



# Chilmington Green Area Action Plan



Adopted July 2013



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## Chapter 1 - Introduction

### Purpose of the Area Action Plan

- 1.1 The Chilmington Green Area Action Plan<sup>1</sup> (AAP) forms part of the council's statutory development plan for the borough. It is a site-specific plan which sets out how an important new community at Chilmington Green should take shape. The Chilmington Green Area Action Plan should be read and interpreted as a whole.
- 1.2 The purpose of the AAP is to establish a policy and delivery framework which provides clear and firm guidance to ensure that the council's aims set out for Chilmington Green are achieved, and that the AAP is consistent with the established approach in the adopted Core Strategy (2008). It does this by providing policy guidance on number of important issues that go to heart of good place-making.
- 1.3 More detailed policy guidance is provided for a number of key locations within the AAP area to help generate distinctiveness and to create a high quality sense of place. These areas are the main building blocks for Chilmington Green and they will ensure that the development is interesting, varied and more importantly, works as a cohesive whole.
- 1.4 The AAP has been influenced by the Chilmington Green Masterplan<sup>2</sup> which is a background document to the AAP. The Masterplan has taken a number of years to evolve and its approach has been supported by a range of evidence, most of which also forms the evidence base for the AAP (see Appendix 1). At key stages throughout the masterplanning process, the emerging work was tested with local community representatives in a variety of ways ranging from intensive workshops to public exhibitions.
- 1.5 The Chilmington Green Masterplan concludes with three Strategic Diagrams which are the culmination of applying spatially the various layers of evidence. These three Strategic Diagrams have been replicated within the AAP (pages 131-139).
- 1.6 Combined these diagrams establish; the broad location of a range of important uses proposed within the built footprint (such as the District Centre, the secondary school and four primary schools, green corridors and SUDs), the proposed movement network (for vehicular and non-vehicular movements), as well as establishing an appropriate range of residential densities across the site.
- 1.7 Although the Strategic Diagrams are indicative – they do not propose to fix the exact spatial elements of the development (such as the precise location of the District Centre) – this approach is considered to provide a robust basis for the policy approach proposed within this AAP, whilst providing a suitable level of detail to adequately inform any planning applications made within the AAP boundary.

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<sup>1</sup> Up to this point the AAP has been referred to as the Chilmington Green and Discovery Park Area Action Plan. However, the eventual name for 'Discovery Park', (referred to in the Core Strategy as the proposed strategic recreational area to be delivered to the east of Chilmington Green) will be determined through public consultation after the Plan is adopted. Therefore, to avoid confusion later on, the name of the AAP has been shortened.

<sup>2</sup> The Chilmington Green Masterplan was produced by a team of consultants and was led by a number of relevant stakeholders, including the landowners/ developers, the Council, alongside other public sector organisations

# Chapter 1 - Introduction

- 1.8 Both the AAP and Chilmington Green Masterplan set out the aspiration for the whole development to its 'end state'. This reflects the requirement of Policy CS5 of the Core Strategy that the area should be planned in a 'comprehensive way that is linked to the delivery of key infrastructure'. The policy clearly indicates that development at Chilmington Green will continue well past the end date of the adopted Core Strategy (2021) and it is sensible that the area is planned as a whole rather than a series of incremental extensions.
- 1.9 The AAP is also supported by a Policies Map (Page 129) that 'fixes' key elements of the Chilmington Green development. These include; the extent of the AAP boundary and therefore where the policies in this AAP apply, the extent of the development, relevant constraints (including Ancient Woodland, listed buildings and the location of the 1 in 100 year floodplain), the principal vehicular access points for the site, as well as the location and size of both Discovery Park and the secondary school (both are strategic infrastructure that will be delivered as part of Chilmington Green).
- 1.10 There are a number of existing properties (both residential and commercial) and small landholdings<sup>3</sup> which fall within the 'extent of development', as shown on the Policies Map. These existing properties are assumed to remain and the AAP/masterplan reflects their continued presence in its proposals. However this does not mean that these areas are suitable to accommodate new development in principle.
- 1.11 Should these areas come forward for development later in the process, proposals will need to be judged on their own merits through the planning application process, and will be expected to accord with the policy approach proposed within this AAP and other relevant parts of the statutory development plan.
- 1.12 For the avoidance of doubt, planning applications coming forward within the AAP area will need to comply with the policies in this plan (including the vision, objectives, general policy guidance and more specific Character Area policy approach), as well as other adopted parts of the Local Plan/LDF and any other 'saved' policies or Supplementary Planning Guidance from the Ashford Borough Local Plan 2000. All supporting text contained within the AAP which justifies the vision, objectives and policies should be considered 'reasoned justification' for the purposes of interpreting the policy approach when detailed planning applications are submitted.

