
From: T Falcon [REDACTED]
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To: Consultations

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In addition to the comments I made at the previous draft Local Plan consultation, I have the following comments about problems that have become apparent more recently.

I object to the proposed new site N20 Land East of Chestfield Road for the following reasons:

1. The cumulative impact of all the proposed Local Plan developments on the levels of traffic, pedestrian safety hazards and air quality on A2990 Thanet Way, A290 Clapham Hill and the Radfall Hill / Tyler Hill route to Canterbury (NB it appears CCC has not modelled these issues);
2. The single access to the proposed site onto Chestfield Road is in an area where the road is prone to flooding, so that in these situations there is a risk that access to / from the site may not be possible.

I object to the proposed new site N21 Land at Golden Hill for the following reasons:

1. The cumulative impact of all the proposed Local Plan developments on the levels of traffic, pedestrian safety hazards and air quality on A2990 Thanet Way and A290 Clapham Hill (NB it appears CCC has not modelled these issues).
2. The ever-growing levels of traffic and delays due to pedestrian crossings along the A2990 Thanet Way will lead to ever-increasing numbers of drivers choosing alternative routes parallel to the A2990 i.e. through unsuitable residential roads. These alternative routes include (a) through Tankerton or (b) Chestfield Road and the A299 if the Brooklands Farm plan is approved.

One of the largest proposed development sites in this draft Local Plan is site W4 Brooklands Farm. I object to site W4 on grounds of the highway safety of:-

1. Chestfield Road, due to significantly raised levels of traffic and pedestrians trying to cross the road. (Note that the new A299 junction would enable drivers to use A299 and Chestfield Rd to bypass increased delays on A2990 Old Thanet Way, especially in peak periods).

2. Radfall Hill: substantially increased traffic levels (especially if the new A299 junction is built) would endanger pedestrians because this road has substandard pedestrian pavements and insufficient room to build better ones.
3. A299 Thanet Way near Yorkletts: increased risk of cars crashing into static queues extending back from A2990 junctions at Prospect Retail Park and A290;
4. A290 Clapham Hill: increased traffic levels would cause increased risk to pedestrians and cyclists trying to cross the A290 near Long Reach roundabout and nearby bus stops;
5. South Street: substantially increased traffic levels would endanger cyclists using on-road Crab & Winkle cycle route near junction with Millstrood Road.
6. Millstrood Road and South Street, due to potential conflicts between pedestrians and increased levels of traffic. For example, where pedestrians walk between Tescos and the Thanet Way footbridge, and conflicts between pedestrians / cyclists using National Cycle Route 1 and increased flows of traffic on Millstrood Road.
7. Planned slip roads at the proposed A299 / Radfall Hill junction, due to conflicts between traffic using the slip roads at speed and pedestrians trying to cross them. The pedestrian routes here include public footpath CW28 (Chestfield to The Blean woods) and the Radfall Hill footway which links houses in Radfall to Chestfield. There is already a similar hazard at Clapham Hill, where the A299 slip roads have no pedestrian crossings, leading to difficulty for pedestrians using the A290 pedestrian pavement and difficulty for Whitstable residents trying to walk to the Wraik Hill nature reserve and viewpoint.

I object to the plan to build houses and a secondary school at Bodkin Farm (site W6) for the following **additional** reasons:-

1. Highway Safety: the pedestrian pavement of Herne Bay Road under the railway bridge at Chestfield Station is too narrow to be used safely by large numbers of teenagers as well as other commuters and parents / children walking to and from Swalecliffe Primary School.
2. Other safety issues: the platform width at Chestfield Station is too narrow to be used by large numbers of teenagers waiting for (and alighting from) trains. This issue has already been raised by British Transport Police.
3. Green Gap. The site lies in the officially-recognised Green Gap between Chestfield and Herne Bay and therefore should not be used for urban development. The only reason it was justified in the draft Plan was that it would provide a much-needed secondary school for the benefit of the

community. However, having demonstrated above that it is unsuitable for the intended secondary school, the proposed development should be removed from the draft Local Plan. If this development goes ahead, it will serve as a precedent for other developments in the Green Gap, which will then cease to exist.

Overall there is insufficient infrastructure to cope with such an increase in dwellings. In particular, the sewerage and water supply systems are very dated and in need of replacement already in Whitstable, as is borne out by several recent local incidents.

Regards

Tracey Falcon



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