

1.Increased vehicle traffic congestion on Henley St (HS) Longer opening hours throughout the week, at Golden Lion(GL) it will increase the traffic volume and congestion on HS. The impact on “neighbours” will be significant. HS is a narrow single trackway, edged with steep banks with trees and hedged verges. Vehicles cannot pass side by side, causing congestion. Hence vehicles use private open gateways and driveways, mount verges/banks, causing erosion and trees to fall into road & overhead power lines.

2.Insufficient evidence proving the proposed main routeways will be used instead of Henley St from M20 corridor via Foxendown Lane (FL), and from A2 via Cobhambury Hill (CH) & Luddesdown Rd (LR). As no traffic counts were taken on these roads, it is not proven that most vehicles currently use them and will continue to use them to access the renovated GL. Currently most vehicles use Henley Street to access the GL although this is not proven due to the absence of counts on main routes (FL and CH) described above. The reason for not currently using them to access GL, is due to the unsuitability of FL and LR. Both are narrow single trackways, without designated passing places, unlit and winding. On FL there are blind bends & long distances between bank-eroded passing places. LR is prone to flooding, downhill from the junction with Buckland Rd and in the close vicinity of Cutter Ridge and LR. Vehicles will continue to use HS as it is the easiest and safest route to the GL, adversely impacting most of Luddesdown residents, ie those living on HS.

3. Impact of Increased Trading Hours on the Local Environment & Well Being . As stated above, increased traffic volume and congestion caused by longer trading hours at the GL will have a negative impact on the environment by **degrading air quality** in the locality and especially HS. Motor exhaust fumes emitted from all vehicles, especially those congested vehicles (with engines running) while waiting to pass, will increase air pollution. This will occur throughout Luddesdown but especially in HS, which is a relatively straight road and considered the easiest and safest route for vehicles travelling to/from the GL.

The road users who walk, cycle and horse ride along HS are many and varied, such as the Duke of Edinburgh Student groups hiking in school holidays; runners individuals and groups, including the North Downs Race runners who cross HS via the stile by the Old Post Office on HS . Compared with other areas in the vicinity, HS is relatively traffic-free at many times of the day and “feels safe and unthreatening”, this makes it appealing to lone users, especially unaccompanied females who walk, run and ride. Unlike open public spaces elsewhere in Gravesham, HS and its adjoining track and pathways enables people “to get away from it all” because it is a very tranquil area. Visitors will park at the Cock Inn on HS, or arrive on foot, or train/bus from Sole Street, and by horse, and use HS “as the gateway to Luddesdown”. The development will impact this tranquillity, it will attract pub visitors at all times of the day especially during the daylight hours and at weekends. This coincides with the times when many non-vehicle users enjoy HS and surrounding area to help boost their sense of wellbeing; since the Pandemic this aspect of our lives is now acknowledged to be vital, Luddesdown is one of few local areas that contributes to wellbeing.

4. Henley Street and the Clash & with Weekend Family Restaurant Dining. The Transport Strategy (TS) Section 5.2.5 notes that on a busy Saturday, the new restaurant may generate a maximum of 248 vehicle trips over the day, averaging 40 trips in the 19.30 to 20.30 peak time. This number of trips in a single day will create adverse conditions for the varied mix of road users of HS. This will be keenly felt at weekend lunch times and early evenings which are also the most popular times for “family restaurant dining”. The Saturday Trip Profile shown in TS Section 5.2.4. Table -1 will be impacted as the peak time will start earlier and be longer in duration than those shown. To accommodate families with young children, the family lunch time is likely to start around 12.00 and end by 15.00, and evening dinner would start earlier from around 17.00. This would seriously clash with the times that those road users not using vehicles, would be on the same roads around the pub,

especially on HS. This will increase the risk of accidents on busier roads and containing a diverse range of motorised and non-motor users. **5.Impact of overflow parking on the road network around the Golden Lion** The “Call for Employment Sites Initiative” by Gravesham Council (Planning Statement Section 3.1.1) is presented as a validation for the planning application. However, the redevelopment will do more harm than good to the locality. Although it will create more employment in hospitality, the issue of overspill parking on and around the site, will have a significant detrimental effect on road safety. Overflow parking from the GL and the Cellar Door Shop will make the HS and Luddesdown Road junction more hazardous than it is already. Cars unable to park in the carpark, will instead use the roadsides along Cutter Ridge and Luddesdown Road. The application uses the number of restaurant covers, to determine the likely customer turnover and carpark requirements at different times. As there is no public transport in Luddesdown, diners are expected to use mainly private vehicles, with 2.5 persons per vehicle. There appears to be some confusion on the actual number of covers in the new restaurant . The Planning Statement specifies 40 (Section 3.2.1) and Transport Statement (Section 5.2.3) specifies 48 covers. Whichever number of covers apply, overspill car parking will be an issue and is not adequately addressed in the application: excepting the arrangements made for staff parking to be accommodated in non-public areas.

The Transport Statement (TP) (Section 4.8.2), acknowledges the parking capacity is 7 spaces short of the maximum requirement for the restaurant and WC. This is mitigated by ensuring a faster turnover of diners (TP Section 5.2.3). The effect this is likely to have on overspill parking is doubtful; to impose limited dwelling times on diners may be difficult to employ, it may have a negative effect on repeat business, so may not be sustained.

6.Luddesdown lies within the Kent North Downs Landscape Area. Designated as a National Landscape Area, the entire Parish is contained within the Kent North Downs Landscape Area. It is an acknowledgement that Luddesdown landscape is exceptional on account of it’s beauty and tranquillity, so much so, that it is of national importance. It is therefore, the duty of all residents, visitors and the civic authorities, to protect the area against any detrimental manmade changes to the quality and tranquillity of the area. The landscape, wildlife, flora and fauna must be allowed to flourish alongside human existence and the lifestyles of the day. The Planning Application for the extension and refurbishment of the Golden Lion should be rejected as it fails to meet this brief, and the preceding five concerns stated above.