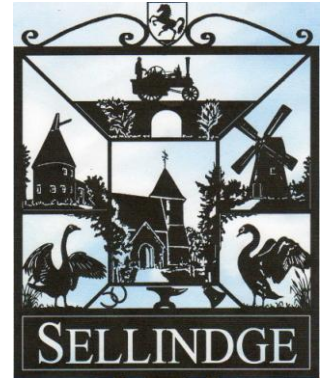


SELLINDGE PARISH COUNCIL

PARISH COUNCIL OFFICE,
SELLINDGE VILLAGE HALL (behind),
MAIN ROAD,
SELLINDGE,
KENT TN25 6JY
01303 813 271

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Sellindge-parishcouncil@btconnect.com



Tuesday June 14th 2016

Sellindge Parish Council meeting held on Tuesday June 14th 2016, in the Durling Hall at 7,30pm

Parish Councillors present.

S Bull (Chair), N Fursdon, Miss M Varrier – Smith, C Mason, M Pullen, Mrs J Tritton and Ms J Varrier-Smith.

Comments Ref -

Y16/0068/SH

Otterpool Quarry, A20, Sellindge.

Retrospective planning application for change of use of a former quarry site to a temporary secure 24-hour lorry park with associated facilities for a period of 24 months.

All 7 Parish Councillors present object to the Application.

A large, faint watermark of the Sellindge Parish Council logo is visible in the background of the page. It features the same shield with a windmill, church, and swans, and the word 'SELLINDGE' at the bottom.

Part 1 - Application Form

5. Pre-application Advice

Has assistance or prior advice been sought from the local authority about this application?

☒ Yes ☐ No

If Yes, please complete the following information about the advice you were given (this will help the authority to deal with this application more efficiently):

Officer name:

Title: First name: Surname:

Reference:

Date (DD/MM/YYYY): (Must be pre-application submission)

Details of the pre-application advice received:

1 No details of pre – application advice submitted in the application?

7. Waste Storage and Collection

Do the plans incorporate areas to store and aid the collection of waste?

☐ Yes ☒ No

Have arrangements been made for the separate storage and collection of recyclable waste?

☐ Yes ☒ No

2 As the application is for a lorry Park for 73 lorries, with associated facilities, there must be some arrangements made for the storage and collection of waste !

9. (Materials continued)

Walls - description:

Description of *existing* materials and finishes:

Description of *proposed* materials and finishes:

Roof - description:

Description of *existing* materials and finishes:

Description of *proposed* materials and finishes:

Windows - description:

Description of *existing* materials and finishes:

Description of *proposed* materials and finishes:

Doors - description:

Description of *existing* materials and finishes:

Description of *proposed* materials and finishes:

Boundary treatments - description:

Description of *existing* materials and finishes:

Description of *proposed* materials and finishes:

Vehicle access and hard standing - description:

Description of *existing* materials and finishes:

Description of *proposed* materials and finishes:

Lighting - add description

Description of *existing* materials and finishes:

Description of *proposed* materials and finishes:

3 (A) It states N/A on all building sections – However as the application states associated facilities, there must be some buildings included in the application. Plus it is known (from local knowledge) of one that was already on site.

(B) States hedge to the boundary – However there are a lot of mature and semi – mature trees involved.

(C) States concrete and gravel – All concrete on site was supposed to be removed as it was contaminated as part of one of the conditions for the Countrystyle application Y08/0124/SH – The applicant has bulldozed this

contaminated concrete to the part of the site that he is not going to use. **The hardstanding, is CRUSHED CONCRETE with type 2 spread over to bond it, and is totally permeable.**

(D) States in the application lighting N/A – However there is lighting in place and is being used.

10. Vehicle Parking

Please provide information on the existing and proposed number of on-site parking spaces:

Type of vehicle	Existing number of spaces	Total proposed (including spaces retained)	Difference in spaces
Cars	0	0	0
Light goods vehicles/public carrier vehicles	0	73	73
Motorcycles	0	0	0
Disability spaces	0	0	0
Cycle spaces	0	0	0
Other (e.g. Bus)	0	0	0
Short description of Other			

4 States 73 Light goods vehicles / public carrier vehicles.

– But there is 73 + HGV lorries parking, as can be clearly seen in the picture to the right.



11. Foul Sewage

Please state how foul sewage is to be disposed of:

Mains sewer ☐ Package treatment plant ☐ Unknown ☒
Septic tank ☐ Cess pit ☐
Other

Are you proposing to connect to the existing drainage system? ☐ Yes ☐ No ☒ Unknown

4 Stating unknown for both questions in part 11 seems to be very odd.
The application says, associated facilities, which we can only assume will be bathroom facilities like toilets and washing etc. Plus it is known (by local knowledge) that there is a small cesspit already on site.
It seems totally bizarre that the applicant does **NOT KNOW**.

12. Assessment of Flood Risk

Is the site within an area at risk of flooding? (Refer to the Environment Agency's Flood Map showing flood zones 2 and 3 and consult Environment Agency standing advice and your local planning authority requirements for information as necessary.) ☐ Yes ☒ No

If Yes, you will need to submit an appropriate flood risk assessment to consider the risk to the proposed site.

