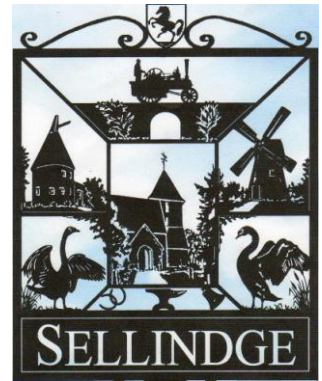


SELLINDGE PARISH COUNCIL

PARISH COUNCIL OFFICE,
SELLINDGE VILLAGE HALL (behind),
MAIN ROAD,
SELLINDGE,
KENT TN25 6JY
01303 813 271

www.sellindgepc.kentparishes.gov.uk
Sellindge-parishcouncil@btconnect.com



June 12th 2019

Sellindge Parish Council met on Tuesday June 11th 2019

Councillors present was –S Bull (Chairman), N Fursdon, D Haining-Harris, C Brace,
Mrs J Tritton, R Bristow, S Parish.

Ref Y19 / 0257 / FH

Outline application, with all matters reserved, for a comprehensive residential led mixed use development comprising: Up to 8,500 residential homes including market and affordable homes; age restricted homes, assisted living homes, extra care facilities, care homes, sheltered housing and care villages; demolition of identified existing buildings; a range of community uses including primary and secondary schools, health centres and nursery facilities; retail and related uses; leisure facilities; business and commercial uses; open space and public realm; new planting and landscaping, and ecological enhancement works; sustainable urban drainage systems; utility and energy facilities and infrastructure; waste and waste water infrastructure and management facilities; vehicular bridge links; undercroft, surface and multi-storey car parking; creation of new vehicular and pedestrian accesses into the site, and creation of a new vehicular, pedestrian and cycle network within the site; improvements to the existing highway and local road network; lighting; engineering works, infrastructure and associated facilities; together with interim works or temporary structures required by the development and other associated works including temporary meanwhile uses.

All Councillors present agreed that these comments were submitted,

Comments overleaf –

OTTERPOOL PARK GARDEN TOWN PROPOSAL COMMENTS.

SELLINDGE PARISH COUNCIL

Design and Access Statement

2.1 The Vision for Otterpool Park

The vision sounds very nice, with green and blue infrastructure, residential areas with nice open spaces, with historical assets. A place where people will want to live. Or will they ?

The proposed road infrastructure has a major flaw, a none uninterrupted through road !

The worse interruption is the one way system under Grove Bridge, where the need for the one system is to allow pedestrian link as well. The bridge is only 7.0104m wide therefore two way traffic for modern width of vehicles is impossible, even with no pedestrian link.

When the M20 is closed, the resulting traffic queue this year went right back to junction 11, this was even though a diversion was in place, directing HGV traffic back to Dover to pick up the A2.

In addition, the traffic queue has at times been back as far as the Blue and White Café towards Ashford, when travelling to Folkestone.

Diversions are only advisory unless they are controlled by the Police, in the last case it was left to Highways England to try to police and most of the HGV drivers ignored them.

The cost and the sheer amount of chaos that would be caused to the Main Line railway to Ashford makes the option of a new rail bridge not achievable.

The only way that makes sense is to by-pass Sellindge altogether.

This could be achieved by coming off the A20 before the Church, cutting across to Harringe Lane, where the bridges over the M20 and the two railways will have to be widen, then across the fields going to the South of Park Wood finally joining Otterpool Lane. The road need not be a dual-carriageway, just a good width road.

This will also benefit Otterpool Park Garden Town.

- Prevent the whole area from being gridlocked.
- Could provide a spinal road for the developments to the South of Barrow Hill.
- Would aid the development of the residential area to the South of Barrow Hill, having a spinal road in place, would be beneficial for building supplies.
- Business's in Lympne Industrial Estate and the new business centre, will be attracted by the fact that even if the M20 was closed, their orders will get through, with less problems, it could also benefit the economy of the whole District.
- Less air pollution, having vehicles driving through and not held up in traffic jams.
- Public safety, traffic jams equals frustrated drivers, also problems for pedestrians trying to cross the road.

