



Eythorne Parish Council Objections to the Local Plan

EYT001, EYT019, EYT008 and the largest sites of EYT003,009 and 012.

Eythorne Parish Council are very concerned about the democratic implications of holding a public consultation during lockdown for a Pandemic when a significant number of the community are unaware of the opportunity to comment. Despite the fact that many residents are unable to participate online, DDC have refused an extension to the 17th March deadline, this calls into question whether there has been a public consultation at all.

DDC have not consulted EPC on the delivery of the Local Plan, despite writing in the draft LDP on strategic housing growth for Elvington and Eythorne that “To support the delivery of the Local Plan, the Council is working with key stakeholders to produce an Infrastructure Delivery Plan.” Which Stakeholders have been consulted and when will EPC be given this opportunity? It would be crucial to have a site meeting in order for this to be constructive discussion.

If the total number of dwellings were to be built, the traffic movements would be far beyond the capacity of our local roads, this would contravene LDP DM Policy 29 of The Highway Network and Safety document. “Developments that would generate significant traffic movements must be well related to the primary and secondary road network. Proposals which would generate types of traffic movements resulting in severe cumulative impacts in terms of capacity and road safety will not be permitted.”

Elvington was reclassified in December 2020 as suitable for Greenfield development when DDC restructured the settlement hierarchy but have, as yet, failed to produce a travel plan against NPPF guidance. This reclassification has enabled DDC to be able to include Elvington as a strategic site in the LDP and are suggesting creating a new sustainable community incorporating garden village principles. The implications of opening a new small convenience shop would have devastating implications for the existing businesses. DDC seem to think that both Elvington and Eythorne score well in relation to the number of services and facilities provided, their list of facilities is incorrect and there is no mention of there not being a medical facility which means that all residents have to travel. The Parish Council have on two occasions, (27.03 2020 & 18.11 2020) informed DDC that the information is incorrect.

The implications for Eythorne & Elvington Primary School would be huge & no consideration has been given to the post 16 specialist educational provision at Woodpecker Court.

The total number of dwellings proposed for Elvington and Eythorne is 426, with Aylesham this is 17.4% of the total, this is completely disproportionate to the numbers proposed for Deal (306 = 2.6%), Sandwich (324 =2.7%), Walmer (100 =0.83%) & Dover 1064= 9.1%, this suggests that the plan has not been positively prepared with 71% of all dwellings allocated to 3 out of town greenfield developments. EPC considers that the strategic plans for Elvington are not justified because proportionate evidence has not been used to ascertain the impacts of traffic, only data from the B246 was collected.

EYT001 - Monkton Court Lane Site

An application to build 20 houses was refused by DDC on 03.06.2015 and an appeal dismissed by the Planning Inspectorate on 16.10.2015.

The appeal was dismissed on grounds that are still relevant, despite permission being granted for a change of use for keeping horses in January 2018: -

The land is Grade 1 agricultural land. Despite a Government change of policy about allowing developments to take place on agricultural land, poorer quality land should be used first.

The development would have a materially harmful effect on the character & appearance of the area, contrary to policies DM15 & DM16 of the Core Strategy & policy CO8 Of the Dover District Local Plan.

The site is poorly served by local services requiring residents to travel to larger towns, this fails to fulfil the social role of planning. Routes from Monkton Court Lane are pathless & along unlit country roads.

The development would result in harm to the character & appearance of the area and erosion of the countryside & fails to protect or enhance the natural, built & historic environment.

Monkton Court Lane itself provides a clear break between the village & open countryside.

In addition, this site is outside the village confines and there is already an issue with flooding at the junction of Green Lane & Monkton Court Lane, concreting over large areas on the slopes to build houses would only exacerbate the problem.

EYT019 - Adelaide Road Site

This is a brownfield site owned by DDC, the proposal is for 6 houses but at present there are garages on the site. If the garages are demolished, where will the cars be parked? If the owners park on Adelaide Rd this will add to the already congested area by the new houses opposite.

Some of the adjacent houses have access from the site to enable them to park their cars at the rear of their houses, will this still be possible?

EYT008 - Roman Way/Sweetbriar Lane Site

In the local plan which was adopted in 2015, Sweetbriar Lane was allocated 50 dwellings, none have been built. (No houses have actually been built on any of the sites from the 2015 Plan). Is this really a site that should be included with the suggestion of 50 homes, or is it just to show that DDC have the capacity to build the required number of houses, with no intention of actually doing so. DDC own the site and would be entitled to a new homes' bonus payment of £4,200 per house.

EYT003, 009, 012 – Land to the East of Adelaide Rd.

350 dwellings on these sites is outrageous! It is agricultural land that is used for growing crops apart from the field where there is a problem with raw human waste flooding onto one of the lower areas because the sewer cannot cope. The main high-pressure sewer goes across two of these fields, it has had to be replaced because the original one had insufficient capacity, the problem of dealing with a vast increase in the amount of sewage if the houses were to be built, is a great cause of concern for local residents.

The increase in traffic would be impossible on the already busy and not fit for purpose local roads, the statistics from the SIDs prove this, have DDC carried out a Traffic Safety report? What is the

appropriate mitigation scheme to address the constraints and cumulative impact on the local road network and why haven't DDC consulted the Parish Council as a key stakeholder?

The amount of traffic generated would be contrary to Policy DM29- Developments that would generate significant traffic movements must be well related to the primary and secondary road network. Proposals which would generate levels and types of traffic movements resulting in severe residual impacts in terms of capacity and road safety WILL NOT BE PERMITTED.