## Further detailed guidance

- 1.13 The AAP will be supplemented in due course by more detailed guidance, especially on design and delivery matters, which it is not suitable or necessary for the AAP to contain. More detail on where such additional guidance will be needed is given in the appropriate chapters below and is summarised in Chapter 11. Such guidance will help to ensure that high quality and consistent standards of design and place-making are delivered but will also cover the specification of facilities – for example, for the layout of public spaces and the construction of community facilities.

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<sup>3</sup> Private property not under the 'control' of the developer consortium pursuing development at Chilmington Green

- 1.14 Crucially, there will also need to be agreement on the way in which community management (as proposed in this AAP) is set up and supported, alongside ensuring that appropriate systems are in place to monitor and influence construction management activity over such a long build period and quality control over all aspects of the development. This is covered in more detail in Chapters 8 and 11 of this AAP.

### **Flexibility of the approach**

- 1.15 As the Chilmington Green development is likely to take at least 25 years to fully build out, the AAP has been drafted with flexibility in mind, so that the detailed planning of the development can react as best as possible to change – for example in national and local policy, market demand and consumer preferences, design requirements, technological innovations, etc.
- 1.16 It would be impossible to plan with precision the various needs generated by the development over a 25 year build out period. Therefore this AAP has established a range of standards, such as open space requirements, which are based on the evidence and approaches that are relevant at the time of publishing the AAP (April 2012). However, whilst this is a reasonable starting point and a sound approach to base the policy position in this AAP – and it forms a justifiable base for any subsequent outline planning permission and legal agreement for the whole site - there must be a degree of flexibility and the opportunity for review built into this approach. This has been reflected in the various policies proposed in this AAP.
- 1.17 One example where flexibility may be needed is in the provision of community and sport facilities at Chilmington Green. The pattern of such provision may be influenced by the way the secondary school is provided (which will deliver a number of buildings and spaces, within reasonable walking distance of the whole development that could serve a dual function for the community). If the school's facilities are genuinely designed and managed in a way that can meet wider local community needs, then this could dictate a consequential reduction in the need for such provision elsewhere, such as outdoor sports or indoor sports space. However, this position can only be reached once the school is operational and therefore would only apply to the latter phases of the development (Phases 3 and 4).
- 1.18 In light of this, the AAP's policy approach to establish the total provision needed to meet the needs of the whole development is justified. In addition, the AAP is intended to be formally reviewed every five to seven years to ensure that the wider policy position is suitably up to date. This period is a balance between recognising the inevitability of change but also the need for a degree of certainty and the minimum time required to review a plan. Such an approach may also allow for subsequent phases of the Chilmington Green Masterplan to be reviewed at the same time.

### Viability

- 1.19 The balance between costs incurred and value created by a development of this scale will vary over time so the net return over as long a period as 25 years is impossible to determine in advance. Typically, major housing development tends to have heavily 'front loaded' costs – especially the main elements of new infrastructure (utilities, access roads, extra off-site highway capacity, etc). It then becomes relatively more profitable at the later stages when values have become established and most of the infrastructure is in place.
- 1.20 This variable link between costs and values has been exaggerated by the recent state of the economy and its impact on the house-building sector. Market conditions since 2008 have been very difficult and opinion varies on how quickly the market will recover and to what level. This is making the early stages of major developments harder to make viable – especially where a cautious view is taken about the longer term market prospects.
- 1.21 To cater for this uncertainty the borough council has adopted a flexible approach elsewhere. This has included re-considering the timing of infrastructure provision; finding cheaper ways to deliver infrastructure; reducing policy requirements and securing other financial help to 'forward fund' infrastructure. In some cases contributions have been deferred to become payable only when development values rise sufficiently to fund the contributions. What is crucial where any such flexibility is exercised is that the impact on the residents who need the infrastructure is kept to the minimum possible.
- 1.22 The starting point for this plan is that all infrastructure contributions justified by the needs arising from the Chilmington Green development will be sought on the normal basis. However, should it be considered that market circumstances indicate that the normal level of infrastructure provision in the initial phase of the development could not be afforded, a site wide viability model will be needed to support any outline planning application. Any viability case will be rigorously tested by independent advisors for the council in order to assess the scale of potential developer contributions that can be delivered in the first phase.
- 1.23 Subsequently, it is expected that separate and updated viability assessments will be carried out in advance of each of the other three main phases of development to take account of economic and market conditions at the time. In all assessments of viability, it will be assumed that the developer consortium has reached a formal equalisation agreement so that the costs of delivering the necessary infrastructure to support the development are spread out between developers and not artificially skewing the viability position within any one phase.
- 1.24 In a situation where a shortfall in the delivery of the infrastructure requirements, including affordable housing, set out in this plan can be justified on viability grounds at any stage in the development, the council will make a decision in conjunction with the relevant service providers to determine the most appropriate balance of infrastructure provision that should be delivered in the prevailing circumstances. The normal approach will be to seek to 'claw back' any deficit in infrastructure provision when the market has improved sufficiently via the council's adopted deferred contributions policy – see Policy CG22.

