



## **Draft Ashford Local Plan to 2030**

### **Draft Points to be developed for the SLRA response to the Public Consultation**

#### **Eureka Park:**

- Para 4.230 and Policy S20(b) call for “a generous landscaped buffer provided to reduce the impact and provide some visual separation to the properties on Sandyhurst Lane”. It will be important to define the exact size and nature of this buffer.
- Para 4.230 also states “residential development here should be of a lower average density to reflect the wider parkland setting of the whole site with average residential densities for individual parcels determined through the masterplan”. The term “lower average density” will need to be defined.
- Whilst the restriction of vehicular access via Trinity Road (and not Sandyhurst Lane) is welcomed (para 4.232 and Policy S20(e)), the creation of a new pedestrian and cycle routes throughout the development with connections to Sandyhurst Lane (paras 4.232, 4.235 and Policy S20(d)) would need careful examination to ensure consequent safety issues in Sandyhurst Lane are addressed.
- Policy S20(d) states that “The Public Rights of Way running through the site should be maintained and incorporated within the development”. This is welcomed, provided that the footpath AU1, scheduled to be extinguished (because it runs through a number of properties) is not included.
- The ease of pedestrian access from Sandyhurst Lane may well encourage users of Eureka Park to park vehicles in Sandyhurst Lane. This concern needs to be addressed in planning the new development.
- Para 4.237 notes that the site is adjacent to the Golf Club and that this would form a natural extension to the Eureka Park site if the Golf Club relocates during the period of the Plan. It states “As vehicular access to the Golf Club land is from Sandyhurst Lane and thus heavily constrained, proposals for Eureka Park must ensure access to the golf club land is available via the development and where necessary access roads should be constructed to the site boundary.”  
Should the Golf Club site be developed, it is important to ensure that there is no vehicle access from Sandyhurst Lane and this should be made explicit in the Plan.
- Para 4.226 states that “detailed site proposals should be determined following a detailed and inclusive masterplanning exercise that should inform any planning application for development on the site.” If there is to be a master planning group, SLRA will seek to be represented.

**Sandyacres:**

- Para 5.441 refers to the site in Sandyhurst Lane already offering social, community and sports provision. We take this to be Sandyacres. Para 5.441 also includes “New provision is proposed which could include improved sports pitches, informal and natural green space and potentially allotment space.” Further clarification will be required on these proposals.
- In particular, it may be necessary to ensure that any new provision results in no anti-social effects such as increased noise, light pollution, traffic problems, etc. Any social functions should be located well away from neighbouring dwellings and be subject to the same hours restrictions as at present.

**Waterbrook:**

- Under “The approach to Heavy Goods Vehicles”, para 5.282 includes “this Local Plan allocates provision for a doubling in size of the existing overnight lorry park at Waterbrook (policyS15) to around 600 spaces.” This is welcomed, provided that commensurate measures are taken to prohibit nuisance HGV parking on the A20 at and near Potters Corner and elsewhere in the Borough.

15 June 2016