A DEVELOPER HAS A DUTY NOT TO DETRIMENTALLY AFFECT A EXISTING NEIGHBOURING COMMUNITY IN ANY WAY

2.2.1 Public Transport

2.2.2 The existing bus service will need to be improved. Having an hourly service and a service that stops so early in the evening is unacceptable.

This would also be a good opportunity to have a Canterbury connection from Ashford.

Good opportunity to invite National Express to re-instate the link through Sellindge.

2.2.3 Existing Roads

2.2.4 Upgrading the A20 will not have the desired effect, with the A20 going straight through Sellindge, with the amount of extra traffic that could well be using the road, the village could well be completely gridlocked on a daily basis. When the M20 is shut significantly worse.

2.2.5 Existing footpaths and Cycle ways – *feel this should be bridleways*

2.2.6 There are some mistakes with these on the Landscape Context Map



Footpath located at 1 on the map, stops at the railway, and goes East to Barrow Hill.

Bridleway located at 2 on the map, does go under bridges to the railways, but there is no bridge under the motorway.

Footpath located at 3 should be upgraded to a footpath / cycle way, which will provide a route to Westenhanger Railway Station. The footpath / cycle way should be hard standing, so it can be used all year round in all weathers, also lighting of the route should also be provided, some funding is part of Policy CSD9 Sellindge Strategy, the rest should be provided by Otterpool Park Garden Town.

2.3 Constraints and Opportunities

2.3.1 Views and Mitigation

The views from the North Downs AONB are especially important, especially as it is planned to build houses on the Aldington Ridge, which Barrow Hill is part of.



The picture above shows the view from the Farthing Common view point on the North Downs AONB, this is an extremely popular view point looking to the South Downs National Park.

It shows the area, where some of the Barrow Hill Heights are proposed.

The points may be too small to read, so from left to right –

Sommerfield Court farm buildings.

Aldington Ridge.

Microlight Air – strip.

Harringe Court Farm

2.3.8 Designated Landscape

No mention of the Aldington Ridge, which is a Ashford Borough Council Special Landscape Area, which is part of the Greensand Ridge.

Note – The Greensand Ridge is an Earthquake Fault Line.

2.3.20 Flood Risk

Although some of the site is within Flood Zone 2, severe flooding once in a thousand years.

It must be noted that flooding can occur more often.

For example, there were severe flooding at the bottom of Barrow Hill in around 1997, the Environment Agency said it was a once in a thousand year flood.

The picture to the right shows Meadow Grove in 2008 when this part of Sellindge suffered a second once in a thousand year flood, only 11 years after the first once in a thousand year flood.



The Environment Agency response was that there was no actual guarantee as to when the next once in a thousand year flood.

There are concerns that the amount of surface water, run off from Otterpool Park Garden Town, could well cause problems downstream in Sellindge at Meadow Grove and Grove Bridge area, and even further downstream in Ashford Borough Council area.

3. Design Response

- Why has Lymyne got such a wide buffer area. The buffer area to Lymyne is around 350m in the North, around 200m in the middle and around 400m in the South.

Whereas the buffer area to the West side of Barrow Hill is around 100m at the widest point. There is no buffer area to the East side of Barrow Hill with the Otterpool Park Garden Town development coming right up to the back garden.

- Disturbed to see that houses are planned to be built on the Otterpool Quarry site, which had been used as a refuse tip back in the late 1960's. The West site of this site is extremely contaminated and unstable. When Countrystyle put their application for a waste transfer and anaerobic digester they avoided any use of the site to the West, due to the unstable and extreme contamination of the ground.

3.5 Outline Planning Application (OPA)

Sellindge Parish Council is extremely concerned that this Outline Planning Application will be agreed before the Core Strategy has had its examination in public by the Planning Inspector. Although the consultants at the exhibition confirmed that the report from the Planning Inspector must be received first before the application can be decided.

Sellindge Parish Council has experienced two outline applications that should not have been decided until a Planning Inspector had issued his / her report.