Is your proposal within 20 metres of a watercourse (e.g. river, stream or beck)? ☐ Yes ☒ No

Will the proposal increase the flood risk elsewhere? ☐ Yes ☒ No

How will surface water be disposed of?

☐ Sustainable drainage system ☒ Main sewer ☐ Pond/lake
☐ Soakaway ☐ Existing watercourse

5 It states that there was no flooding on site – However the area of the application in the North West of the site does flood (again this is local knowledge)

Also it states that the surface water would be drained through the main sewer, but **there is no main sewer in this area**. Any drainage of surface water would have to go through a filtration system, similar to the plans that were submitted by Countrystyle for the Anaerobic Digester / MRF see Y08/0124/SH (Shepway ref) KCC ref – SH/08/124 – KCC/SH/0049/2014 this second ref refers to condition 12 – Surface and Foul Drainage scheme – This scheme was approved by KCC.

Surface Water

We do not permit site drainage. The Owner of the land however, is solely responsible for any pollution that may occur and cause a detrimental environmental impact on the land, groundwater and/or controlled waters. Enforcement action may be taken if the necessary pollution prevention measures have not been carried out, such as

- (a) impermeable surfacing of the lorry park to protect groundwater in the case of an oil/fuel spill.
- (b) kerbing around the lorry park to contain any pollution.
- (c) oil interceptor for the separation of any contaminated surface waters before discharging to the local watercourse.
- (d) gully pots are a useful addition to the surface water drainage system.

6 One would have thought that the applicant, would have been well aware of what would be required, from the official comments, that have been received from the Airport Café retrospective application, which seem to have been totally ignored, as that application is still not resolved one way or the other.

So is this application going to follow on the same lines as the Airport Café retrospective application.

13. Biodiversity and Geological Conservation

To assist in answering the following questions refer to the guidance notes for further information on when there is a reasonable likelihood that any important biodiversity or geological conservation features may be present or nearby and whether they are likely to be affected by your proposals.

Having referred to the guidance notes, is there a reasonable likelihood of the following being affected adversely or conserved and enhanced within the application site, OR on land adjacent to or near the application site:

a) Protected and priority species

- ☒ Yes, on the development site ☐ Yes, on land adjacent to or near the proposed development ☐ No

b) Designated sites, important habitats or other biodiversity features

- ☐ Yes, on the development site ☒ Yes, on land adjacent to or near the proposed development ☐ No

c) Features of geological conservation importance

- ☐ Yes, on the development site ☐ Yes, on land adjacent to or near the proposed development ☒ No

7 We agree with the applicants replies to A and B but C should also be Yes on land adjacent to or near the proposed development. As this is a geological SSSI site see right. →

(Source
www.sssi.naturalengland.org.uk)

COUNTY: KENT SITE NAME: OTTERPOOL QUARRY

DISTRICT: SHEPWAY

Status: Site of Special Scientific Interest (SSSI) notified under Section 28 of the Wildlife and Countryside Act 1981

Local Planning Authority: SHEPWAY DISTRICT COUNCIL

National Grid Reference: TR 113364 Area: 10.9 (ha.) 26.9 (ac.)

Ordnance Survey Sheet 1:50,000: 189 1:10,000: TR 13 NW

Date Notified (Under 1949 Act): — Date of Last Revision: —

Date Notified (Under 1981 Act): 1984 Date of Last Revision: —

Other Information:

This is a new site; a Geological Conservation Review site.

Reasons for Notification:

This quarry shows the finest section through the Cretaceous Hythe Beds in East Kent and is of particular significance in showing the contact between this formation and the Sandgate Beds above. The Hythe Beds are especially fossiliferous at this locality and are unusually rich in ammonites of the *deshayesi* and *bowerbanki* Zones. A key stratigraphic locality, both for the formations it exposes and its correlatable ammonite faunas.

14. Existing Use

Please describe the current use of the site:

Secure 24-hour Lorry Park

Is the site currently vacant? ☐ Yes ☒ No

Does the proposal involve any of the following?

If yes, you will need to submit an appropriate contamination assessment with your application.

Land which is known to be contaminated? ☐ Yes ☒ No

Land where contamination is suspected for all or part of the site? ☐ Yes ☒ No

A proposed use that would be particularly vulnerable to the presence of contamination? ☐ Yes ☒ No

- 8 The application states a secure lorry park – How can it be secure, with only a 3 foot fence around the site !?
Also states no known contamination on site – This cannot be true, as there was contamination found on site with the Countrystyle application, this is also relevant for suspected contamination question.
The Countrystyle application brought up the mention that some could be of danger to human health, the applicant appears to have ignored this.

23. Hazardous Substances

Is any hazardous waste involved in the proposal? ☐ Yes ☒ No

- 9 The applicant states no – **But how can the applicant know what each of the lorries is carrying.**

Part 2 – Planning Statement

(2) Site and surrounding context

- 10 It states in para 2.1
The site is located to the South of the A20
.....which is circa 1.5km south of Sellindge.