### Chapter 2 - Background

#### Local Planning Policy Context

- 2.1 Chilmington Green is one of two strategic urban extensions identified in the Core Strategy (adopted 2008) which is the principal development Plan for the borough. Policy CS5 of the Core Strategy sets out the over-arching policy approach that is the starting point for this AAP. The relevant elements of Policy CS5 are replicated below (those which relate directly to Chilmington Green/ Discovery Park):

##### *POLICY CS5 - Ashford Urban Extensions*

*With immediate effect, major new development areas are proposed at Chilmington Green. The Chilmington Green/ Discovery Park area should be planned to accommodate no less than 3,350 dwellings and 600 jobs by 2021 and has the potential for over 7,000 dwellings and about 1,000 jobs in total.*

*The development of these areas must be planned and implemented in a comprehensive way that is linked to the delivery of key infrastructure. Area Action Plans will be produced to guide the detailed planning of these areas, supplemented where needed by development briefs and design codes. These will need to achieve the following core aims:*

*(a) to create flexibly designed, mixed-use places of real character, with well defined local centres reinforced by variations in the density of development. The overall layout must be designed to maximise the potential use of public transport, walking and cycling;*

*(b) to incorporate high quality and innovative building design, public spaces and landscaping to create strong character areas within the development and, overall, a coherent sense of place. Innovative proposals will be needed to deal with the future management and maintenance of public spaces and facilities, and for community development initiatives to help create a vibrant local community;*

*(c) to be well related to the rural landscape surroundings by the creation of a well designed and defined edge to development and a sensitive transition to adjoining areas and the wider countryside. Proposals will need to include plans for the long term use and management of these areas to best respond to the various interests at stake – including landscape and heritage protection, nature conservation and ecology, flood mitigation and sustainable drainage, public access and agricultural uses;*

*(d) to be developed at a rate which is supported by the delivery of infrastructure and the elements required for a balanced, mixed community. Area Action Plans for these areas will need to relate both to the delivery of strategic off site infrastructure and to a detailed plan that shows how on-site infrastructure will be provided, when needed, linked to the rate of development on site.*

## Chapter 2 - Background

- 2.2 In line with the Policy CS5 set out above, this AAP has been produced to guide the detailed planning of Chilmington Green, setting out how these aims will be achieved.
- 2.3 The AAP is supported by an extensive evidence base which has tested the opportunities and constraints presented by the site. The result is a detailed understanding of the areas capacity for development, what infrastructure is required and the level of development required to meet the aims set by the Core Strategy in terms of a critical mass to support a range of employment generating services, a new secondary school and a viable public transport service. A full list of the background documents which support the AAP is provided within Appendix 1.

### The Wider Planning Policy Context

- 2.4 **The South East (SE) Plan (2009):** The emerging AAP was produced and consulted upon at a time when the South East Plan (2009) was still in force. The draft AAP was in general conformity with this higher level guidance. Although the SE Plan was not the driving force behind the growth area status for Ashford, the growth figures contained within the Core Strategy were effectively endorsed by it. Indeed the adopted Core Strategy approach was largely replicated within the then emerging SE Plan. The emerging AAP conformed to the adopted Core Strategy position and therefore it must follow that it was also in broad conformity with the then adopted SE Plan. However, the Secretary of State for Communities and Local Government revoked<sup>4</sup> the South East Plan on the 25th March 2013. Therefore, in relation to this AAP, the SE Plan no longer carries any planning weight and is no longer a material planning consideration.
- 2.5 **National Planning Policy Framework (NPPF)**<sup>5</sup>: The emerging AAP was produced at a time when the transition from national planning policy statements and guidance to the more streamlined NPPF (incorporating the publication of the draft NPPF) was taking place. The emerging AAP was in accordance with the adopted planning policy statements and guidance, as well as the draft NPPF.
- 2.6 On the 28<sup>th</sup> March 2012, the National Planning Policy Framework was published and immediately replaced most national Planning Policy Statements and Guidance, as well as a number of guidance notes. The NPPF covers a number of key themes which include a presumption in favour of sustainable development and planning for strong, vibrant and healthy communities. Overall, there is an onus on sustainable local growth, particularly economic growth.
- 2.7 The AAP is consistent with the NPPF and promotes a policy framework which will enable the delivery of sustainable development (see Policy CG0). In addition, the borough council's Cabinet has set out its own 'Framework for 2030' which applies the direction of national thinking to the local situation.

