

Comments on Core Strategy

5.148 The village of Sellindge is a Rural Centre in the west of the district. It has a wide range of facilities and services including a GP surgery, primary school, village shop with integrated Post Office, village hall, residents' association, sports and social club, farm shop and a public house.

5.148 *Sellindge is a Rural Centre, but it must be stressed that the Doctors Surgery does support Sellindge but also Stanford, Westenhanger, Newingreen, Monks Horton, Stowting, and also Brabourne, Smeeth, Aldington, Mersham and Hinxhill which are in Ashford Borough Council, these villages in Ashford Borough all have their own housing developments coming on.
Sellindge Surgery is within Ashford CCG*

*Sellindge surgery not only serves Sellindge but ten other villages, five of which are in Ashford Borough Council
Sellindge Surgery is within Ashford CCG*

5.149 Sellindge is, however, dispersed in character, consisting of a series of neighbourhoods located along, or just off, the busy Ashford road (A20). The Barrowhill area to the south is severed from the rest of Sellindge by motorway and railway bridges. This creates a poor sense of place in the settlement with no central core, public open space or main cluster of facilities.

5.149 *Although Barrow Hill is severed from the rest of the Village by the motorway and rail bridges, it must be stressed THAT BARROW HILL IS A VERY VALUED PART OF SELLINDGE VILLAGE. In fact 3 of the 9 Parish Councillors on Sellindge Parish Council come from Barrow Hill.*

The word "SEVERED" as described in 5.149 from Barrow Hill, Sellindge community is inaccurate and disingenuous to these residents in Barrow Hill. Sellindge village is built along the A20 and Barrow Hill has the same access to the community as the rest of the properties along the A20, i.e., the A20 road and foot path. The fact that KCC and the District Council have permitted two further bridges to be built over the A20 in the last 40 years, has had no impact in reducing access of Barrow Hill residents to the rest of the village. Barrow Hill has some of the oldest properties in the Village and has been here longer than the bridges. I Live in Barrow Hill, and residents in this area do not feel we have a "poor sense of place in the settlement". It is poor planning which causes this. Most of Barrow Hill residents are closer to the key amenities in the village than other homes West of Sellindge on the A20. By not treating Barrow Hill as part of the village, the Core strategy and District Council are causing this effect. Barrow Hill, must have the same traffic calming, speed restrictions as the rest of the village, keeping it part of the village, instead of segregating it due to "poor" planning and policy making.

I'd also like to add that Barrow Hill has already been cut off from Newingreen as it's often impossible to access the pavement, and the disabled access point at which one can cross with a wheelchair at the Otterpool traffic lights. This is due to lorries parked in the layby and on the pavement.

Summary

*Barrow Hill is a very valued part of Sellindge Village
Three of the nine Parish Councillors on Sellindge Parish Council come from Barrow Hill
Not severed still has good road and footpath connection
Some of the oldest properties in Sellindge are in Barrow Hill
Barrow Hill residents DO NOT FEEL that they are a POOR PLACE IN THE VILLAGE
It is the District Council who are treating Barrow Hill as not being part of Sellindge
This is poor planning and policy
The same traffic calming being implemented in Sellindge needs to also be implemented in Barrow Hill
Barrow Hill is regularly severed from Newingreen due to lorries obstructing the footpath especially for disabled people*

5.150 The lack of a central core was investigated by independent consultants, appointed under national Rural Masterplanning Funding, working in collaboration with the local community.

5.150 Agree.

ditto

5.151 The results of this were reflected in the Sellindge Strategy in the 2013 Core Strategy Local Plan. The strategy set out a policy to create a new village green with 250 additional homes. Proposals within the village, therefore, originated from local aspirations. A planning application has since been granted.

5.151 Agree and the development agreed is now under construction.

The community engagement during this current development was very good and supported due to it. Future development in Sellindge must have the same amount of community engagement as this development had. Phase 2 does not appear to have this and due to this, many residents feel these developments are not required and being imposed on them.

5.152 For the Review of the Core Strategy, the Growth Options Study has shown that there are still opportunities in the settlement to meet the growth required in the district until 2037. The Phase 2 study, together with further work undertaken, has indicated that, due to landscape and heritage constraints, additional development should be located to the east and south west of the settlement.

