
Draft Canterbury District Local Plan: Regulation 19 consultation

From [REDACTED]
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To Consultations <Consultations@canterbury.gov.uk>

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Dear Canterbury City Council,

I wish to comment on the above draft as follows. I am commenting as a local resident in Barham, living at [REDACTED], close to the site of Policy R15.

My comments relate only to Policy R15 Land Adjacent to Valley Road.

1. The Street, Barham is heavily used in both directions for access from Valley Road to Barham Interchange A2/A260/B2046. It is narrow and has many parked cars. It is used by parents and young children and in some parts has no footway. A speed limit of 20 mph has recently been imposed but many vehicles do not respect the new limit and speeds I would estimate as 40 mph are not unusual. I personally have experienced 3 near head-on collisions, one with a cyclist who was on the wrong side of the road and travelling at speed. The road is therefore already beyond capacity and a relief road is necessary. This problem will be exacerbated if more houses are built in R15. This could easily be provided by a through route from Valley Road over the proposed strengthened Western bridge in R15 to the Eastern boundary of CF2 with The Street opposite St John the Baptist Church. The plan refers to an appropriate access to Barham Court Farm (CF2) but does not specifically say that this should continue to the Eastern part of The Street. This in my opinion should be a condition of the developments R15 and CF2. The alternative is that children or adults could be killed or seriously injured by speeding traffic while they are walking in the Western part of the Street.

2. The sewage system from The Grove and the Eastern upper part of the Village is currently unable to cope at the bottom of The Street and Valley Road during times when the Nailbourne is in flood. I have personally reported on two occasions to South East Water raw sewage overflowing in The Street where children walk to school. It is known that the water authority have to move sewage by lorry when the Nailbourne is high. This infrastructure deficiency needs to be addressed before more houses are built, or at least as a condition of the proposed

development.

3. The strengthened bridge over the Nailbourne to provide access to R15 needs to provide sufficient clearance for the Nailbourne when in flood. Locals know that the bridges at the bottom of The Street and at the Black Robin, Kingston do not provide sufficient clearance. Water has backed up into the Village Green at Barham purely because the bridge clearance at the bottom of The Steet was inadequate to cope with the water flow. The new bridge therefore needs to be higher than these old bridges.

For your information, I am replying by e mail because (1) I feel I am qualified to comment only on Policy R15 as above but (2) because I started to complete the complete questionnaire on line and was invited to save it, did so and then could find no way of retrieving it. I hope therefore that an e mail reply will not be too inconvenient.

Yours sincerely,

John Andrews