



CCC Consultations <consultations@canterbury.gov.uk>

Brooklands Farm, South Street, Whitstable

1 message

Graham Aldridge [REDACTED]

12 January 2023 at 13:56

To: "consultations@canterbury.gov.uk" <consultations@canterbury.gov.uk>

12 January 2023
[REDACTED]

Dear Sir,

I wish to object to the proposed massive development at Brooklands Farm. My reasons are as follows:-

The sewage and drainage issues in this area are well documented and I doubt if any measures are included in the plan to fully off-set the additional pressures this development would put on the existing inadequate sewage and drainage system in the area. Chestfield Road is already prone to flooding near its junction with South Street and the Swalecliffe sewage treatment works regularly has to discharge into the sea during prolonged rainfall.

The loss of prime farmland is an issue. Developments like this reduce the amount of food, crops that can be produced and reduces grazing space for cattle. To reduce our reliance on imported food has to be a priority but the loss of farmland inevitably increases the need to import food.

The road network in this area would be put under increasing strain. It has to be accepted that despite local authority efforts to encourage everyone to walk, cycle or use public transport, many families will continue to rely on cars to meet their transport requirements. Many houses now have 2 cars and a development of this scale will create a large increase in traffic flows. South Street is generally two lanes wide but the section between Millstrood Road and Brooklands Farm has parked vehicles on one side as many houses along that stretch do not have off-street parking facilities. So if traffic levels increase on that section of road, it will create hold-ups and increase the risk of accidents. If the residents of the new development use Chestfield Road, it will cause a great increase in traffic flow through the village. The road is not classified as an A or B class road. I understand that South Street would be realigned under the development proposals and I assume that another sub-standard roundabout, similar to the new roundabout at Old Thanet Way by Whitstable Heights, would be created at the junction of South Street and Chestfield Road. As a retired local authority Principal Traffic Engineer with over 40 years experience, I know that the traffic impact of new developments which do not have direct access onto the main road network always cause more traffic problems and a higher risk of accidents in the surrounding road network. If the residents of this new development wish to go to Canterbury by car, they will almost certainly go via Chestfield Road and Tyler Hill to get there. The road through the woods and around Tyler Hill is narrow, it has many bends along it and in several places the road is affected by adverse camber. The sight of cars going off the road and into the ditch is a regular occurrence along that road. Would Section 106 money be used to carry out road improvements along that road? The answer is almost certainly NO. So the accident risk along that road will increase. I had heard that there was a proposal to create new entry and exit slip roads from A299 Thanet Way on to Chestfield Road. I would object to this most strongly. The slip roads would be used by drivers wishing to avoid the existing Whitstable exit and would provide an alternative access through Chestfield to Whitstable, Tankerton and Swalecliffe. Chestfield Road is totally unsuitable for that sort of increase in traffic usage.

If the residents of the new development want to use public transport, they will have a problem. The nearest bus route is Route 5 between Canterbury and Seasalter. It is routed from Canterbury via Radfall and Chestfield Road and then eventually it comes along South Street from the northern end and turns right into Millstrood Road. There is no bus service along the section of South Street between Millstrood Road and Chestfield Road. Apart from 2 early morning buses to Canterbury, the regular service to Canterbury does not start until 09.30 with the last bus about 16.50. There is no evening service to Canterbury and only a couple of early evening buses from Canterbury with no service after about 18.30. On Sundays there is one bus every 2 or 3 hours from 09.30 until 16.30 towards Canterbury with the last bus from Canterbury at 17.00. This is not exactly the type of bus service that many people would see as an incentive to use public transport. From Brooklands Farm, anyone wishing to travel by train would have a 30 minute walk to either Whitstable or Chestfield

and Swalecliffe Station. So they will either drive to the station or get a lift to the station. Either way, they would put more pressure on the road network and possibly add to the parking problems around either station.

Where will all the children go to school, both primary and secondary? There are no schools in the immediate surrounding area, so they will have to travel, so more school run cars and extra pressure on the school buses to Canterbury.

This development would just make this rural area look like a huge urban residential area with the separate identity of Chestfield and South Tankerton being absorbed into an urban sprawl called Whitstable.

It seems as though Canterbury City Council is only interested in building as many houses as possible regardless of the impact of the developments on roads, drainage, infrastructure, provision of schools, medical facilities etc. Their only consideration appears to be that the more houses that are built means more revenue through Council Tax.

I object to this development and hope that the application for this development is rejected.

Yours faithfully,

Graham Aldridge CMLT, MCIHT