

Minutes of a meeting of the Planning Committee of Aldington and Bonnington Parish Council held on Monday 12th December 2022 at 7:00 pm in Aldington Village Hall, Roman Road, Aldington.

Present: R Lloyd (Chairman), R Boulding, S Wagstaff and L Guy

In attendance: Peter Setterfield PSLCC, Parish Clerk

123. **Apologies for absence:**

There were no apologies for absence

124. **Declarations of interest:**

There were no declarations of interest.

125. **Planning application PA/2022/2881 – Simnells, Goldwell Lane, Aldington –**

Proposed change of use land from agricultural to residential to incorporate a proposed shepherd's hut to provide incidental accommodation.

Resolved: The Parish Council has no objection to the proposals.

126. **Planning application PA/2022/2950 – Land to the West of Sellindge Substation**

– Erection of a synchronous condenser plant with ancillary infrastructure, access, landscaping and other incidental works.

Resolved: The Parish Council has no objection to the application however it is concerned about traffic movements on Church Lane. This application needs to be considered alongside the other applications in the immediate vicinity, namely PA/2022/2544 and 22/00668/AS in terms of the cumulative impact on residents caused by noise, pollution and traffic as well as highway safety.

The Parish Council would wish to see any grant of permission have conditions that:

Traffic management plan is combined with those of the other applications as development will possibly happen contemporaneously,

No vehicles are to be left on the highway at any time due to the width of the carriageway.

No vehicles to approach the site from the Aldington Village end of Church Lane

The use of lighting to be restricted as this is an area of dark skies.

127. **Planning application**

Y19/0257/FH – Land Bounded by; The M20 and Channel Tunnel Railway Link (CTRL) to the North; the A20/Stone Street and Sandling Park to the East; Harringe Lane to the West, and; Aldington Road to the South – Amended outline planning 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;
- The 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;
- Burial ground, 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, 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

Resolved: The Parish Council have considered the Otterpool Park Transport Response Report V2 and wish to make the following objections to the content.

The Local Model Validation Report produced by Arcadis gives an overview paragraph 2.1 giving a description of the base year traffic model developed including the geographic coverage. However figure 2: the VISUM model road network shows up an immediate error, whilst the routes into the Folkestone and Hythe District area and the A20 and M20 are highlighted in red it is noticeable that the B2067 from Otterpool Lane is only considered up to the junction with Harringe Lane.

It would appear that no consideration has been given to traffic passing beyond this point into the neighbouring Borough.

It is a known and evidenced fact that when there is an incident on either the A20 or M20 drivers using Satnav are diverted onto the B2067. As recently as the 4th November between the hours of 1am and 4am the Parish Council speed indicator device located on Calleywell Lane recorded some 1,164 vehicles passing it into the village of Aldington, the average for this time of day being less than 10. Residents of the other routes into the village have also made reference to the large number of vehicles passing through on such occasions.

The Parish Council have noted a general increase in rural road use especially along the B2067 and through traffic using Brockmans Lane to access South Ashford including Ashford International Station following development on this side of Ashford (both Bridgefield and in Hamstreet) also resulting from traffic displacement from traffic avoiding congestion at Junction10a.

Traffic flows need to take into account both of the above as examples of increasing traffic on minor roads. The net result of Otterpool Park on the adjacent villages will be increased traffic. This must be mitigated against due to rural lanes being national speed limits with no monitoring, no pavements and mixed use by cars, farm vehicles, equestrians, cyclists and pedestrians. National statistics show that most motoring deaths occur on rural roads. The rural network adjacent to the proposed development must be considered as a whole.

The Parish Council's objections are being highlighted to the Highways Authority as there will clearly be an increase in traffic volumes from a development of this size and all routes must be considered not just the primary routes as Satnav will always choose the least congested route irrespective of the class of road.

There being no further business the meeting closed at 7:15pm.