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<sup>4</sup> South East Plan policy NRM6 remains in force, but this is not relevant to the AAP

<sup>5</sup> National Planning Policy Framework, Department for Communities and Local Government, March 2012

### **The Presumption in Favour of Sustainable Development**

- 2.8 The NPPF indicates that the development plan is the starting point for decision-making but that there is a general presumption in favour of sustainable development. Accordingly, Policy CG0 sets out the proposed approach to the presumption in favour of sustainable development within the Chilmington Green Area Action Plan boundary.

#### **POLICY CG0 – PRESUMPTION IN FAVOUR OF SUSTAINABLE DEVELOPMENT**

**When considering development proposals within the Chilmington Green AAP area, the council will take a positive approach that reflects the presumption in favour of sustainable development contained in the National Planning Policy Framework. The council will always work proactively with applicants to find solutions which mean that proposals can be approved where they would secure development that improves the economic, social and environmental conditions in the area, in line with the aspirations and policies of the AAP.**

**Planning applications that accord with the policies in the Core Strategy and this AAP (and, where relevant, with policies in neighbourhood plans) will be approved without delay, unless material considerations indicate otherwise.**

**Where there are no policies relevant to the application or relevant policies are out of date at the time of making the decision, then the council will grant permission unless material considerations indicate otherwise – taking into account whether:**

- **Any adverse impacts of granting permission would significantly and demonstrably outweigh the benefits, when assessed against the policies in the National Planning Policy Framework taken as a whole; or**
- **Specific policies in that Framework indicate that development should be restricted**

### **The Sustainability Appraisal**

- 2.9 The Sustainability Appraisal (SA), incorporating Strategic Environmental Assessment (SEA), has been carried out as an integrated part of the AAP preparation. The SA has demonstrated how masterplan options and reasonable alternatives have been developed, refined and appraised during the development of the plan using a Sustainability Framework. The SA also justifies the approach and policies proposed within this AAP.

## Chapter 2 - Background

### Consultation

- 2.10 A wide programme of participation and cooperation has involved stakeholders and residents over a number of years. This has included: a stakeholder workshop in 2007 which led to the production of an Issues and Options report, workshops in September 2008 and February 2009 to develop the master-planning principles. Also, masterplan options workshops and public exhibitions were held in July 2010 and November 2011.
- 2.11 In addition, a Community Stakeholder Group that consisted of Parish and Ward Councillors, local residents and developers and landowners was established in 2008 and met regularly during the AAP preparation process to help shape ideas and the emerging masterplan proposals.
- 2.12 Details of the various consultation events and activities can be found within the Consultation Strategy which forms a background document to this AAP (see Appendix 1).

### Establishing the boundary of the AAP

- 2.13 The starting point for the boundary of this AAP, reflecting the extent of the policy coverage within the plan, is the Core Strategy Growth Area Diagram (Figure 2). This establishes the broad location of the Chilmington Green development area and also includes an arrow indicating the 'possible direction of post 2021 urban extensions', with Paragraph 5.15 of the Core Strategy setting out that the AAP should define the exact extent of the southern boundary of the development.
- 2.14 The final boundary of the AAP and the extent of development within that boundary is broadly consistent with Figure 2 of the Core Strategy, and has been thoroughly tested and refined, to take account of a number of factors, as follows:

