

Response by the Sellindge Parish Council to the consultation for the Sellindge Master Plan.

The Parish Council were not the leading body to bring forward the idea of development within the Parish; this took place with the Sellindge & District Residents Association independently contacting the landowners and the District Council.

However once the information was in the public domain the PC has supported the idea of some controlled development in Sellindge.

It has also been stated that although the Master Plan was for Sellindge, members felt it could not look at the increase in size in isolation from the surrounding area, given that the village of Lymnpe is developing a Neighbourhood Plan and the Folkestone Race Course is proposing developments.

There has been some concern within the members of the Parish Council that the development in Lymnpe and the Race course will have a direct effect on Sellindge

In addition the proposed site for the wind turbines could have a detrimental effect on the Master Plan.

Residents, when asked which of the Urban Initiatives option they would choose, Option 1 received the most votes being the central focus and keeping development within the centre of the village. Therefore the Parish Council considers that it should support this option – as detailed on page 50 of the Masterplan document, but please see further comments relating to individual paragraphs and statements.

1.2 The Study Area.

It is now known that the Otterpool Quarry application has been given permission, although no application to the Environment Agency has yet been submitted. This will have an impact on the proposals within the Master Plan for Sellindge although actually what yet, is to be determined.

1.3 Public Context

Para. 1.3.9

Affordable Housing – Policy H04, in some way the policy in relation to Sellindge should be changed to include some form of local needs housing. The Parish Council are considering the updating of the last local needs housing review.

Para. 1.3.19.

‘Policy TR2 requires bus routes for major developments of 100 or more dwellings.’ The Master Plan must bring in Stagecoach the local company, at an early stage in the process, to ensure it puts in place a revised service to provide for residents before they have ‘got used’ to using cars, thereby assisting the green travel plans for Shepway, as listed in para 1.3.21. Buses run hourly at present, but a later bus should be provided to prevent increased travel by private vehicles.

2.3 Urban Design Analysis.

Paragraph 2.3.9

Operation stack when implemented, albeit only a few occasions a year has a significant effect on the village via the A20. If the proposed downgraded lorry park goes ahead, it will increase the effect in Sellindge, on a scale that at this time cannot be measured.

The idea of having an access from the A20 which has been suggested would be catastrophic for the village as trucks try to gain access to the park from both directions.

Para 2.3.19

The lack of employment opportunities could be addressed. Land opposite the Otterpool Quarry site has permission for small industrial units. While this is outside the parish boundary these industrial units could be used to bring forward potential employment use.

2.4 Social content

Para. 2.4.4

Schools. The parish council would like to see joined up thinking on this subject, and if the primary school needs to be extended that provision should be made at the outset, to ensure that those who move in to the village have the opportunity to attend the school rather than be 'shipped' outside of Sellindge. Therefore the KCC education authority must be brought in at the earliest or the school could be made a single form entry in consultation with the head.

Para. 2.4.5

Health Care. It has already been mentioned that the health care provision is potentially overloaded within the parish as people come to the surgery from adjacent villages as mentioned in 2.4.6 and again the relevant authorities must be brought in early to ensure that travel is not encouraged by people having to drive further afield to visit GP's.

Para. 2.4.7

Sports & Leisure. Whilst this is an excellent venue, to be able to use the facilities you have to become a member, unfortunately this has in the past caused difficulties and ways around this must be found to encourage the youth of today to use it.

2.5 Transport

As mentioned in 1.3.19 & 2.4.6 local public transport must be included 'up front' of the developments or as soon as is feasible.

Para.2.5.8

Operation stack, please see 3.2.9 above

2.5.14

There is a need for a later bus service in Sellindge. With the development at Westenhanger, could busses stop at the railway station, in addition a service to Canterbury should be reinstated. (there was one on occasions)

2.7 Utilities Constraints

One of the major concerns for the parish council in supporting the developments is that there will be insufficient water resources and waste removal. The possibility of the aquifers being contaminated are not something that should be taken lightly and these issues should have monitoring put in place to reduce these risks.

2.7.2.

With regards to the allotments as proposed, would this be appropriate given that there are underground cables.

2.7.4

Please note the plan that was chosen does not have cables passing over, except perhaps for the corner near the M20 Bridge which is earmarked for employment land.

6.3 Landscaping & Public Realm Strategy.

Paragraph 6.3.8

With regard to the playspace it would be appreciated if the area also included an allocation to have an outdoor gym included from the start. This could be funded by the PC applying for match funding from other places. And perhaps the opportunity for a youth shelter could be included.

Paragraph 6.3.11

As the Parish council supports the idea of a village green they have realised that they would be responsible for the open areas in the long term. The PC is the statutory body within the village this will insure there is a secure continuity of maintenance.

The Parish Council should also manage the other green spaces within the development, to ensure that they are managed, also if these spaces are given Village Green or Common Land Status it would ensure that they could not be developed in the future.

The green space on the north side of the A20 (Alan Downs Field) should have hard standing that allows the grass to grow through; this would enable use for parking for the school during school terms. It would ideally allow a new entrance to the school to be achieved making it safer for children going to school and road users.

A20 improvement.

It is hoped and expected that the improvements to the A20 is started as soon as the work commences for the developments. This will prevent a situation whereby traffic becomes a problem for current residents.

It is hoped that as in para 6.3.18 a cycle way is incorporated in to the design from the start, this will encourage current residents and new residents to use green transport when travelling within the village.

With regards to the narrowing of the carriageway it must be highlighted here that a similar exercise took place in High Halden on the A28, near Ashford and the outcome has been that traffic is now closer to the pavements with incidents of pedestrians being hit by wing mirrors an issue. It must be ensured that with the large number of HGV's, provision is made for their ease of movement without the need to 'swerve' to the edge of the path to avoid the islands. At least one traffic controlled crossing should be in place early in the development to protect current pedestrians.

The Parish Council Strongly supports the 30 mph speed limit, if not possible within the whole of Sellindge then at least from the school to the shop.

6.4 Delivery, Phasing and Implementation

While the PC are sure that all the required planning will be in place, the PC would like to be involved from the start and have the opportunity to look at applications before being submitted, this will ensure that any concerns they have can be highlighted at the earliest possible time.

Your Summary.

With reference to the comment about SDC resisting attempts to reduce the community benefits, this should be made a directive and should be a non negotiable statement within the planning process. It should be made very clear to the landowners / developers that no development will go ahead without this.

Parish Councils Summary

During a recent public meeting it was suggested that perhaps the Parish Council could progress a Neighbourhood Plan as is being encouraged by central government under the Localism Bill, which is going through various parliament stages at the present time.

Is this something that could be considered to be taken forward, but still leave the PC's comments on the table? The Parish Council sees the Masterplan very much a neighbourhood plan given the amount of input from residents and representatives from other organisations.