5.152 Agree though sadly little or no consultation regarding this has taken place within the community of Sellindge, many of who supported the 250 homes currently being built but feel that phase 2 is being imposed on them with little or no consultation the Bucknell Trust Ground should have been part of the Core strategy before outlining planning being given.

5.153 The study and further work have indicated that development of up to 600 dwellings in Sellindge (including the 250 previously identified) could be accommodated but this would need to be supported by expanded and new facilities and infrastructure, as many are now at capacity.

5.153 It is of the utmost importance that, if Sellindge is to have up to 600 extra dwellings, that facilities and infrastructure is expanded.

If the infrastructure needed (Schools, medical facilities, cycle & footpaths) are not able to be provided with in Sellindge, then the number of dwellings built should be reduces to reflect this. To build these 600 dwellings without this would go against the aims of the Core strategy in reducing traffic congestion, air and environmental pollution. If these new proposed residents of the community have to drive to other facilities outside the village to access Schools or medical care, then clearly the District Core Strategy has failed at its planning stage.

5.154 As of early 2017, there is no spare capacity for further development at either the doctor's surgery or school, and land with potential for the future expansion of the school is in separate ownership. The existing permission granted for 250 homes includes a requirement for land and funding to increase the primary school from 0.5 to 1 form of entry, however further capacity will be required to accommodate the additional growth proposed. Given this, any proposals will have to provide land and funding for the expansion of the primary school to 2 forms of entry (2FE). Additionally, new or expanded health care will be required; however it may be that this can be delivered as part of a new facility within the nearby garden town.

5.154 *The School does seem to be provided for.*

However the idea of Health Care being provided by a new facility in the proposed Otterpool Garden Town is very poor planning as KCC were unsuccessful in getting the infrastructure grant from Central Government, so therefore the development of Otterpool Park Garden Town will be somewhat slower than first planned. There is also the matter that Sellindge comes under Ashford NHS

If residents from these further proposed dwellings are unable to access medical facilities or school places within the village, then clearly these dwellings are being proposed in the wrong place. Build them within the garden town development, where they will not need to drive to these facilities.

Ashford A&E has the worst waiting times in the whole of the UK and services are currently over stretched. With the substantial expansion of Ashford homes and the proposed Garden Town, medical facilities need to be urgently looked at, not just at GP level, but at a Trust & County level. Canterbury A&E has been closed and further cuts being considered. This Core Strategy must take these further developments and cuts into account before considering proposing substantial dwellings within our Community and District that is struggling now to provide these key services.

Summary

Concerns that a health centre built elsewhere may be used to serve Sellindge

If health facilities cannot cope, then dwellings should not be built

Concerns that Ashford A&E will not be able to cope, especially with the proposed expansion of Ashford

5.155 With regard to infrastructure, the Growth Options Study highlights that there will be impacts on the B2068 and A20 and these should be considered as part of development proposals and the policy formation process. Furthermore, there are no cycle ways in this area, especially to Westenhanger Station to the east of Sellindge, with opportunity for footpath upgrades to be delivered to allow safe access to rail services from the village.

5.155 *Must admit it would be an excellent opportunity to have a footpath / cycle way to Westenhanger Station, this would have to be proper tarmac, so it can be used in all weather conditions and used all year, also the footpath / cycle way would need lighting.*

This is a key time for the District to be bold and ambitious by providing a Sellindge bypass as part of the Garden Town development South West of Sellindge, linking the A20 at Otterpool lane, with the through road required to access these new substantial developments South of Sellindge. The through road can then be developed to Harringe Lane, and coming out West of Sellindge, behind the Church grounds. This would open Sellindge traffic movements to allow it to become a key hub for the West communities of the District and allow further development along other land opened as result of the bypass/through road. It would also open the A20 between junction 10 and 11 of the M20 to free traffic movement, not having congestion pinch point of having to come through Sellindge. This would improve the whole district traffic flow, allow the A20 to still be a relief road for the M20 and improve the International Gateway transport links. This would have a significant financial and environmental positive effect on the Local District and County.