The image to the right shows the nearness of residential properties to the site.

A. Is the beginning of the built settlement of Barrow Hill which is part of Sellindge and is only 0.50 km from the site. 79 properties front onto the A20 here.

A.2 Is Barrow Hill Cottages, this is 2 semi = detached dwelling that are in Sellindge Parish these are only 0.21 km from the site.

B. Is Otterpool Manor, Lympe which is only 0.20 km from the site.

C. Is Little Otterpool, Lympe, which is only 0.29km from the site.

D. The 3 residential properties at the Mink Farm site, which is in Stanford and only 0.31 km from the site.

So to state that the site is 1.50 km from Sellindge is very misleading indeed.

- 11 Para 2.3 mentions the Airport Café opposite and customer parking. There is no mention of the Airport Café lorry park, yet again another retrospective planning application Y14/0850/SH which according to the change of use date on the planning application form has been going on since August 30th 2013. This application was for 19 lorries, but regularly there are 50 to 60 parked in there.

(3) Relevant Planning History

- 12 Para 3.2 mentions that there was no objection from Highways, Sellindge PC assume KCC Highways are referring to the planned entrance / exit to / from the site as planned by Countrystyle in planning application Y08/0124/SH which only allowed vehicles to turn left into the site coming from the direction on M20 junction 11, and only exiting to the right, towards M20 junction 11, which the applicant is showing in his application. However. What we have now, is lorries turn both left and right from the site. To turn left (towards Ashford) from the site, means lorries completely having to come onto the wrong side of the road, heading towards oncoming traffic in a 50mph speed limit zone. It must be stated that there have been numerous traffic incidents reported.

Previous permission not relevant to his application. Which should be considered on its own merit.



- 13 Para 3.3 shows the pre – application advice – why did that take so long.
Also the advice mentions certain mentions certain issues which appear not to have been addressed.

“Overnight lorry parking is a problem within the local area and solutions to this issue are currently being investigated. The proposal would help provide overnight lorry parking spaces taking lorries off the roads and laybys. There may be some support for the proposal but the details of the scheme would be key. The key considerations in determining any such application would, in opinion, revolve any effect on residential amenity, traffic and highway issues, the visual impact of the proposed development, potential noise issue”.

- 14 Para 3.4 – they mention the key considerations Opinion, Revolve (*assume Resolve*) any effect on residential amenity, traffic and highways issues, the visual impact of the proposed development, potential noise issue.
All these considerations have negative impacts.
- A **Opinion** – The public opinion on the application is **very negative**, due to the sheer volume of HGV lorries, now coming through the village of Sellindge. Which has a school, village hall and a doctors surgery, all located along the A20.
Sellindge Parish Council have 2 cllrs on the M20 Junction 10A working Committee, (*the only Shepway presence*) and the amount extra traffic using the A20 from M20 junction 10 has increased greatly, The data for January 2016 is an average daily traffic flow **from the M20 junction 10 down the A20 towards Sellindge is 7,241 and 6,662 coming towards M20 junction 10** (*data source Highways England junction 10a consultation March 2016*)
- B **Resolve any effect on residential amenity** – Due to the amount of lorries coming and going through Sellindge, the effect on residential amenities has been made worse, residents have reported to Sellindge Parish Council that properties through Sellindge are suffering from damage through vibration, from lorries coming through at all times of day and night, causing residents t have to keep their windows closed, to try to cut down the amount of noise.
Sellindge has suffered a great amount of potholes, that are more or less creators, which has meant that KCC Highways have had to do a major patching project, also the bridge over the brook, at the Ashford end of the village, had to have excessive emergency repairs at the end of April.
In Barrow Hill residents are having litter tossed into their front gardens, from the amount of drivers walking down to the Co – Op, where they buy large amounts of alcohol, as well food.
There has been several incidents where the Police have had to be called, due to groups of lorry drivers looking around residents gardens, and there has been one case of a young women being inappropriately touched by an intoxicated lorry driver.
We do have grave concerns as to the amount of possible intoxicated lorry drivers at the site, who will be driving well before they are safe to do.
- C **Traffic and Highways issues** – Despite the amount of lorries coming and going through Sellindge.
* There are other great concerns around the road area near the site, which after a period of rain, with lorries exiting left and right, making the road extremely muddy and dangerous, for other traffic, this is especially dangerous for cars, there are concerns that due to the nature of the site, this mud could be contaminated.
* The same concerns happen, when it is very dry, with the amount of dust, again which may well be contaminated.
* As mentioned earlier, there are concerns of the lorries turning right from the site, having to cross over to the wrong side of the road for a while, before they can get back to the correct side.
- D **Visual impact of the proposed development** – There could be visual impact to Sellindge due to the site being on the top of the hill.
- E **Potential noise issue** – The amount of noise caused not at the site, but by the amount of lorries coming and going through the village at all times of day and night.
Residents from Barrow Hill have reported to Sellindge Parish Council, their need for medical treatment due to disturbed sleep patterns.

