

Traffic sub committee for LPC comments on the draft CCC plan 2045 for R.15 and R.16.

R.15 300 dwelling proposal off The Hill ; R.16 50 dwelling off Court Hill

R15; the proposal for up to 300 dwellings would potentially equate to approximately 500 extra vehicles at one to two per household (based on numbers from the current Laurels development off The Hill).

The access to the site as proposed is via a Link road running between the A.257, The Hill and Bekesbourne Lane. This would mean a large amount of vehicles moving off the site at peak times onto to either of the stated roads. The A.257 is already congested at theses times with traffic passing through the village as well as local traffic. Bekesbourne Lane is a narrow local service road with occasional width restrictions as well as a weight limit and has little capacity for a larger amount of extra vehicle movements.

The access onto the A.257 as proposed is dangerously close to the top bend on the Hill that has proven speeding problems beyond the 30mph limit as picked up from the local Speedwatch group. It is also within app 100 meters of the access road into the 87 dwelling development of The Laurels which would add to t(e existing problems that development has caused.

Traffic exiting the site onto the A.257 and turning right towards the centre of the village will have to brave the traffic flowing out of the city and such speeds and restricted view around the top bend would be a danger. Traffic coming off the site onto Bekesbourne Lane heading towards the village and the junction with the A.257 face a congestion problem and some sense of danger turning right heading towards Sandwich and the faster route through to Thanet.

Both of these roads are already congested at peak times and the potential of the stated number of vehicles will undoubtedly add to the problem.

R.16 the proposal for 50 dwellings off Court Hill.

This site has a set of additional problems to those above and would have an adverse effect on the village. The prime and likely access to the site would be via Jubilee road both during construction and after. Jubilee road has already a problem with HGV use accessing local farms and industrial estate as it has no weight restriction. It has a large number of cars parked along it as houses have no off road parking thus causing width restrictions along its length.

Congestion is even evident on this road, particularly on the school run times. Alternative access via Church road leads past the local junior school, congested already at peak times with student drop off and pickup, to a junction with Nargate Street which on turning right towards the village centre has a 7.5 tonne weight limit and is a narrow street also with on road parking and a very narrow access onto the A.257.

With 50 houses it would lead to an additional 75 to 100 vehicles accessing these narrow local service roads.

There is little to no traffic assessment studying the impact of these draft development proposals along with other developments along the A.257 corridor from the City outwards. Local knowledge of the existing problems would indicate that traffic movements through and around the village would be detrimental to the village.