



around 25% of rural collisions occurred on 30mph roads, which are in village settlements like ours any increase in traffic can only add to the risk .  
It will be good to know how KCC will work to deliver improved safety for us .

Additional evidence



Speedwatch Report 17th August 2023 undertaken at the Oast House ,Coxhill between 7.30am-9am , observing vehicles going out of the village towards the A2

276 **VEHICLES** observed in a **11/2 hr timeframe** .

46 were doing 30-34mph in the 30mph zone

12 were doing in excess of 35mph .

The latter reported to the Police.

1 car was reported at 43mph

1 motorcycle was reported at 46mph

**I repeat** note there is **NO footpath** along Coxhill and the Parish Council have been told by KCC that putting a footpath in **CANNOT** be achieved.

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The Parish Council supported the Community Land Trust initiative for affordable housing @ Carpenter's Yard , of 13 residences , 10 of which are affordable homes to rent.

Pedestrian access remains an issue and cause for concern .

This proposed scheme can only exacerbate an already highlighted area of concern, Coxhill .

The additional rental properties :-

2 x One-Bedroom Flats

2 x Two-Bedroom Flats

4 Two-Bedroom Houses

2 Three-Bedroom Houses

Will undoubtedly can only add to the traffic movement.

**This development is almost directly opposite Boltolph Farm (SAP37) , and was not taken into account within the DDC Plan .**

A further junction , issues with sight lines/ speed of traffic etc **need to be** be **fully assessed** once the build is finished in December and this site (**SAP37**) **should not remain in the Local Plan at this stage**

**BEFORE** any further consideration to building in or around this area serious thought and pre planning must be given to the safety of the public

The same goes in respect of the ability of current drains to cope at times of heavy rainfall . Many reports have been made and evidence given whereby residents of Whittington Terrace are subjected to flooding up to their properties and water spray covering their windows and entrances .

*It has been stated is important for local planning authorities to undertake an assessment of the transport implications in developing or reviewing their Local Plan*

There **NO BUS SERVICE** available here contrary to what has been stated within the plan, so what is considered the safest form of transport is not an option , and there is no other viable alternative to driving.

Shepherdswell Station - There is currently is only an hourly service from this station. Car parking, cycling parking, pedestrian access all need improvement but there is little to no possibility of this in the area let alone any increase in use

*"supporting infrastructure should be provided in advance of, or alongside, the development*

It has been identified early on that there is an existing lack of GP capacity within the area . Many of Shepherdswell Residents having to travel to the sister practice in Dover to be seen .

ALL of these issues need to be addressed PRIOR to the development's being included in the DDC Plan which in effect gives the green light to developers . Section 106 monies should not solely be relied upon as these tend to be slow in producing the required infrastructure.

*Another question raised by the Inspectorate was what other type of sites werm discounted as part of this process?*

In fact DDC ruled against 100 houses being built along Westcourt Lane because of highways concerns and lack of pavement , this brings into question why the same logic was not applied to the Boltolph Farm proposal .

As stated previously Coxhill is already a very busy through road and the **proposed developments in Eythorne and Elvington of 430 dwellings will undoubtedly only increase traffic** wishing to access the A2.

The infrastructure and impact not only on Eythorne but the knock on effect to Shepherdswell has **not been adequately assessed and addressed** .