(4) Description of proposal

- 15 **Para 4.2 Surely the WC and the shower facilities are totally inadequate, being smaller than a single car parking space for a lorry park with 72 lorries. Also there is no mention about WC and shower facilities for any Lady lorry drivers, or passengers that may use the site.**

(5) Planning Policy

National Planning Policy Framework (NPPF) (2012) and National Planning Policy Guidance (NPPG) (2014)

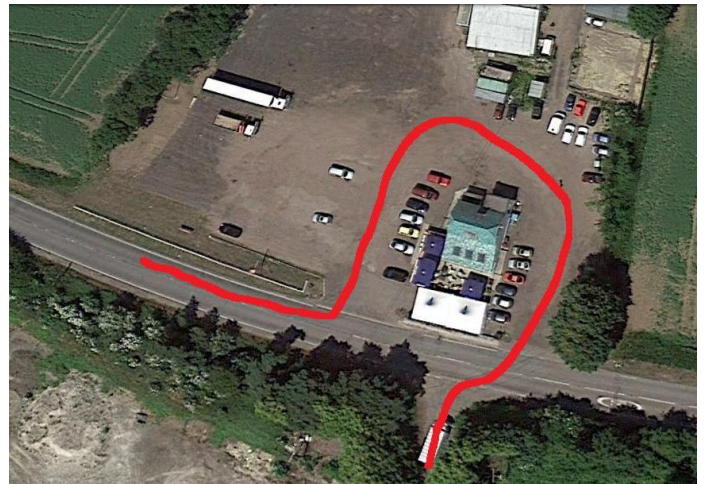
- 5.5 Chapter 4 relates to the promotion of sustainable transport. Paragraph 29 states that "policies have an important role to play in facilitating sustainable development but also in contributing to wider sustainability and health objectives."

- 16 **It states in para 5.5 (shown above) – contributing to wider sustainability and health objectives – It is in the opinion of the Parish Council that the Health objectives have been totally ignored. The health of the residents in Sellindge is strained by the amount of lorries coming and going at all times of the day and night, and also the amount of anti – social behaviour from the drivers. At the site there is grossly inadequate WC and shower facilities for the number of drivers concerned.**

- 5.9 On the basis of the trip rate calculated for the site, as set out in the transport assessment submitted in support of this application, and when compared to the trip rate for the previous application as a recycling facility, it is not considered that the proposal would generate significant movements. However, the site is located within close proximity to the M20 and it would therefore minimise the need to travel on the local road network.

- 17 Para 5.9 – The traffic would have only been able to enter from the direction of M20 junction 11 and exit towards M20 junction 11 due to the permanent built entrance. What we have now, sometimes is traffic cones, which can quickly be moved, but also the problem with lorries coming through Sellindge then turning left into the airport café, where they go round the café and drive across the A20 to get into the Otterpool quarry site.

The picture to the right shows a rough demonstration of what lorries are doing now when coming from Ashford up through the village.



On Saturday June 4th a Protest March against the Otterpool Garden Town and the Op Stack Lorry Holding Area was held, protesters marched from Sellindge and Newingreen and met at the Airport Café the foreign driver who had come through Sellindge persistent turning into the Airport Café, although there was 300 to 400 protesters blocking his way, to proceed to around the café and make his way across to the A20 to the Otterpool Quarry site. **He did this and there are 300 to 400 eye witnesses.**





As part of Countrystyles work to enable their application the entrance was erected, ensuring lorries could only enter from the direction of M20 J11 and exit in that direction, as this was one of the conditions of the application. Since the applicant

has started using the site for the parking of lorries, these enabling works have been totally taken away, enabling lorries to enter and exit from both directions. Sometimes traffic cones (see comment 28) are in place, as mentioned earlier in this paragraph.



Shepway Local Plan Saved Policies 2006

5.26 Policy SD1 refers to the Shepway District Council requiring Sustainable Design and states that (inter alia) "all development proposals should take account of the broad aim of sustainable development – ensuring that development contributes towards ensuring a better quality of life for everyone, now and for generations to come. This involves meeting economic and social objectives and helping people meet their personal aspirations through accommodating the district's need for commercial and industrial development, new homes and other land uses and improving quality of life for all members of society whilst respecting the following environmental criteria:

- e) Locate new development within or around existing built-up areas, especially on previously developed land, in preference to 'greenfield' sites;
- 18 Having this lorry park here is causing lorries to come through the village at all hours of the day and night, causing distress to residents.
- f) Maintain and improve the character and vitality of the built environment, promote a high quality of design and ensure that development density is appropriate to its location;
- 19 **Sellindge Parish Council feels that this is totally inappropriate for the location.** This application if given permission will not maintain or improve the character or vitality of the built environment, as none of the buildings will not be of high quality.

