I write following my earlier representation under the DDC Local Plan Consultation.

Shepherdswell has already seen significant growth with new dwellings over the past 5 years being at least being at least 45, with the latest 13 of these due to be finished later this year. So i / we are not anti house building, just the right amount, in the right place, with the correct infrastructure.

How were were suitable and potentially suitable housing sites determined was a question asked by the Inspectorate

This question is absolutely relevant as the impact on the Shepherdswell and the lack of infrastructure does not seem to have been answered adequately,

The inspectorate asked how have the effects on the highways network been considered?

How have the effects of development on the non-strategic (local) highway network been assessed as part of the plan-making process?

These are good question which have NOT been addressed.

if KCC vision is to integrate walking and cycling into planning and increase safety and high quality segregated cycle lanes and FOOTPATHS as well as improved road CROSSINGS/JUNCTIONS that will make roads safer for the most vulnerable users then

the site at SHE 006 simply cannot sustain this.

Inspectors question, where highway mitigation is required, where is this set out

This has not been addressed

The Safety for vehicles and pedestrian has already been highlighted, see the Parish Council Highways Improvement Plan . It has been stated by **KCC** state there is **no possibility of providing a footpath** along Coxhill and requests for a crossing were rejected .

A request within the Parish Councils Highways Improvement Plan for 20mph speed limit has

Direction	Number of Vehicles	Average speed over 7 days	85 percentile speeds	Percentage of vehicles complying with the 30mph speed limit	Percentage of vehicles under enforcement threshold of 35mph	with a proposed signed only	Percentage of vehicles complying with a proposed signed only 20mph speed limit
N0	8084	28mph	33.3mph	66.2% (5349)	91.5% (7394)	7% (563)	7% (563)
S1	8687	26.6mph	32.9mph	73.5% (6383)	90.5% (7864)	13.6% (1180)	13.6% (1180)
							·

just been refused by KCC Highways on Coxhill

Direction	Number of Vehicles	Average speed over 7 days	85 percentile speeds	Percentage of vehicles complying with the 30mph speed limit	Percentage of vehicles under enforcement threshold of 35mph	with a proposed signed only	Percentage of vehicles complying with a proposed signed only 20mph speed limit
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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 <u>between 7.30am-9am</u> , observing vehicles going out of the village towards the A2

276 **VEHICLES** observed in a $\underline{11/2}$ hr timeframe .

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

12 were doing in excess of 35mph.

The latter reported to the Police.

I car was reported at 43mph

I 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 <u>in advance</u> <u>of</u>, 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**.