

Fwd: LOCAL PLAN CONSULTATION to 2040 - Draft District Vision

1 message

CCC Planning <planning@canterbury.gov.uk>

30 July 2021 at 14:23

To: Michael Bailey [REDACTED]

Cc: Simone Ward [REDACTED]

Regards,

Amy
Planning Team
Canterbury City Council
01227 862178



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----- Forwarded message -----

From: **Barrie Gore** [REDACTED]
Date: Fri, 30 Jul 2021 at 13:13
Subject: Fwd: LOCAL PLAN CONSULTATION to 2040 - Draft District Vision
To: CCC Planning <planning@canterbury.gov.uk>

Begin forwarded message:

From: Barrie Gore [REDACTED]
Subject: LOCAL PLAN CONSULTATION to 2040 - Draft District Vision
Date: 30 July 2021 at 12:38:43 BST
To: Canterbury City Council [REDACTED]
Cc: Wendy Gregory [REDACTED]

Dear Sirs,

We comment as follows on two issues which are currently causing residents of Harbledown and Rough Common much cause for concern, and also, we imagine, Kent College. These issues are the suggested 4th Park and Ride (P & R) Site at Wingate hill, Upper Harbledown, or perhaps at some other Harbledown site - yet to be advised - and the proposed road link from Whitstable Road to the A2050 passing through Kent college, Neals Place Farm, the woodland beyond the farm and Dukes Meadow, to exit in the vicinity of Hall Place.

PROCEDURAL COMMENTS

1. We find it difficult to ascertain, in the draft plan which takes us through to 2040, and will be subject to an Examination as per the existing Local Plan (LP), whether the suggestions ? proposals mentioned above (if followed through) are to be constructed during the present LP period or after 2040 and the Plan Examination. Hopefully whatever decisions are made will be deferred until the 2040 Plan Examination, but would you please confirm the position.
2. At a recent meeting of Harbledown and Rough Common Parish Council (HARCA), also attended by the Ward Councillor for Blean Forest, at the Council's request. councillors and those members of the public who attended, unanimously agreed that they opposed both the P & R proposals and the suggested road link.
3. At the above meeting, the Parish Council confirmed that it had not been consulted before these proposals were

publicised, even though it has a 99 year lease of Dukes Meadow from the KCC, and a 15 year lease of the meadow at Neals Place Farm from the City Council (CCC).

4. Furthermore the tenant farmer at Neals Place Farm, which he leases from CCC, appears only to have been told about the proposal very recently, and he is naturally concerned about the continuance of his lease and the loss of his income.

5. We are told that Jacobs (Transport Consultants) have been instructed by CCC and presumably by KCC also, but we do not know what brief they were given, nor what other sites for Park and Ride they were asked to consider, nor what other possible link roads they considered. Please supply this information.

6. CCC for some years now have informed the public that a proposed site for Harbledown would no longer be an option as CCC's policy was to expand the existing P & R in Wincheap so as to take advantage of the off slip from the London direction giving access to the Wincheap P & R. All will recall the failure of CCC's planning application to build the expansion on Water Meadows in Wincheap, in the course of which it transpired that Highways England had not been fully consulted about the road system, nor the off-slip, and we understood that CCC would be in touch with Highways England to discuss alterations to the road systems at that point. The public have not been told what stage that discussion has reached. May we now be informed of the current position?

7. It is worthy of note that CCC has had three stabs at building a 4th P & R site in Harbledown, all of which met with such great local opposition, and in any event were unsuitable for purpose, that they decided in a full Council meeting that Harbledown was not suitable and that another site would be considered in conjunction with the off-slip above mentioned. This does not show the consultants who advised CCC on those three failed sites as professionally competent, and it also shows CCC to have had no regard to the very serious effects such P & R would have had upon Harbledown and the road system generally. Were Jacobs involved in any of those proposals, and also re. the proposed use of the Water Meadows?

8. We do not know how detailed an investigation has been made into the current traffic conditions along Wingate Hill and along the A2050. There have been numerous accidents over the years along the A2050, which is very poorly designed and signed, with speed limits particularly questionable. Only recently there was a fatality at the junction of Wingate Hill and the A2050. May we please see any documents which CCC has in its possession.

9. The method used by CCC to identify sites for possible development are unfair and discriminatory, as CCC does not itself identify possible sites, followed by a public consultation, before developers are asked to comment, but asks land-owners first to identify such sites, so that public awareness is not available until CCC has considered land-owners' proposals, prepared plans and formulated draft development proposals. This instance is an excellent example of the utter failure of CCC to liaise with the public first and developers second. It has persisted in this system for many years with the result that by the time the public are asked to consult, negotiations have already taken place with other interested parties, and lines drawn.