Development proposals that would significantly conflict with

k) above will only be permitted where it can be shown that:

ii) There is an overriding economic or social need;

20 **Sellindge Parish Council feel that there is no overriding social need. In fact both the Otterpool Quarry lorry park and the Airport Café are indeed causing an ANTI-SOCIAL atmosphere for Sellindge especially the Barrow Hill area.**

iii) **Negative impacts are minimised as far as possible.**

21 While there is lorries coming through Sellindge there is no way that negative impacts can be minimised.

5.27 The lorry park at the Otterpool Quarry site is located within a highly suitable location, within a five-minute drive of Junction 11 of the M20. It has also been established that there is an overriding social need for more overnight lorry parking spaces within Kent to prevent the stacking of lorries along the A20 and M20 and HGV drivers parking overnight along narrow country roads.

22 **Sellindge Parish Council feel that this is not a suitable, location for a lorry park, due to how near residential properties, it would be better, just off the M20.**

There is no way of drivers knowing, that the lorry park is full, so it has not alleviated the problem of lorries parking in the large lay – by at the top of Barrow Hill, and the lay – by's through Sellindge, plus the lay – bys at Newingreen and Westenhanger.

5.28 The Otterpool Quarry site is currently being used as an extension to the Airport Café customer lorry parking and will accommodate the overspill of lorries, providing a secure location for drivers to park and discouraging them from parking in unsuitable locations along the neighbouring road network.

23 There is no way that either of these sites, could be considered as secure, the Otterpool site has a mere 3 foot high sheep fence around it, the Airport Café, has even less, with some of the boundary not having any fencing at all.

5.29 The Otterpool Quarry site is consistently filling its overnight capacity of 73 lorry spaces. This further demonstrates the extent of the need for a lorry park in the area and highlights that the 24-hour lorry park is meeting an economic and social objective in the area, constituting a sustainable development in a suitable location.

24 **As mentioned before, this does not meet any social objective for the area, but does on regular occasions introduce a anti – social atmosphere to Sellindge especially the Barrow Hill area.**

5.35 In all cases, it will be necessary to weigh the need for the proposal against the importance of preserving the countryside and wildlife and against other interests. These interests include road safety and residential amenity.

25 **ROAD SAFETY !!! – Road safety in this area now, is of great concern to Sellindge Parish Council.** Regularly you will come up behind 3 or 4 lorries queuing on the A20, in a 50 mph zone, waiting to go into the Otterpool Quarry lorry park or the Airport Café, forcing you to overtake, if the lorries are queuing from the Sellindge, you are on a blind bend.

On occasions there will be lorries queuing from both directions, in which case you just have to sit a wait.

RESIDENTIAL AMENITY !!! – With the number of lorries drivers, making their way down Barrow Hill to the Sellindge Co – Op, the residents of Barrow Hill, lose the enjoyment of their residential amenity, with the amount of bottles and cans thrown into their front gardens, as the lorry drivers make their way back.

Sellindge Parish Council is greatly concerned as to the amount of alcohol that is purchased. Some rubbish bags have been found to contain faeces and bottles of urine.

5.38 Policy TR11 states that all proposals which would result in the intensification of the use of an existing access, will only be permitted where:-

a) The access is not detrimental to the safety of vehicle traffic, cyclists and pedestrians or

26 The access **IS DETRIMENTAL** to other road users and pedestrians, due to -

- A The amount of mud that is spread across the road, after rain, which could well be contaminated.
- B The amount of dust across the road and in the air when the weather is hot and sunny, which again may well be contaminated.
- C The common practice of lorries using the Airport Café, to go into the Otterpool quarry site, where they drive straight across the A20.
- D The common practice, of coming up behind 2 or 3 lorries parked on the A20, waiting to gain access to the Otterpool quarry site.
- E The common practice of lorries reversing up the A20, when they have missed the site access, when coming from either directions.
- F The common practice of lorries using the Otterpool / A20 traffic light controlled junction to perform a U turn, when they have missed the site access, coming from the Ashford direction
- G The poor pedestrian links either side of the Otterpool Quarry site.

27 The access **IS ALSO DETRIMENTAL** to other road users and pedestrians, when lorries are leaving due to –

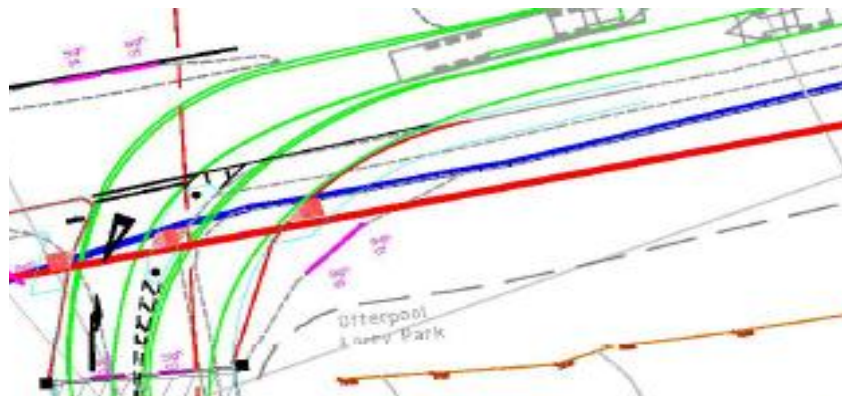
- A Lorries leaving the site and turning left towards Ashford, having to come over onto the wrong side of the road, for some time, before being able to get back onto the left hand lane.
- B Foreign lorry drivers, forgetting and driving on the right hand side of the road. This problem has caused a fatal accident, with a lorry that left the Airport Café back in 2014.

b) The access can alternatively be improved to a standard acceptable to the Highway Authority

28 The only acceptable standard, would be the entrance as approved for the Countrystyle application, which the applicant says is going to be used.

