

From: Peter Gingell [REDACTED]
Sent: 20 October 2025 19:00
To: Consultations
Subject: Canterbury draft Local Plan consultation

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Dear Canterbury City Council

Re: draft Local Plan Consultation 2025

I object to Policy **N20** Land East of Chestfield Road because it would be another unsuitable car-dependent development about 1.5km (over a mile) walk to the supermarket, and about 2.5km (1.5 miles) from the nearest primary school thus increasing personal car traffic greatly.

There is virtually no nearby employment and many people would drive to Canterbury for work or education. If the proposed A299 / Radfall junction were to be built, the site would simply be used as dormitory housing for commuters driving to work anywhere along the A299 / M2 corridor.

The proposal would therefore not be a "sustainable development", particularly as it is agricultural land that can be used for growing food which is desperately needed to reduce dependency on imported food.

The development would also have a damaging effect on the Chestfield Conservation Area through increased pollution (noise and pollutants from vehicles).

I also object to this proposal because Chestfield Road floods both north and south of the proposed single access point, so the site would be "cut-off" by flood waters from time-to-time.

Policy N21 Land at Golden Hill

I object to site N21 because it is a hill-top location with high visual impact, visible from the A2990 Old Thanet Way and from the south, e.g. from Blean Woods Area of High Landscape Value.

I also object to the development of this site for reasons that CCC gave for not developing it in last year's draft Local Plan 2040, i.e. it is one of the " parcels of undeveloped land, adjacent to the new A2990 Thanet Way, whichhelp to sustain the rural character of this edge-of-urban location and contribute significantly to the sense of place along this corridor. The protection of this land is particularly important where new development has been located on one side of the Thanet Way...."

Policy N23 – Land to the south west of Joseph Wilson Business Park

I object to Policy N23 because this site is in the Area of High Landscape Value. Although CCC proposes to remove this status, there is no *independent and comprehensive* landscape analysis to support this.

Policy N23 intends to provide landscaping so it can't be seen from the surrounding countryside, but this is meaningless because the Industrial Estate failed to provide any effective screening last time they expanded into the countryside.

Policy W4 - Brooklands Farm

There is new information on this proposal has been revealed by the recent planning application. The extent of traffic congestion on A2990 Old Thanet Way (especially west of Long Reach roundabout) shows that there is not enough road capacity for this development to be built without the proposed A299/Radfall junction. However, if that junction were to be built it would cause a significant increase in traffic on Chestfield Road, and (due to increased accessibility) trigger opportunistic development applications on other fields along the A299 corridor which you, CCC, would not be able to refuse due to current planning legislation. The likely consequences of all this have not been assessed.

The Brooklands developer would be unlikely to build the new junction before accruing funding from selling hundred of new homes on the site, meanwhile adding to the existing unacceptable congestion on the Old Thanet Way. This new junction would have to be of a standard for leaving and entering a dual carriageway and thus far more expensive than for a single carriageway. I must therefore object to this Policy on grounds of highway safety and congestion.

Lack of up-to-date traffic modelling suggests that CCC is probably unaware of the impacts of their Local Plan on Whitstable's roads, so the Local Plan is therefore

unsound. It is also unclear if the impact modelling that may have been made includes all of these developments as they would have an enormous increase in vehicular traffic.

The planning application also shows that Brooklands Farm is home to protected wildlife species, e.g. dormice, bats, slow-worms, skylarks etc. I therefore also object on the grounds of adverse impact on protected wildlife.

This cannot be regarded as a sustainable development.

Policy W6 - Bodkin Farm

There is new information on this proposal which comes from the recent planning application. CCC has clearly failed to fully assess the impact of their proposal on pedestrians (a very large number of them being school children). For example, the safety of pedestrians on the busy but narrow pavement on only one side of the road under the bridge at Chestfield railway station, and the traffic congestion caused by all the pedestrians from the new schools crossing roads, especially A2990 and Herne Bay Road.

I must therefore object to Policy W6 on the grounds of Highway Safety. The Plan is clearly unsound because it is based on inadequate assessment of its consequences (lack of up-to-date traffic modelling, failure to assess impacts on/from pedestrians, etc).

The planning application also shows that Bodkin Farm is home to protected wildlife species, e.g. dormice, bats, slow-worms, lizards, skylarks etc. I therefore also object on the grounds of adverse impact on protected wildlife.

Yours faithfully

Peter and Marion Gingell