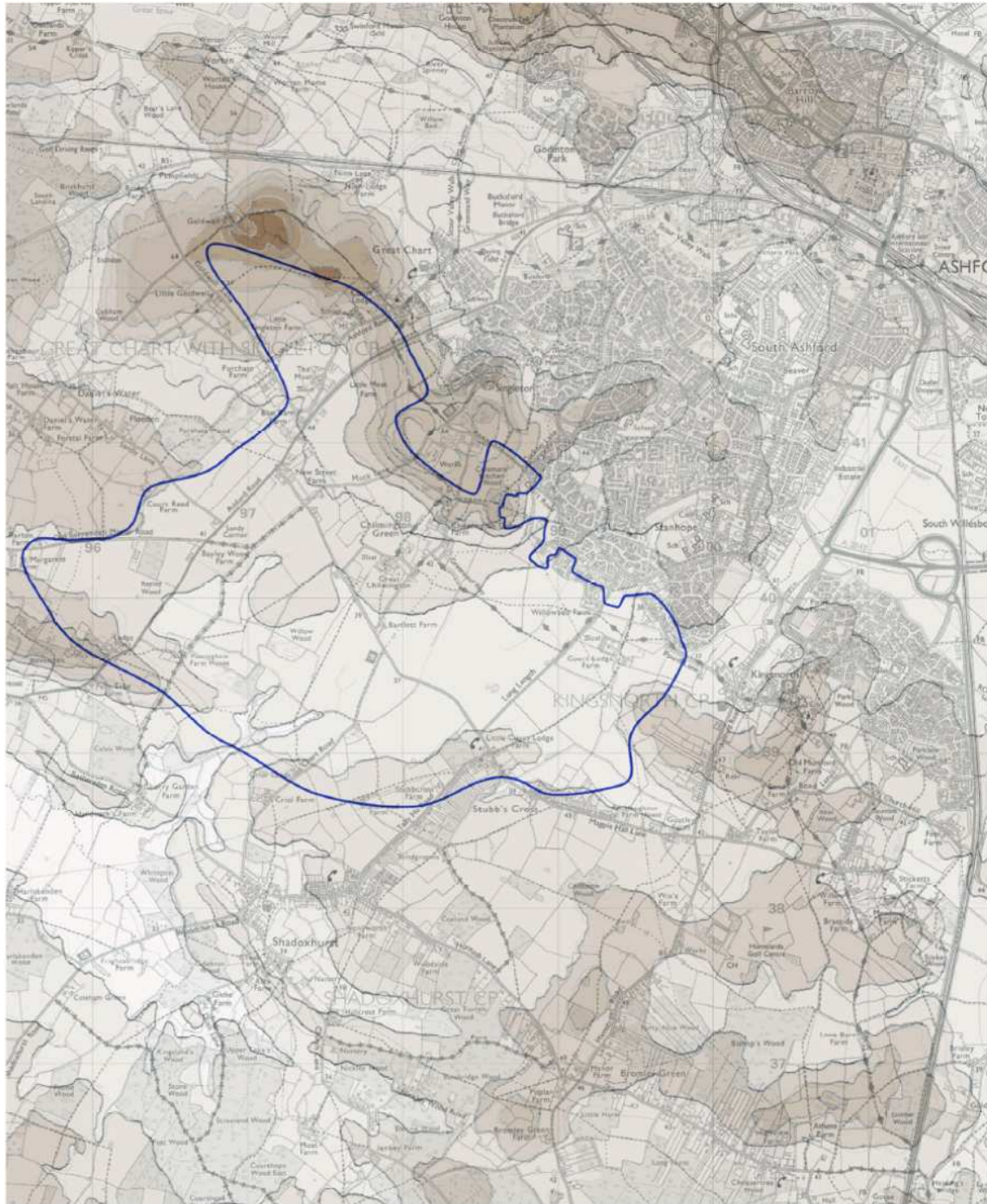
*i) The 'Zone of Visual Influence':* This relates to the wider setting and views into the site. The northern boundary of this Zone is determined by the Great Chart Ridge, which cuts off views into the site from Ashford to the north<sup>6</sup>. The low-lying urban boundary of Stanhope forms the north-eastern zone boundary. To the east and west, the gently undulating land together with existing hedgerows and trees mean that views of the site are relatively screened. However natural features such as drainage channels and woodland have influenced the extent of the AAP boundary in this location.

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<sup>6</sup> The Chilmington Green Landscape and Visual Impact Assessment, 2012



Figure 1: The Zone of Visual Influence



Key:  
■ Zone of Visual Influence

Prepared by:  
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On behalf of:  
  
**ASHFORD**  
BOROUGH COUNCIL

Drawing Title:  
**VISUAL INFLUENCE**



## Chapter 2 - Background

*ii) The 'visual envelope':* For Chilmington Green, the visual envelope for the area is contained by the Great Chart Ridgeline to the north, the highest and most prominent feature of the site. Southerly facing slopes fall away from the Great Chart Ridge with the majority of the remaining area gently undulating. To the south, beyond Chilmington Green Road, subtle ridgelines, blocks of woodland and hedgerows determine the extent of the visual envelope.