However the permanent fitting have been removed and replaced with traffic cones, which can be manually moved or just run over. As can be seen from the picture to the right, where debris from run over cones are still in place.

The applicant is using this form of access in their lorry park plans, but in practice it is an extremely bad interpretation of it.

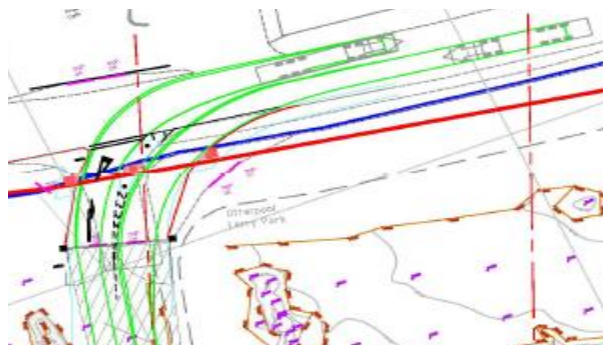


**SELLINDGE PARISH COUNCIL FIND THIS INTERPRETATION OF
THE APPROVED COUNTRYSTYLE ENTRANCE IS
TOTALLY UNACCEPTABLE !!!!!**

5.39 The enclosed layout plan (drawing number: 993/A1/05) highlights that a minimal but necessary change is to be made to the access to the site, to make the site safely accessible for HGVs. The proposed change would be fully compliant with Highway Authority standards. This is explained in more detail within the transport assessment, prepared by Iceni Projects, submitted in support of this application.

29 Having studied the plan in detail, we cannot really see what the minor alteration was.

Unless it was to remove the fixed entrance and replace with a manually moveable entrance guide.



5.40 Policy U4 relates to drainage on the site and states that "development will be permitted unless it is demonstrated that it would lead to an unacceptable risk to the quality or potential yield of surface or ground water resources or lead to an unacceptable risk of pollution."

30 In 2010, while the Countrystyle application was being considered, the applicant was featured in the Kentish Express, expressing his concerns on having lorries entering and exiting the Otterpool Quarry site all day.

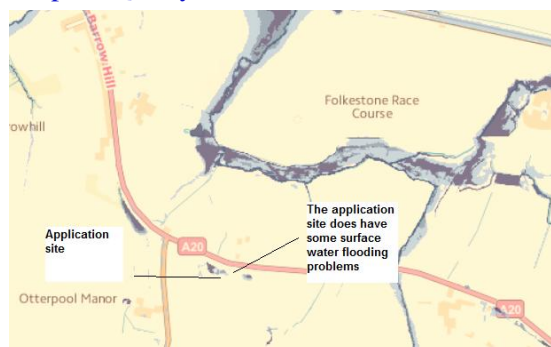
He was also very concerned about the surface water that flows out of Otterpool Quarry across the road and into the Airport Café site.

→ →

The map extract below is from the

Mr Breen said surface water from the site already ran down into the cafe car park and he was

Environment Agency website, shows that there is a known surface flooding problem with the Otterpool Quarry site



(News clipping from Kentish Express, Jan 2010)

Cafe owners fear for the future

THE owners of a cafe which is Otterpool Quarry's nearest neighbour fear for their future if the plan goes ahead.

Patrick and Julie Breen have run the Airport Cafe on the A20 at Sellindge for 15 years.

They took it over from Mrs Breen's father. It has been in her family for 53 years.

"We have invested around £100,000 in the business and serve 100 meals a day," said Mr Breen.

"Who will want to sit here having their dinner with the smells from the plant wafting around?"

"We also have a patio which is especially popular in the summer but people won't want to sit out there if lorries are going to and from the quarry."

Mr Breen said surface water from the site already ran down into the cafe car park and he was concerned what would happen if the plant went ahead.

"We will be most directly affected by this," he said. "This is a process which creates smells."

"We are used to country smells but they only last for a day or two. This will operate all year round."

Mr Breen said his brother-in-law had got planning permission for eco-friendly business units on the old car breakers' yard at the cafe.



Patrick and Julie Breen outside the Airport Cafe, which is opposite Otterpool Quarry

Picture: Martin Apps PD1664451

Lorry access has now been amended

COUNTRYSTYLE Recycling said it had followed the requirements for submitting a planning application for the Otterpool site since discussing the scheme with KCC in 2007. Technical director Niall Cormac-Walshe said an environmental assessment was submitted last year. There had been a full technical assessment of the water level and the Environment Agency

would be consulted. On the concerns about the distance from an anaerobic digester to a place of work or home, Mr Cormac-Walshe said the process at Otterpool would be within an enclosed building. On lorry access to the site, he said an amended arrangement would ensure that all lorries visiting the site would not be able to access or leave the site via Sellindge village.