10. We assume that Kent University must have a view on these two proposals, as their recently published 20/25 year plan suggested enlargement of Giles Lane and a possible access from that Lane to the A2050. Since then we have seen tremendously large developments already taken place and in the planning pipeline, for housing for vast numbers of people. Traffic along Giles Lane will increase to perhaps at least double its present rate, and in turn will affect Rough Common Road and Whitstable Road. CCC has always maintained a close and supportive relationship with the University, so may we please be told of what discussions have occurred, and be shown any University plans connected with the proposals.

ECOLOGICAL AND ENVIRONMENTAL CONSIDERATIONS

11. Hopefully CCC will be fully aware of the disastrous effects which both proposals will have upon the completely rural nature of the land which will be affected.

a. Neals Place Farm is now very productive agricultural land farmed on environmental and ecological principles with a Soil Association certificate. It was previously ruined by the former tenant (appointed by the CCC) who was not a farmer and allowed the soil to spoil and deteriorate. The present tenant has used quite traditional principles to increase the fertility of the soil to such a degree that many varieties of crops are grown, and farm animals are reared - all to the highest standards. The farm business provides a proper living for the farmer and also jobs for the people he employs.

To construct a road through the farm would be utterly irresponsible, and would pollute the stream which runs near to it and would adversely affect the woodland which contains the stream, by light, noise and traffic pollution. Recent research has shown that 2.5 particulates remain on road surfaces for at least 20 years, being composed of particles, in addition to fume particles, which are deposited by vehicles as they travel, eg from their tyres and other component vehicle parts.

b. The woodland (part of Blean Woods) referred to can truly be described as mature and contains many large trees, plus a very varied wildlife. The only activity which is carried out to it is occasional chestnut coppicing at the northern end, which we own. The aforesaid stream is affected by covenants in deeds of nearby land-owners - including us - not to pollute the stream, which feeds into Harbledown village and provides a pleasant feature of it. Until perhaps the 19th century it was an important source of water for consumption, and the stream has never run dry in all our 45 years here.. It plays its part in watering livestock. The woodland borders Dukes Meadow and is a component part of this

important public open space.

c. The meadow is maintained very well indeed by HARCA, and is enjoyed by thousands of people each year. It connects with Jubilee Meadow (HARCA, Golden Hill (National Trust), bridleways, public footpaths and the Sustrans No. 1 national cycle route, part of which runs along Neals Place Road, and which in turn accesses the Stour Valley public network. During the lockdown the meadow was of particular benefit for people who lived in isolation or in places with no or very small gardens, and is beneficial to mental and physical health, and to social well-being.

d. Upper Harbledown has large stretches of woodland to the East, West and North, which have public footpaths running through it, with orchard land and some grazing. Wingate Hill is a pleasant village road with only two lanes.

Pollution as mentioned above would have severe effects upon this village, and a P & R plus the proposed road link would ruin the village for ever. It must be recalled that it originally provided part of the old A2 taking traffic into Canterbury, and its current peaceful atmosphere was the direct result of the construction of the Harbledown By-pass.

It is ironic that all this could now be affected by a P & R and a new road link.

e. Kent College must be concerned about the loss of their land, which CCC would have to compulsorily purchase, and the effect it would have upon their pupils and staff with noise, light and traffic pollution being a danger to health. The residents of Highfield Close must also be worried about having a busy road nearby for the same reasons, and the public footpaths which pass through both these areas will suffer.

PLANNING

12. There was very recently an appeal decision following a public inquiry in respect of housing on open countryside from [51 Rough Common Road](#) eastwards. The decision refused planning consent, and we trust that CCC has read and considered the Inspector's report, which has much relevance to these proposals.

We could say more, but will wait until CCC clarifies matters and provides the information/documents we have requested. We urge CCC not to consider the proposed road and P & R which would despoil this important rural area for ever. So far as we can see, the proposals fly in the face of recent Government announcements concerning the environment and traffic. If CCC does wish to see these projects constructed in the current LP period, it will be having little regard for the rapidly changing views on numbers and types of traffic, and it would be prudent, to say the least, to wait until the 2040 LP Examination takes place, when the National Environmental and Ecological Landscape will be very different.

Would you kindly acknowledge receipt of this letter. We had intended to print it but our printer has just failed. We can print it in due course and lodge it with you if this would be helpful.

Yours faithfully,

Barrie and Valerie Gore, both of [REDACTED]
Tel number supplied on request.