*iii) Discovery Park:* In response to Core Strategy Policy CS18a 'Strategic Recreational Open Spaces', the AAP allocates and safeguards an area of land to deliver a strategic recreational resource. Its location, to the east of the development area, is broadly consistent with the area shown on the Core Strategy Figure 2 Growth Area Diagram and allows for possible future expansion eastwards if desired.

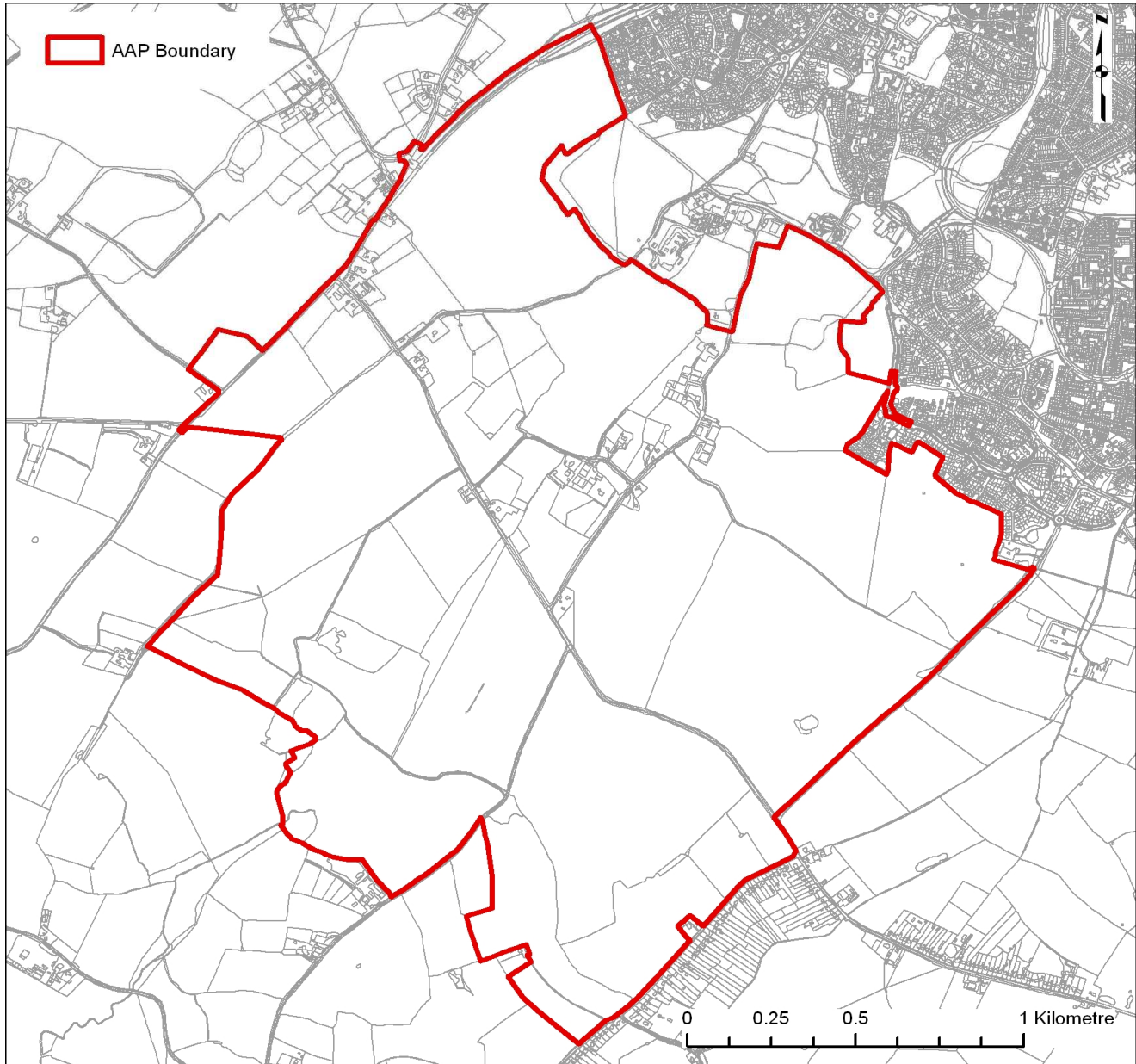
*iv) Ecological mitigation and enhancement / Flooding / SUDS:* In line with Core Strategy Policy CS11 'Biodiversity and Geological Conservation', Policy CS19 'Development and Flood Risk' and Policy CS20 'Sustainable Drainage' this AAP provides suitable areas for ecological mitigation and enhancement, avoids development within Flood Zone 3, and promotes a number of appropriately located SUDS areas. As the majority of this land is planned to be situated to the south of the built form, it has greatly influenced the extent of the AAP's southern boundary.