- The Bucknell ground, which was part of phase 2 of Policy CSD9 of the Core Strategy, in April 2018 Quinn Estates were granted permission for Y16/1122/SH Outline Planning Permission for up to 162 dwellings.
- Land adjacent to The Mount, Barrow Hill was part of Policy ND5 of the Places and Policies Local Plan. Permission was granted in March 2019 Y18/1035/FH for 11 dwellings.

The District Council announced in 2018 that it was hoped to break ground in 2020. This will not be possible if proper practice is done.

3.5.14 Phasing

Why start with two phases ?

Would it not be better to start around where the town centre is going to be, and spread out?

Having two phases to start so far apart, there will be a chance that there will be two separate communities, which is not the aim ?

3.6.1 Transport movement and access strategy

Observation – Why does figure 65 feature a continental cycle route ?

3.6.2 Principles for access and travel

Provide connectivity by walking, cycling to existing communities.

Providing a cycle way connection will be very awkward to Sellindge. The footpath down Barrow Hill is far too narrow to incorporate a cycle way.

An alternative will have to be found.

One alternative Sellindge Parish Council would like to put forward is –

To run a cycle-way out from the end of Meadow Grove, then along the end of the back gardens of the houses on the West side of Barrow Hill, then join back onto to the A20 end the top of Barrow Hill. This would only need to be a cycle-way, not a footpath or bridleway.

This would also provide an opportunity to link this cycle-way in the Otterpool Park Garden Town.

Minimise and manage the impacts of traffic on existing road networkin existing communities.

Sellindge Parish Council feels that this will not be achievable through Sellindge without some form of by pass, as mentioned at the beginning of this document.

3.6.11 Highways access strategy

Sellindge Parish Council feel it is a wrong move to re-direct the A20 through the town centre, where in the event that the M20 is closed London bound, there will be extensive gridlocking in the town centre, causing high air pollution.

Also the amount of traffic signalled junctions that seem to be planned.

It would have been better to leave the A20 route as it is, but introduce a roundabout at Newingreen, to provide a more free flowing traffic flow.

The best way to achieve free flowing traffic through the area, would be by having a Sellindge By pass as mention at the start of this document, but joining at the Otterpool junction, which should be changed to a roundabout, then to Newingreen which should have a roundabout then on to the M20. This would even in the event of the closure of the M20, provide a free flowing traffic route by passing all residential and the town centre and reduce air pollution.

3.6.79 Sustainable Drainage Principles

It is of most impotence that this is correctly done, as if not it could result in more flooding problems downstream in Sellindge and further afield.

3.6.120 Wastewater treatment and water supply

3.6.121 Wastewater

We see that a new waste water site is planned on site.

It is extremely important that this is done, as the Taylor Wimpy development Y18/0402/FH reserved matters plans are being held up due to the wastewater system needing to be upgraded.

3.6.122 Water supply

States that there is water supply capacity for the early phases of Otterpool Park Garden Town.

Does this fully take into account, all the other developments in the Folkestone & Hythe District. 6

4.3.31 Woodland Country Park

4.3.34 States that the important Geological SSSI will be enhanced as a feature of research and education.

How will this important Geological SSSI be protected, the same goes for the Roman Villa.



4.3.37 Lympne Open Space Buffer

4.3.40 States the buffer is approximately 250 to 300m in width

4.3.51 Barrow Hill, Sellindge Open Space Buffer

4.3.52 States that the Barrow Hill, Sellindge Buffer is 100m

Why is the open space buffer for Barrow Hill, Sellindge so narrow compared to Lympne ?

Is there really a need for the somewhat detached small development between Barrow Hill and Park Wood.

If this small development was left out, it would give a lot of Barrow Hill, Sellindge a more decent open space buffer.

In fact there is no buffer to the East side of Barrow Hill, where the Otterpool Park Garden Town comes right up to the bottom of the rear gardens.

It would appear that the plan is to absorb Barrow Hill into Otterpool Park Garden Town.

SELLINDGE PARISH COUNCIL REITERATES THAT –

BARROW HILL IS PART OF SELLINDGE PARISH

NOT OTTERPOOL PARK GARDEN TOWN !



For and on behalf of Sellindge Parish Council

Chairman Sellindge Parish Council Planning Committee