5.42 Policy U10a relates to contaminated land and states that “when development is proposed on or near a site that has been used for the purpose of waste disposal; is known to be contaminated; or there is good reason to believe that contamination may exist, the applicant will be required to carry out a site assessment and submit a report of the findings in order to establish the nature and extent of the contamination. Development will only be permitted if practicable and efficient measures are to be taken to treat, contain and/or control any contamination so as not to :-

1. Expose the occupiers of the development and neighbouring land users,

31 The Airport Café across the road, has surface water runoff coming across the road, as pointed out by Mr Breen himself in the Kentish Express, January 2010 – (*see comment 30*)

3. Lead to the contamination of any watercourse, water body or aquifer;

32 There is an underlying aquifer under all of this area. There is also a ditch line to the East boundary of the Airport Café, which then follows along the North boundary of the Airport Café, this is then drained via a new drainage pipeline, installed by Countrystyle as part of their drainage scheme for their application for Otterpool Quarry. This pipeline then drains into a ditch, which in turn leads to the East Stour River, therefore there is a chance of contamination of the East Stour River taking place.

Kent Council County Freight Action Plan for Kent 2012-2016 (October 2012)

5.51 Objective 1 of the FAP refers to taking ‘appropriate steps to tackle the problem of overnight lorry parking in Kent’. Behind the Airport Café site (independent to the applicants business) is a listed official overnight lorry parking facility with capacity for 27 HGVs at para 9.1.

33 **The Parish Council is concerned as to how the Airport Café site, is registered as an official overnight lorry parking facility with a capacity for 27 HGVs in KCCs FAP.**

This site does not have any planning permission whatsoever.



Plus the retrospective planning application which has been made has not been decided yet.

Plus 27 lorries is extremely misleading, as there is normally 50 + parked in there !!!!

5.59 It is clear from the studies and objectives set out in the FAP that there is a requirement to increase secure lorry parking in suitable locations away from communities and on strategic roads.

34 Sellindge Parish Council strongly feel that these objectives have not been met at all.

Neither the Airport Café site or Otterpool Quarry site are in anyway secure.

Both sites are relatively near to a community.

Both sites cause lorry traffic to use the A20, and come and go through the Village of Sellindge.

6. JUSTIFICATION

35 Sellindge Parish Council find no justification for this application

- The Otterpool Quarry application is a retrospective application, which normally means, that all the building work has been completed, without planning permission, so the permission is being applied for. In the case of this application, only a small proportion of the building work has been done.
- The lives of Sellindge residents, who live along the A20, have had the quality of their lives, extremely badly affected.
 - People are suffering from Sleep Deprivation, with the amount of lorries going through the Village overnight. Which averages 20 Westbound (coming from Ashford) and 40 Eastbound (going towards Ashford) *See Traffic assessment comments*
 - People are suffering from damage to their properties, especially older buildings.
 - The ANTI – SOCIAL behaviour from some of the drivers, making their way back from the Co – Op laden down with bags of alcohol.
 - The ANTI – SOCIAL behaviour from some of the drivers, who just throw their rubbish into peoples front gardens, in Barrow Hill
 - ANTI – SOCIAL behaviour from some of the drivers, who are shouting and being rowdy. The incident where a young lady resident was inappropriately touched was an extremely serious incident.
 - ANTI – SOCIAL behaviour from some of the drivers, who in groups of between 5 and 7 have been found in people's front and back gardens, just nosing around. This is causing some people the feeling of fear of being burgled.
 - The general concern from people, about Road Safety concerns for both pedestrians, cyclists and other road users.

Part 3 – LORRY PARK LAYOUT PLAN

36 As stated before, the entrance / exit is not as stated in the Lorry Park Plan.

37 Sellindge Parish Council cannot see how it will be possible to park the 3 lorries, shown in the picture to the right. It does not look at all possible.

38 There are concerns with having lorries parked on this type of gradient from loads becoming unstable. With the practice of stacking pallets of goods on top of each other, sometimes 3 high.



Part 4 – TRANSPORT ASSESSMENT

39 It must be stressed that stating that this is the existing access is very miss – leading This is the access after the applicant had removed the some of the enabling work done by Countrystyle, which ensured access was only possible from the West – from the M20 junction 11 and exit to the East towards M20 junction 11

Existing Access

2.10 The site currently takes access directly from the A20 via a gated priority 'T' junction as shown below at **Plate 3**. The access junction is arranged in such a way as to encourage 'right out' movements for egressing lorries. The access is gated and has a large kerbed entry radius for 'left turning' vehicles accessing the site from the direction of junction 11 M20.



Plate 3: Existing Site Access

2.32 Over this three year period a total of three Personal Injury Accidents occurred, all of which were 'slight' in severity. The locations of the PIAs are shown at **Plate 8** below.

