heath Fritillary and the melodious Nightingale, both of which rely on an undisturbed state for woodland and scrub for breeding and dispersal. Urban development would significantly disrupt these species' habitats.

Transforming Rough Common Road into a major route for massive construction lorries and excessive Canterbury traffic would devastate this narrow, weight-restricted residential area with noise, congestion, and potential home damage.

The proposed road construction threatens the integrity of the Crab & Winkle cycleway, a key route for sustainable commuting, and simultaneously poses a grave safety risk to students of Kent College. The increase in traffic could deter cycling and walking, while also exposing young pedestrians to potential harm, undermining the area's commitment to promoting healthy, eco-friendly transportation options.

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