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6th February 2022

**Ashford Borough Council Planning Application no. 21/02146/AS
Land at Eureka Business Park, Trinity Road, Boughton Aluph, Kent**

Sandyhurst Lane Residents' Association (SLRA) has been active for over thirty years representing the collective interests of the residents of Sandyhurst Lane, Ashford and all adjacent roads which constitute its neighbourhood of 340 dwellings, all lying within the civil Parishes of Westwell and Boughton Aluph & Eastwell.

The mission statement of the Association is:

“Protecting the rural character of Sandyhurst Lane and the adjoining area”.

With this imperative in mind we welcome this opportunity to respond to the Outline Planning Application No 21/02146/AS.

In making this submission we must stress that, from its inception in the Draft Local Plan to the current Planning Application, we have closely consulted our membership and taken cognisance of the views of our other residents on the impact of this development on the character and quality of life for our whole community.

We welcome the opportunity for those residents included as Consultees of this application to respond and have encouraged individual households to make their views known to Ashford Borough Council through its due process.

We also recognise that this Application is limited in its scope and addresses only the issues of traffic and accessibility and the associated separation of the development from the boundary properties.

We wish to make the following comments, which should be reflected in the Conditions of any planning approval. SLRA considers that:

- 1) the increase in vehicular traffic (approx. 35%) to/from the development onto Trinity Road will create additional displacement of the through traffic using Trinity Road and exacerbate the use of Sandyhurst Lane, a secondary rural road, as a rat run.
- 2) the development will generate an increase in pedestrian and cycle traffic and vehicle parking in and along Sandyhurst Lane.

- 3) the provision of regular public transport within the development to both the shops and pub at Trinity Road and wider connections to Ashford are likely to increase pedestrian traffic along Sandyhurst Lane into the development through the pedestrian access points.
- 4) the speed limit along Sandyhurst Lane in the vicinity of the pedestrian and cycle crossing to access Sandyacres should be reduced from 40 mph, with consideration given to implementing a pedestrian controlled crossing.
- 5) the pedestrian and cycle access to Sandyhurst Lane from the new footpath through the development should be designed to minimise inadvertent egress on to a 40mph road and recognise that these design measures should be specific on how vehicular access will be prevented and how such measures will recognise and accommodate the user safety implications of future developments in modes of personal transport (e.g. e-bikes, e-scooters etc).
- 6) the pedestrian and cycle access to Sandyhurst Lane through Sandyhurst Farm should be designed to minimise inadvertent egress on to a 40mph road.

The SLRA therefore seeks that a proportionate financial contribution is made to support any KCC approved traffic calming, parking management, user safety and mixed road use management measures in Sandyhurst Lane, through S106 contributions (**Adopted Local Plan policies TRA5, 6 and 7**).

- 7) planning conditions should define enforceable construction site access (Trinity Road only, with no access from Sandyhurst Lane), noise mitigation and permitted working hours.
- 8) vehicle access to Sandyhurst Farm and any redevelopment or demolition of the buildings comprising this should be the subject of a separate planning Application.
- 9) a landscape buffer should be provided between Employment Development Plot 7 and its bordering residential properties. Furthermore, the buffer OS1 at Employment Plot 8 should be widened to satisfy the requirements of Local Plan Policy S20(b).
- 10) an early detailed assessment of the existing flora and fauna within the proposed site should be undertaken to inform and ensure that the proposed Open Spaces reflect and enhance as far as possible the existing biodiversity.
- 11) the environmental design of the development should include sustainable power generation and heat recovery to contribute to the Borough's carbon neutral targets.
- 12) adequate provision should be made to prevent injury or damage to residents and property from errant golf balls in housing developments neighbouring the Ashford Golf Club.
- 13) there should be details of how the conflicting issues of personal safety at night on the roads, footpaths and in the landscaped areas is to be balanced with the Ashford BC Dark Skies Policy ENV4 in the Adopted Local Plan.

The SLRA retains its right to comment further when the Planning Application in respect of Reserved Matters is the subject of consultation.