

**Minutes of a meeting of the Planning Committee of Aldington and Bonnington Parish Council held on Monday 13<sup>th</sup> June 2022 at 7.00 pm in Aldington Village Hall, Roman Road, Aldington.**

**Present:** R Lloyd (Chairman), R Boulding and A Bowman

**In attendance:** Peter Setterfield PSLCC, Parish Clerk

**101. Apologies for absence:**

Cllr S Wagstaff and L Guy

**102. Declarations of interest:**

There were no declarations of interest.

**103. Planning application: 22/00707/AS – Fostums, Roman Road, Aldington –**

Proposed demolition of existing dwelling. Construction of a new two storey dwellinghouse to consist of five bedrooms with separate garden store and associated landscaping.

**Resolved: To offer no objection to the application.**

**104. Planning application 22/00771/AS – 5 Mount Pleasant, Aldington – Proposed single storey side extension.**

**Resolved: To offer no objection to the application.**

**105. Planning application 22/00734/AS – Two Oaks Barn, Bonnington – Proposed single storey side extension with mezzanine level, porch extension and alterations.**

**Resolved: To object to the application on the grounds that the proposed extension is of a size/scale that would not appear to comply with Local Plan Policy HOU8 (c).**

**106. Planning application Y19/0257/FH – Land bounded by: the M20 and Channel Tunnel Rail 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 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 new vehicular and 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 welcomes the opportunity to comment on this application, whilst the application site is within the Folkestone and Hythe District Harringe Lane is approximately 500 metres from the District boundary and given the magnitude of the proposed development there will be an impact on the Village of Aldington and the neighbouring parishes along the B2067.**

**At this early stage in the process the Parish Council is mainly concerned with traffic flows as residents feel the impact on traffic levels as soon as there is an incident on either the A20 or M20 which causes delays and the inevitable diversion to minor roads recommended to SatNav users, albeit the roads not being suitable for large volumes of traffic.**

**The Parish Council observations on the Environmental Statement OP5 Chapter 16 – Transport are as follows:**

**Table 16-1 shows the bodies consulted which includes Kent County Council, Folkestone and Hythe District Council and Canterbury City Council yet the neighbouring Borough of Ashford is not listed as a consultee where the A20 and M20 both pass through to travel to Maidstone and beyond. It is noted that there is a recommendation to reduce the speed limit through Sellindge to 30mph, whilst this may be beneficial to some road users it will potentially impact on other routes as motorists will look to avoid the inevitable congestion.**

**Table 16-7 does not include any traffic flows for the B2067 from Otterpool Lane towards Aldington and neighbouring parishes, albeit they are in the next Borough.**

**Table 16 – 11 provides the baseline AM and PM peak times for the B2067 Otterpool Lane as 469 and 467 respectively and for the A20 at Barrow Hill as 603 and 676 respectively. The data included in this table can at best be described as flawed as it includes roads in Hawkinge and Canterbury whereas the roads in the neighbouring Parishes of Ashford Borough are ignored.**

**In Aldington we have a speed indicator device which is moved between the two routes into the Village from the A20 as well as on Roman Road which runs through the centre. This device not only records speed it also provides us with a database of the number of vehicles passing each hour. As soon as there is an**

incident or road closure on the A20 or M20 there is a marked increase on the number of vehicles passing through.

By way of example on 30<sup>th</sup> March on Goldwell Lane the following anomalies have been highlighted:

Between 6 and 7 am 65 vehicles normal average 1

Between 7 and 8 am 107 vehicles normal average 8

Between 5pm and 6pm 198 vehicles normal average 48

Between 11pm and midnight 100 vehicles normal average 2

On Calleywell Lane

19<sup>th</sup> May between 9am and 10am 204 vehicles normal average 60

20<sup>th</sup> May between 10 am and 11am 347 vehicles normal average 65

20<sup>th</sup> May between 11am and noon 362 vehicles normal average 63

20<sup>th</sup> May between noon and 1pm 335 vehicles normal average 68

23<sup>rd</sup> May between 4 am and 5 am 182 vehicles normal average 2

23<sup>rd</sup> May between 5 am and 6 am 98 vehicles normal average 5

23<sup>rd</sup> May between 11 am and noon 130 vehicles normal average 62

23<sup>rd</sup> May between noon and 1 pm 139 vehicles normal average 69

23<sup>rd</sup> May between 1 pm and 2 pm 107 vehicles normal average 46

24<sup>th</sup> May between 6pm and 7 pm 321 vehicles normal average 61

As can be seen these incidents are not isolated and residents are very concerned about the impact that the Otterpool development will have on the roads, many of which do not have footpaths and are subject to the National Speed Limit. The Parish Council has also received complaints from residents of Church Lane where motorists are using this as a diversion route to avoid closures on the A20, this is a single track road totally inappropriate for this type of use.

Table 16 -15 again no mention of the B2067

Table 16 – 17 predicts a 26% increase in traffic on Otterpool Lane, is there an assumption that all of this increased traffic will go in the direction of the A20 as there are no statistics available to show the impact on the B2067.

It is acknowledged that this is the early stage of planning for the development and the masterplan does not show all of the roads that will be installed it is inevitable that there will be an increase in traffic wanting to use the B2067 especially if they want to access train services from Ashford International Station which is located on that side of the town.

**The Parish Council respectfully request that a full survey is carried out on both the B2067 as it enters the Ashford Borough and again at the Green in Bonnington as well as the A20 by Smeeth crossroads which is the main entry point into Aldington in order that mitigation and traffic calming measures can be put in place to protect the residents from the increased traffic and the hazards that come with it.**