Summary

Footpath / cycleway to Westenhanger must be tarmac, have lighting so it can be used all year

Key time to plan a Sellindge bypass

Would ensure better flow of traffic in the village and cut pollution

Would prove a significant financial and environmental positive effect for the Local District and County

5.156 Sellindge does not fall within the AONB, but it is within its setting. Any new development, particularly at the scale proposed in policy CSD9, may give rise to some adverse landscape and visual impacts for which mitigation will be required. Through the use of landscaping on the rural edge, and through the siting, type and design of new buildings, development should be able to be assimilated into the landscape and any detrimental effects on the setting of the AONB minimised.

5.156 To help mitigate the visual appearance of any developments, good wooded landscaping must be used to the North boundary of the Bucknell Trust Land (land to the East).

The location of the land to the West, being on the land between the A20 and M20, this actual location should help to mitigate the view from the North Downs AONB

Any further developments in the future should be constrained to this area (between A20 and M20) as this would maintain the views to the North Downs (AONB), which is a much valued aspect of Sellindge.

5.157 Landscaping will also be important to the east of Sellindge, due to the open character of the farm land. The boundary should be heavily landscaped in this location, with planting provided to avoid amenity impacts on new residents in this part of Sellindge and the coalescence of Sellindge and Stanford. Gibbins Brook forms another clear spatial boundary on the eastern edge of this land, but as a Site of Special Scientific Interest (SSSI), impacts on the brook should be minimised and funding provided for its enhancement and protection.

5.157 This is most important as covered in 5.156

The Land between the M20 and Fast rail link, East of Grove Bridge, Barrow Hill, which the local river stream meanders, also have a significant fauner, flora and wild habitat. This must be protected

5.158 The Growth Options Study has indicated that small-scale employment uses could be provided, however, these should be located on the eastern side of Sellindge, given its proximity to junction 11 of the M20, Westenhanger railway station and Folkestone service station. Employment provision should contribute positively to the village's character and could provide a variety of small-scale units, for support services and offices, that avoid the need for large delivery vehicles to access the development.

5.158 This is of utmost importance, having large delivery lorries accessing the site would not be safe.

5.159 There is the potential for the allocation to embrace new technologies to achieve a low carbon, low waste and low water environment, with an aspiration for carbon, water and waste neutrality to be explored.

5.159 Agree.

5.160 An indicative strategy for Sellindge is set out below to show how residential development can meet needs for central facilities in a location near the junction with Swan Lane. Figure 5.8 is indicative only; proposals should be developed collectively by landowners with further community input to accord with the criteria of CSD9.

5.160 Agree but the improved connection to Swan Lane must not be a vehicular one, just a pedestrian / cycle way. Having a vehicular here would cause extreme gridlock to Swan Lane. At present in the morning peak time Swan Lane backs up around 75m, with cars joining the A20. The alternative, to go North up Swan Lane, once you leave the built area of the village the Lane narrows, and gets even narrower when the Lane becomes Blindhouse Lane, so is not suitable for a vast amount of traffic. Also at the end of Blindhouse Lane where it joins Stone Street, it is an extremely dangerous junction.

5.161 In the context of strong development pressures, the identification of a broad location with two phases will allow the objectives of the Rural Masterplanning(18) project (and also specific Aim C7 and others of this plan) to be met and infrastructure upgrades delivered. A comprehensive and deliverable proposal is needed that fully satisfies the key outcomes of the Rural Masterplanning Fund project, providing:
A sense of place through the village green/common south of the Ashford Road (A20);
A suitable residential mix including affordable housing; and
Significant improvements to the A20 so that pedestrian/cycle movements are encouraged and vehicular drivers discern they are travelling through the heart of Sellindge.

5.161 The significant road improvements as agreed in the Taylor Wimpey plans are now being constructed. A Sellindge By Pass MUST be considered, as without this the whole village would be gridlocked on a daily basis.

Sellindge is the only village where the A20 runs through the centre between Ashford and Folkestone, so it is the only pinch point.

A by-pass could be a valuable aspect for the Otterpool Garden Town, as it could be used as a spinal road, giving access to various parts of Otterpool Garden Town.

It would also make a valuable contribution in reducing harm and preserving Sellindge as a village.

5.162 Should these objectives not be met, development will not be supported, as this opportunity is centred on addressing local community needs (speculative proposals in other locations associated with a piecemeal pattern of development can be resisted under policy SS1).

