

Mr R Stafford



Dear Mrs Simpson

Re: Planning Application Y17/0754/SH

H Jackson and Son Ltd, Lymbridge Green, Stowting Common, Ashford, Kent. The erection of a new B2 metal fabrication/powder coat plant building, 2 storey extension to existing offices and extension to existing storage building with associated areas of hardstanding and yard, external storage, ground works, fencing and landscaping.

Stowting Parish Meeting considered this application at two separate meetings and had a series of site visits to enable residents to fully understand not only the proposed development but also the nature of operations carried out at the site.

It is the view of the Parish Meeting that this application to erect a further 7,300 square metres of building, more than doubling the existing area of buildings on the site is probably the biggest and most concerning to come before the Village since the Rank/West Wood Holiday Village more than 20 years ago.

According and quite rightly the village have many concerns. These are primarily focused on:-

1. Impact on the AONB. The Meeting is concerned about the effect on the AONB and concurs with the report produced by the AONB unit. If the application is granted every attempt must be made to minimise the impact of the building on the local landscape and preserve the amenity of the existing public right of way.
2. Vehicle Movements (size and number of vehicles) between the Site and the junction of Stone Street at Six Mile Garage. The site is accessed by a single track rural lane with just 4 passing places and is completely unsuited to HGV movements. Staff travel to the site largely by car, generally travelling alone. Jacksons have introduced a flexitime scheme but this sort of traffic is still heavy at the beginning and end of the day. HGVs find it difficult to pass each other on the narrow lane and there are regular occasions where the driveways of local residents are used to allow traffic to pass, causing a nuisance to those residents. A Road Traffic Survey was carried out by local residents (Appendix A) which indicates the extent of traffic accessing the site. The traffic levels recorded are in excess of those estimated by dha planning in their traffic assessment possibly because these are projected figures rather than an actual survey. They also work on the presumption that HGVs enter and leave the site loaded to their maximum capacity whereas this is not always the case.

3. The Arrival out of hours of foreign HGV drivers and their lorries who are not provided with any facilities to park up or any WCs also causing a nuisance to local residents.
4. Noise pollution
5. Light pollution
6. Hours of trading
7. Water run off currently and following a further 7 acres of development.
8. Increased future productivity and development of the site.

Stowting Parish Meeting feels that it cannot support the application unless these points are addressed.

It is the view of Stowting Parish Meeting that Points 2 and 3 could be dealt with by the creation of a new access road from the Stone Street directly to the rear of the site together with the closure of the existing entrance except for emergencies. This solution would also allow for future growth of the business and any required development of the site. It is worth mentioning that if a new development of this size and this nature came to the Planning Department an access road would be a necessary part of the application.

If the existing access remains the only means of entering and leaving the site, conditions should be attached to any approval to ensure that there is no increase in the total number of vehicular trips to the site particularly in relation to HGVs and limits should be placed on the size of vehicles used.

It has been noted by local residents that existing conditions imposed during the planning process are not always complied with e.g closing the doors of the steel fabrication shed and the playing of music. Local residents are however pleased that the noisiest parts of the operation are being moved to the rear of the site and away from local houses.

Given that Stowting is in a "dark skies" area and in an AONB it is felt that excessive lighting should be curtailed and that all lights should be switched off by 8 30pm.

The Village feels that one set of working hours should prevail across the whole site, rather than the existing range of varying hours that have been applied to each building as it has been granted consent over the years to date. Stowting Parish Meeting would suggest a universal 7am to 8pm.

The current water run-off from the site is excessive and regularly causes localised flooding. A further 7 acres of combined hardstanding and run off from the large roof area would exacerbate the problem further, unless a fully functioning drainage plan, incorporating emergency capacity, is introduced. Given that preservative chemicals are applied to the timber products the Meeting also feels there should be a pollution testing facility for testing the water run-off.

As a result of the concerns listed above Stowting Parish Meeting voted unanimously to reject the application as it stands:

- 23 against
- 0 in support
- 1 abstention

If the points noted above are addressed, possibly by way of planning conditions, Stowting Parish Meeting would feel more favourable towards the application, the village has always enjoyed a good working relationship with Jackson's and the village is appreciative that Jackson's are an important local employer. The village does however feel that at the current time the site is at full capacity.



Richard Stafford

Vice Chairman – Stowting Parish Meeting

Lymbridge Green Road Traffic Survey

Conducted by residents from 1st-7th June 2016

For a period of one week, residents of Lymbridge Green operated a traffic count at Grid Reference TR129438 (between entrances to Jacksons Fencing) and counted every vehicle that either entered or exited Jacksons, or passed by. The intention was to discover how many and what type of vehicles pass our homes every day and what impact Jacksons Fencing had on the results.

	TOTAL VEHICLES	Cars & 4x4s	Vans, Pickups & Trailers	7.5T & Small Lorries	HGVs	Motor Cycles	Vulnerable Road Users
Jacksons	3239	2249	544	116	211	109	10
Passing	3038	2263	468	49	41	29	188

	MONDAY	TUESDAY	WEDNESDAY	THURSDAY	FRIDAY	SATURDAY	SUNDAY
Jacksons	625	592	576	574	659	205	8
Passing	511	505	436	392	438	425	331
TOTAL	1136	1097	1012	966	1097	630	339

	5am-7am	7am-9am	9am-11am	11am-1pm	1pm-3pm	3pm-5pm	5pm-7pm	7pm-9pm
Jacksons	325	697	291	384	412	445	619	66
Passing	43	428	481	497	415	496	460	218

NOTES

- There is a measure of crossover between HGVs and 7.5T lorries so both should be considered together. The point being that all vehicles in these categories are large, noisy, polluting and have the biggest impact on residents.
- Vulnerable road users include pedestrians, cyclists and horses.
- Thanks to everyone who took the time to participate in this important work.