*v) Delivery:* The boundary of the AAP also reflects the land owned or controlled by a group of four principal landowners who are seeking to deliver development at Chilmington Green. Since the Core Strategy was adopted land has been assembled and a development consortium has come together to promote the scheme. All of the land needed (off-site strategic improvements aside) to support and mitigate development at Chilmington Green can be accommodated within the area of land owned or controlled by the four principal landowners, as shown through the AAP Strategic Diagrams.

There a number of existing properties (residential and commercial) and small landholdings which are present within the AAP boundary and these are expected to remain in situ, as set out in Chapter 1 of this AAP.

*vi) Park and Ride:* Core Strategy Policy CS15 'Transport', identifies a Park and Ride site near the Chilmington Green urban extension area. This AAP responds by allocating and safeguarding a suitable area of land (close to the area diagrammatically reflected within the Core Strategy's Figure 2 'Growth Area Diagram') for this purpose – one which allows direct access off the A28 and provides for easy access for vehicle movements travelling from Tenterden to Ashford.

Figure 2: The Boundary of the Chilmington Green Area Action Plan



## Chapter 3 - Vision and Objectives

### Chapter 3 – Vision and Objectives

#### The Vision

- 3.1 The council's vision for Chilmington Green is an ambitious one, and is expressed in the Core Strategy. Development at Chilmington Green should create a truly sustainable new community, one which delivers a healthy balance of homes, jobs and local services, supports a viable, high frequency public transport service. It will be designed in a way that delivers a high quality living environment and a place of real character – one which generates a safe and accessible environment where crime (and fear of crime) do not undermine the quality of life of community cohesion (as expressed through paragraphs 58 and 69 of the NPPF). The council will liaise with relevant stakeholders (including the police) to ensure that these issues are addressed.
- 3.2 The aim is to create a positive and lasting legacy for the town. This, balanced with the need to ensure Chilmington Green sits comfortably within its surrounding countryside and existing nearby communities, is a significant challenge for this AAP.
- 3.3 This vision was expanded upon during the evolution of the Chilmington Green Masterplan and meets the first core land-use planning principle of the NPPF. Furthermore, the NPPF states that in terms of delivering a wide choice of high quality homes, this can sometimes be best achieved through planning for larger scale development, such as new settlements or extensions to existing villages and towns that follow the principles of Garden Suburbs. It suggests that such opportunities might provide the best way of achieving sustainable development and should be explored by working with the support of their communities.
- 3.4 This idea is explored further in work undertaken by the Town and Country Planning Association (TCPA), which published a report in May 2012, entitled "Creating garden cities and suburbs today – policies, practices, partnerships and model approaches". The TCPA believes that the ideas of the Garden Suburb movement remain highly relevant in the 21<sup>st</sup> century, providing a crucial foundation for high quality inclusive places and the creation of new jobs and truly sustainable lifestyles. The council's aim is to establish a new development at Chilmington Green based on these principles, and this is reflected in the policies within this AAP. The commitment to pursuing quality is at the heart of the council's policy framework for Chilmington Green as expressed in the Cabinet's 'Framework for 2030' and the adopted Core Strategy.
- 3.5 The result below has been formulated by local people, Councillors, the developers and designers as a basis for moving forward through the planning and delivery of a strong, successful and sustainable new community at Chilmington Green.

### Vision for Chilmington Green

***Chilmington Green will be a great place to live – a place that:***

- ***is a lively and fun place to be, with an attractive High Street that meets most local people's daily needs***
- ***works for people of all ages and provides the range of community, school, health and other services needed by local people in a joined-up way***
- ***looks and feels good and, by setting challenging standards of innovative design, becomes a place of special and varied character, with sustainability integrated into all aspects of design***
- ***offers a range of local jobs, but equally caters for those working in the town centre and elsewhere with frequent bus connections***
- ***has a strong identity in a landscape setting, but is closely linked to the urban area and is able to offer new opportunities to other residents of Ashford, in particular those nearby in Brisley Farm, Singleton, Shadoxhurst and Stanhope***
- ***respects and integrates heritage buildings, landscape features, woodland and wildlife habitats as part of a well-planned layout***
- ***fosters a strong community that develops a sense of pride and local ownership with the capacity to help manage Chilmington Green on a day to day basis***
- ***is flexible in design and resilient to change, and able to respond positively to advances in technology and changing working and daily lifestyles.***

