

**CCC REVISED DRAFT LOCAL PLAN: OCTOBER 2025
RESPONSE FROM CT5 PEOPLE'S FORUM TRAFFIC & ACTIVE TRAVEL GROUP**

We continue to oppose Policies W4, W6 and in particular now also the inclusion of the new proposed sites of N20 and N 21 due to unacceptable road safety concerns and lack of evidence that the traffic consequences of these proposals have adequately been assessed. This Local Plan therefore appears to be unsound. Our assessment is explained below.

We note that the draft Local Plan now proposes 2,106 new houses and flats in Whitstable, as well as business and industrial units, schools etc. This amount of growth would be unprecedented in Whitstable, and road traffic and associated safety hazards would increase accordingly.

Among the locations particularly affected would be the congested Prospect Retail Park traffic signals, from which there are frequently queues up to 1000m long in the evening peak period, stretching back to the A299 dual carriageway and causing risk of high-speed rear-end collisions.

Although it appears that CCC hopes the queue length might be reduced by building a new A299 junction at Chestfield Road (Policy W4), to be paid-for by building houses at Brooklands Farm, there is no guarantee that the junction would ever be built. In practice, developers are often very accomplished at postponing, reducing or even removing onerous planning obligations.

Whether or not the new junction is built (as proposed with eastbound slips), the proposed developments would increase westbound traffic on A2990 Old Thanet Way and southbound traffic on A290 Clapham Hill. This would make the roundabout and Clapham Hill even more difficult and hazardous for pedestrians to cross, especially for the elderly and those with impaired mobility or vision – also cyclists negotiating the locality. Neither CCC nor the KCC Highway Authority appear to have any idea how to address this problem.

At busier times of day, it can take up to 12 minutes to drive from the A299 at Yorkletts to Chestfield station, the main problem being delays at traffic signals and other road junctions along the Old Thanet Way. This journey could be made considerably quicker via the new junction and Chestfield Road, so it is obvious the new junction would cause considerably more traffic on Chestfield Road, which is residential and a Conservation Area.

Another problem that the new junction would create is increased development all along the A299 corridor. The improved connectivity provided by the junction would encourage developers to build on all the agricultural land there, and current government planning law offers little opportunities for Council to stop this happening. This is an almost certain outcome, yet the Council have provided no evidence that they have evaluated the consequences. The draft Local Plan 2025 must therefore be regarded as unsound.

Recent surveys carried out for the Bodkin Farm planning application (Policy W6), show that the busy but narrow pedestrian pavement under the railway bridge at Chestfield station would be unsafe for large numbers of pupils from the proposed Bodkin secondary school, especially as this route is already used by primary school pupils walking to Swalecliffe Primary school. There is no room to widen the footway or make it safer without huge expenditure on a separate route under the railway.

The intensively used pedestrian crossings here cause considerable traffic delays that would increase if the Bodkin development goes ahead. There is no evidence that this has been taken into account in the Council's plans. The Local Plan appears to be unsound in this regard too. Bodkin Farm does not appear to be a suitable site for a new secondary school, and therefore we must oppose Policy W6 on road safety grounds.

Site N20 (150 new homes on Land east of Chestfield Road) would not be within walking distance of shops or primary school, and the site would therefore be another car-dependent housing estate used by commuters as a dormitory settlement. Access to a primary school may improve at some point in the future if one is built at Brooklands Farm, but there is no guarantee this would ever happen. Meanwhile children would be driven to school in Swalecliffe adding yet more traffic to the congestion and road safety problems on Herne Bay Road at the railway station.

David Hayward

Chair, CT5 PF Traffic & Active Travel Group

20.10.2025