5.162 Agree and must be adhered too.

5.163 This positive policy, along with the policies of countryside protection, will co-ordinate change in central Sellindge and ensure that inappropriate proposals that harm the village, or fail to deliver community infrastructure, can be resisted.

5.163 Agree and must be adhered too.

Policy CSD9 - Sellindge Strategy

Sellindge Parish Council would like to make the following statement, in the most strongest way about Policy CSD9 – The Sellindge Strategy !!!

Policy CSD9 Sellindge strategy, must also incorporate Barrow Hill, which is over one third of the village of Sellindge. It must also incorporate the development proposed with in Barrow Hill (15 properties) part of policy ND5 the General Sellindge Policy of the Places and Policies Local Plan.

The fact that it is not currently being considered, is causing Barrow Hill residents to perceive that this is evidence that the District Council & Core Strategy are being disingenuous by attempting to swallow up Barrow Hill as part of Otterpool Park development, taking them away from being part of their Sellindge Community. To not incorporate Barrow Hill with in Policy CSD9 Sellindge strategy, will prove this to be the case !!!

The intention was to widen the A20 under Grove Bridge, Barrow Hill. The way this was going to be achieved was by removing the public footpaths, reverting to how it was before. This way it will relieve congestion at the current traffic lights.

We strongly oppose this, as this would cause a significant health and safety risk to the residents of Barrow Hill who attempt to access the rest of our village by foot.

Having being a person who had to daily walk my children to school under this bridge with a footpath of under a metre wide, it is extremely dangerous, you have lorry wing mirrors passing inches over your head (and I'm six feet tall) !!!

We have a letter from Kent Highways / Shepway District Council dated 25th July 2002, which states ' Access is particularly narrow under Grove Bridge where there is insufficient room for two lanes of traffic plus a standard footway'.

The only way to relieve congestion is to have a SELLINDGE BY PASS, which would be of great benefit to Otterpool Park, by providing a spinal road with free flowing traffic.

Policy CSD9 Sellindge Strategy, must ensure that any further development in Sellindge or in the area along the A20, between Junction 10 and 11 of the M20, agrees with KCC Highways and Highways England, to build along this stretch of the M20 a contraflow capability which can be used during Motorway incidents, maintenance and Op Stack, ensuring that the M20 can remain operational without having to divert motorway traffic along the A20, where our village communities and any further development will be affected. Highways England should put this into place before any development starts. The current development which is causing several A20 traffic lights to be implemented in the village, is causing significant disruption, pollution and traffic jams, not just to the village of Sellindge, but some have extended over three miles back onto the Motorway (Police incident report 24 April/0008 refers.

1. The first phase (land located in the centre of Sellindge) of any major residential-led development in Sellindge parish should meet all the following criteria:

a. Development must ensure the delivery of a core area (bulk of identified land south of the A20) in parallel with/advance of any development to the west, north or east of it;

a Agree

b. Total residential development shall not exceed approximately 250 dwellings (Classes C2 and C3), with approximately 22 per cent affordable housing subject to viability;

b Agree – However it is a shame that this amount was reduced to 18%

c. Development should provide timely delivery of a village green/common south of the A20 that:

- i. Is of at least 1.5–2ha in size, or greater;
- ii. Provides a range of facilities (including allotments) and type of landscaping identified through consultation with local residents and complementing the existing facilities located at the sports club;
- iii. Is of the highest quality and incorporates robust and durable lighting and furniture; and
- iv. Provides new habitats for priority nature conservation species;

c Agree

d. Proposals must include satisfactory arrangements for the timely delivery of necessary local community facilities including:

- i. A primary school extension to 1 form of entry (1FE);
i Belvadre House is boarded up ready for demolition, it is thought that construction could start within the next year.
- ii The expansion of the Doctor's surgery
ii There is no indication at present from the Doctors Surgery as to their intention to expand. This must be done in consultation with Sellindge Parish Council and Sellindge Village Hall Management Committee, as the Doctors Surgery is built on land leased to them by Sellindge Village Hall.
- iii Administrative accommodation for the Parish Council
iii The detailed plans have been received and are under consultation.

