

## Tom Hawkes

---

**From:** Jeremy Licence [REDACTED]  
**Sent:** 01 October 2025 16:58  
**To:** Consultations  
**Subject:** Policy C12

You don't often get email from [REDACTED] [Learn why this is important](#)

### --Email From External Account--

From:

Jeremy Licence  
[REDACTED]  
[REDACTED]  
[REDACTED]

I am responding to the following question;

***Do you have any comments on the proposed deletion of Land to the North of the University of Kent (Poly C12)?***

I definitely agree with the deletion of this proposed development from the new Local Plan.

Regardless of the configuration of roads within the proposed development, several thousand additional vehicle movements a day would have to come out onto the existing road network which is already strained to the limit. Although mention was made of making changes to the Palmers Cross Hill junction with the bypass, it's difficult to see how Rough Common Road could be sufficiently adapted (given that it is bounded on either side by several hundred private gardens) to make access along it sustainable. Rough Common Road passes very close to Blean Woods Nature reserve so any works and increased traffic pollution (noise and emissions) would likely have an impact on that habitat.

It would be impossible to prevent vehicles using Whitstable Road to access the city. The junction with that, Forty Acres Road/London Road and St Dunstan's is already defective now, let alone with the additional numbers of vehicles this development would generate. Nothing can be done about that junction of course because there are actually buildings on either side of it, and congestion is caused by the railway crossing barriers every few minutes.

These concerns would apply to ANY additional homes built on the site, even if a smaller scheme was suggested. If, for example, even 200 homes with a single private car (and statistically, many have two) doing an average of two return journeys a day would add 800 vehicle movements at one end of the site or the other, which would then feed into these constrained junctions. In reality of course, with visitors and delivery vehicles, this would be considerably more than 800. Whitstable Road, Blean Common and Blean Hill are already extremely busy thoroughfares with, in places, inadequate pedestrian paths and its already surprising there aren't more pedestrian accidents. Blean Common and Blean Hill also pass very close to the existing Blean Nature reserve and so the same comments made above in relation to Rough Common Road, apply.

It would also be impossible to prevent vehicles using the access through Tyler Hill which is, again, already an extremely busy set of country lanes which can in places barely allow vehicles to pass safely.

Walking in the area of the proposed site and even in the Blean Woods, one can already hear the rumble of traffic on the existing road network. The tension between preserving these precious areas of wildlife diversity and the built environment already hangs in the balance. Adding to the urban sprawl and exponential rise in traffic movements can only be harmful, whatever ecological mitigation is proposed. Some might even say that "mitigation" in any form constitutes interference or disruption.

For these reasons I fully support the removal of the University site from the proposed Local Plan.

Regards

Jeremy Licence

