

Statement of Case to be an Interested Party

My property is 48m from the application site. I have contributed to Sevington with Finberry PC's comments and have submitted my own comments to PINS shared them with Mersham PC and Mr Musk. I have lived and breathed the IBF since July 2020 met two Brexit Ministers, Lord Frost and Jacob Rees-Mogg along with Transport Minister Rachel McLean; I was Portfolio Holder for Port Health at Ashford BC under the previous administration 9before the 2023 elections)

I am delighted to read that no built development is proposed on Sevington East, with it being used for biodiversity gains for the next 30 years.

The staff car park gates are controlled by automatic access which is a cause of tailgating and means a lack of respect for the zebra crossing that allows pedestrians to cross the staff access route. It is not safe and needs to be made so by condition. Cars seeing the unmanned entrance gates open will speed up on the access road to get through the gap before it closes; the speed cars exit the site is excessive. **A raised carriageway is required at the zebra crossing to reduce the speed to the signed 5mph.**

I am pleased that there is an unilateral undertaking over the s106 mitigation towards St Mary's Sevington's upgrades. I welcome the applicant's intention to facilitate the prompt release of funds, if planning permission is granted. It is disappointing that the assurance does not extends to reinstatement of a PRoW across the site if circumstances allow. I am disappointed that the applicant has not taken up a suggestion to fund PRoW upgrades further eastwards beyond Blind Lane into Mersham. **Please can the applicant include the reinstatement of the PROW through the viewing corridor should the circumstances permit this and the extension of the Bridleway from Blind Lane into Mersham.**

The Natural England comments that there is an ongoing need which allows lighting to be switched off in certain areas and shielded to prevent light spill. The mitigation proposed at to switch-off 'swim lane' lighting when not operationally required is welcomed.

Historic England (page 67) describes the significant erosion on the setting of the historic buildings including St Mary's and they describe the soft planting as lacking resulting in the fact that the acoustic attenuation is highly visible. Much of the original planting in 2020 has not survived and it needs to be replaced and augmented. **Please can we see improved delivery of landscaping given the proposal to permanently retain the facility. There needs to be a commitment from the DfT and National Highways to work proactively with the Council on such improvements which will reduce light pollution into Mersham and elsewhere and protect nearby heritage assets.**

There is a lack of acoustic barriers in the Tango emergency use area, this is the area nearest to my house. It is the only area without such barriers. One resident speaks about having to relocate their sleeping accommodation to the back of their house; I have done the same. I welcome the statement that if regular use emerges then suitable restrictions or mitigation will be required.

Please can the applicant carry out further noise assessments with the Council's Environmental Protection Team regarding low frequency noise from HGVs, tonal noise from

refrigerated HGVs, reversing beepers, clanging of curtain sider poles and the use of the perimeter road to the south of the site by the HGVs on exit the site. This is to include alternative routes out from this part of the site avoiding the perimeter road, particularly at night) are assessed.

The Transport Assessment references queuing on the A20 east and west of J10A during the peak periods. A20 traffic must wait excessively for a gap in traffic. I welcome the suggestion that the applicant will discuss mitigation to overcome this queuing which may be signalisation and the creation of additional lanes on the A20 approaches to J10A. The Kent Transport Plan includes improvements to the J10A gyratory in the Plan to promote mitigation.

Improved physical signage and improvements in digital navigation which have played a role in addressing routing concerns of misdirected HGVs along Church Road, Sevington and to a lesser extent Kingsford Street. I am pleased that ongoing collaboration with National Highways and KCC is proposed to explore additional improvements, however **Further work should be done to mitigate the effect on the local unclassified road network** (not just the strategic road network).

I have concerns over **dog fouling** are in Para 190 along with degradation of the surface in parts. It is suggested it is reviewed by the Parish Council working with the Refuse and Street Scene Team at ABC on the locations which are prone to fouling. Surface degradation should be reported to KCC. **I am disappointed that the DfT etc are absolving themselves of responsibility to provide sufficient bins; can this be looked at?**

There are good opportunities for information boards to be provided to celebrate the archaeological find including the Cold War bunker. **There should be further archaeological investigations on the Sevington East Field.** Unexploded ordinance was detonated last weekend, and it is important that the community has clarity of what has been found under the surface.

Residents have been very generous in their support for the site during its temporary use but now the DfT/DEFRA/HMRC has applied for permanent status the issues I have listed have been brushed under the carpet and need to be addressed.