2. The **second phase** (land to the west and east of phase 1) for any residential-led development should meet all the following criteria:

The fact that the land to the East (Bucknell Trust Land) of phase 1 was given Outline Planning Permission on April 3rd. This being done the way it was, does introduce the thought that the Core Strategy is flawed. This planning application should not have been granted at this stage, the application should have gone through the Core Strategy Consultation, and the Planning Inspector should have made the decision.

a. The residential development element shall not commence until the school, doctors surgery and Parish Council administrative accommodation to be provided by phase 1 are under construction with a programmed completion date;

a Sellindge Parish Council welcome this statement. However the Parish Council knows that Quinn expects to have their detailed Reserve Matters plans in by the summer 2018. What happens if these are passed and they are ready to start, before the criteria are met, or will this rule be changed, like the Outline permission?

b. Total residential development within phase 2 will not exceed 350 dwellings (Classes C2 and C3) with 22 per cent affordable housing subject to viability and a minimum of 10 per cent of dwellings designed to meet the needs of the ageing population;

b States not exceeding 350. However this does not include the 40 dwellings under the Places and Policies Document, so there will be an extra 390 dwellings.

c. A minimum of 10 per cent of dwellings to be self-build or custom-build;

c Slight concern to the 10% self-build, due to the amount of these schemes that do falter.

d. Development shall be designed to minimise water usage, as required by the emerging Water Cycle Study. Total water use per dwelling shall not exceed 90 litres per person per day (including external water use);

d Agree

e. Energy efficiency standards are agreed with the local planning authority that meet or exceed prevailing best practice;

e Agree

f. Proposals must include satisfactory arrangements for the timely delivery of necessary local community facilities including:

i. Provision of land and funding to upgrade Sellindge Primary school to 2 forms of entry (2FE);

I Quinn Estates having declared that they had brought the land, so that upgrade of the school to 2FE can take place, is making members of the public to believe it was a 'done deal'.

ii. Provision of new or upgraded sports grounds, open and play space or upgraded facilities in the village;

ii The 106 money to upgrade the football pitches should go to the freehold owners, the E Sedgewick and Sarah Godfrey Trust and they should arrange for the work to be done. The sports and social club are only leaseholders.

lii

lii What happened to number 3 ?

Iv Provision of new nursery facilities

Iv Agree

V Provision of a replacement village hall, to a specification to meet local need;

V This should be done in full consultation of the Village Hall Management Committee and the Parish Council, it is felt that an extension of the village hall may be better.

Vi Provision of new allotment facilities

Vi Agree

Vii Contributions to the upgrading of local medical facilities to meet the needs of the development

f. Appropriate landscaping, including woodland planting, shall be provided on the rural edge of the development, particularly on the eastern development site. All landscaping shall be planted at an early stage of the development and provide new habitats for priority nature conservation species;

*f Why is there 2 f's, one has to ask, was this policy rushed.
However we do agree with the second F*

g. The eastern development area will provide improved pedestrian and cycle access along the northern boundary (Public Right of Way HE273);

g Agree

h. Approximately 1,000sqm of business (B1 Class) floorspace shall be provided, achieving BREEAM 'outstanding' rating

H Agree

3. Both phases of the development shall:

a. Deliver pedestrian and cycle enhancements to the A20 through (as a minimum) informal traffic-calming features at key locations, and perceived narrowing of the carriageway outside Sellindge primary school and associated highways improvement. Phase 2 shall extend the highways improvement area to be delivered by phase 1;

*a The A20 enhancements agreed for the phase 1, are now being constructed.
It would be best if the A20 enhancements to be provided by phase 2 are of the same design and go as far as the Church.
Barrow Hill and the East entrance to the Village MUST ALSO BE INCORPORATED TO THE TRAFFIC CALMING.*

b. Contribute to the provision of a safe, surfaced cycle and pedestrian access to Westenhanger Station from Sellindge through the upgrade of existing bridleways and public rights of way (HE271A and HE274);

B Agree

c. Provide noise and air pollution mitigation measures such as distance buffers between the M20/High Speed 1 transport corridor and the development, as well as landscaping within the buffers designed to integrate with other planting and habitat creation delivered through the comprehensive masterplan

c Agree

d. Contribute to improvements in the local wastewater infrastructure and other utilities as required to meet the needs of the development.

D Agree