

Responder no.:**REDACTED COMMENTS*****Disclaimer:***

There are more than 65 feedback responders, with some sending in multiple documents and responses. Many reaching more than 3 pages and including a lot of technical information.

This document has been constructed by a volunteer and consists of (as far as possible) data which has been redacted to protect the privacy of those submitting feedback.

Some editorial amendments or deletions have been made and in some case this includes whole sections of submitted documents including sections of prefaces, context and/or background information, (particularly provided by consultants) has been removed. This has been done purely in an attempt to make the document more readable, but no actual feedback on the NDP has been removed.

Please note that spellings and/or typos and irregular spacings are likely to be a result of the compiling (copy and paste or typing).

If you would like to check your own feedback or have any queries with regards to this document, please email clerk@kingssomborne-pc.gov.uk.

FEEDBACK STARTS BELOW:

Under Designations and Constraints : "How is the site currently accessed?" a Green score under the traffic light system is assigned to KS-3 yet the same access route is scored Orange for sites KS-1 and KS-2. Surely this is also an Orange score for KS-3 ?

Apart from the acknowledged concerns regarding the width of the access route I would express the following additional concerns:

1. The proposed solution of a traffic calming single track access between Little Fromans and Fromans House corresponds to the presence of a "probably listed cob wall" (Attachment 2.4.2, page 2, Fromans Farm). Is it realistic to believe that this listed cob wall can be protected from splashing rain water erosion created by passing traffic or indeed the construction of an access road to KS3, without leaving a protective verge? If protection were to be incorporated would the access then be wide enough, even as a single track, to enable fire service and refuse collection vehicles to access the development of 21 dwellings.

2. The significant increase in vehicular traffic associated with 21 new dwellings could represent a significant traffic hazard risk at the junction of Cow Drove Hill and the track (Highfields corner). Visibility for traffic pulling out onto Cow Drove Hill is restricted and the ability of heavy tarmac lorries and speeding bicycles coming down the steep hill to avoid motorists pulling out onto Cow Drove Hill would be an issue.

The Department of Environment Development Control Advice Note 15 (1999) regarding Vehicular Access Standards provides some guidance (paragraph 2.1 and Table B) regarding Visibility from a Minor Road (Visibility Splays). Assuming these standards are still current would the track be able to achieve these Visibility Standards up Cow Drove Hill?"