40 Although there are only 3 accidents recorded in 3 years. It must be pointed out that 2 were connected to lorry movements from the Airport Café.

If the search zone had been extended approx. 300 yards further to the East, it would have included a fatal

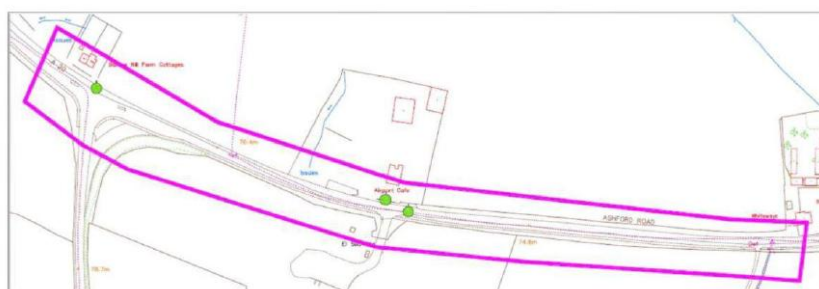


Plate 8: PIA location plan (extract from KCC plot)

accident on November 25th 2014, which was proved as being connected to a lorry from the Airport Café, which had driven on the wrong side of the road and collided with a car.

What is could not have included, would be the latest, a fatal accident which happened on the A20 in the vicinity of the Application Site and the Airport Café on Friday June 24th 2016. Which caused the A20 to be closed for 9 hours. The accident is still being investigated by the Police at present.

3.13 Objective 1 of the FAP states: *To take appropriate steps to tackle the problem of overnight lorry parking in Kent.* The lorry park to the rear of the Airport Cafe, opposite the application site, is listed as an official overnight lorry parking facility with capacity for 17 HGVs at para 9.1.

41 In the Planning Statement 5.51 (comment 33) it states that the Airport Café capacity is 27. In the Transport Assessment at 3.13 it states 17.

3.28 Accident data obtained from KCC showed only two PIAs in three years had been recorded close to the site access, although the vehicles involved were not accessing the site. The access will also be modified and a Stage 1 Road Safety Audit has been undertaken on the proposals.

42 Having 2 PIAs so close to the site, both concerning lorries from the Airport Café, and the fatal accident just outside the search zone, plus the most recent fatal accident – does create extreme concerns, Plus the number of near misses, that the Parish Council have been informed of.

Some members of the Parish Council have witnessed this first hand, when the Chairman was driving with the Clerk and 2 Councillors to a meeting at Shepway, due to a lorry pulling out of the Airport Café, and going across to the Otterpool Quarry, without looking.

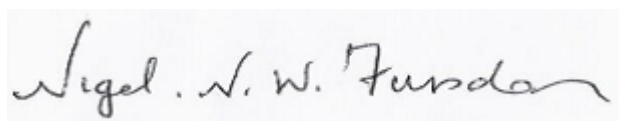
43 The traffic movement data clearly shows that the amount of lorries coming through Sellindge has greatly increased.
The amount of lorries coming through the village at night is somewhat alarming, as the following data which we have extracted from the data provided.

The Data is from the ATC survey results that are in the applicant submitted Traffic Assessment.

The Data sheets concerned with site 1, A20 Ashford Road, 85m East of B2067 Otterpool Lane.

Monday Nov 2 nd 2015 – Westbound towards Ashford –	00.00hrs – 07.00hrs – 19
Eastbound coming from Ashford -	00.00hrs – 07.00hrs – 43 – Total 62
Tuesday Nov 3 rd 2015 – Westbound towards Ashford –	00.00hrs – 07.00hrs – 10
Eastbound coming from Ashford -	00.00hrs – 07.00hrs – 40 – Total 50
Wednesday Nov 4 th 2015 – Westbound towards Ashford –	00.00hrs – 07.00hrs – 20
Eastbound coming from Ashford -	00.00hrs – 07.00hrs – 43 – Total 63
Thursday Nov 5 th 2015 – Westbound towards Ashford –	00.00hrs – 07.00hrs – 18
Eastbound coming from Ashford -	00.00hrs – 07.00hrs – 34 – Total 52
Friday Nov 6 th 2015 – Westbound towards Ashford –	00.00hrs – 07.00hrs – 19
Eastbound coming from Ashford -	00.00hrs – 07.00hrs – 43 – Total 62
Saturday Nov 7 th 2015 – Westbound towards Ashford –	00.00hrs – 07.00hrs – 23
Eastbound coming from Ashford -	00.00hrs – 07.00hrs – 28 – Total 51
Sunday Nov 8 th 2015 – Westbound towards Ashford –	00.00hrs – 07.00hrs – 3
Eastbound coming from Ashford -	00.00hrs – 07.00hrs – 11 – Total 14

Sellindge Parish Council are awaiting the results from new counts, taken in early June 2016 to compare, given the anecdotal evidence, in the increase to the amount of lorries going through Sellindge.



Chairman Sellindge P C Planning Committee.

For and on behalf of Sellindge Parish Council.