***In short, Chilmington Green will be a community that it feels good to be a part of – a community of choice for new and existing residents***

### **Community Objectives**

- 3.6 A focus on land use and spatial planning can run the risk of under-estimating the importance of helping to build strong communities. The phased development of Chilmington Green will occur over a 25 year period. Unlike communities that grow organically over many years, development at Chilmington Green is likely to be relatively fast and continuous over that period. After this period the community will revert to a slower and more natural rate of change.
- 3.7 Crucial to achieving a sustainable community at Chilmington Green is the need to help build social networks and community pride throughout the development process, and support the delivery of a wide range of community infrastructure. Ensuring that there is an appropriate 'community management vehicle' or delivery body to manage the community's assets, such as open space and community facilities, is a priority.

## Chapter 3 - Vision and Objectives

- 3.8 Ongoing community engagement and involvement in shaping the new community is also important. For example, local people will be keen to help refine local facilities and services and see local history and historic features reflected sensitively in the development of the site. In turn, this will help to create a richer sense of place and identity for the new community<sup>7</sup>.
- 3.9 The impacts of development on the existing and new community will also need to be carefully managed. This will include strategies for managing construction traffic, noise and dust, all of which will be addressed through a Construction Statement prepared with local people's involvement and agreed between the developers and the borough council as part of the planning application process.
- 3.10 The delivery strategy (as set out under Chapter 11) for development at Chilmington Green and subsequent planning applications will therefore need to:
- i. Promote a sense of community ownership and leadership through a commitment to practical proposals to help community development and support voluntary and community sector activities, and the establishment of strong social networks;
  - ii. Ensure that the impacts of the development on the new and existing community are well-managed and mitigated throughout the development process and that mechanisms are in place for local people to raise issues directly with developers and the council in the short term and any 'community management vehicle' in the longer term;
  - iii. Secure from developers, the borough and county councils and service providers, the long term investment required to ensure the coordinated delivery of the community infrastructure necessary to serve the development;
  - iv. Maintain a strong and ongoing dialogue with new and existing residents to enable them to help shape their new community through involvement in groups and structures which allow their opinions to be heard as the development is built and beyond;
  - v. Establish a community-based Trust or similar community management vehicle with the capacity to take on the management and development of an agreed range of facilities and open spaces at Chilmington Green;
  - vi. Put in place regular monitoring arrangements that can critically assess progress on achieving the shared vision over the development programme, and prompt corrective actions where needed.
- 3.11 Further detail on the establishment of a community-based trust/ management vehicle is provided in Chapter 8.

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<sup>7</sup> This includes the opportunity to include references in the development to RAF Ashford, based at Chilmington Green during the Second World War, and the former Roman Road in the southern part of the site.

### **POLICY CG1 - CHILMINGTON GREEN DEVELOPMENT PRINCIPLES**

Chilmington Green will become a major new, sustainable, development in line with the aims and objectives of the Core Strategy, the vision of the AAP, and the following key development principles:

- a) A well designed, safe and accessible, high quality, sustainable development which supports a viable public transport network, walkable neighbourhoods and a vibrant District Centre and two local centres, alongside a development which generates community cohesion (see *Policies CG2, CG3, CG4, CG10 and CG11 – CG22*);
- b) Each main phase of the development will be sustainable in its own right, through the provision of the required social and physical infrastructure, both on-site and off-site (see *Policies CG2, CG8 and CG11 – CG22*);
- c) The delivery of a mix and range of house types, located within various density gradients, to create a coherent, distinctive and attractive series of places throughout the development, whilst providing a varied housing offer to meet the changing needs of the residents, throughout their lives (see *Policies CG2, CG3, CG5, CG6, CG7 and CG18*);
- d) Bring forward a range of non-residential land uses to support job creation within Chilmington Green, including retail, services and employment space (see *Policies CG2, CG3, CG4 and CG15 - CG17*);
- e) The creation of an integrated and connected network of green spaces and natural habitats, including part of Discovery Park, to help meet the recreational and sporting needs of the development but also to encourage walking and cycling, generate an attractive setting to the built form, and act as linkages and dispersal routes for ecology and wildlife (see *Policies CG2, CG8, CG9, CG20 and CG21*);
- f) To positively respond to the distinctive landscape character and assets of the site - including historic buildings, historic landscape and archaeology features, views and vistas, topography, woodland, ecologically sensitive areas, footpaths and bridleways (see *Policies CG2, CG5, CG6, CG7, CG9, CG20 and CG21*);
- g) To create well-designed edges to the new development at appropriate densities that relate well to the open countryside, to Discovery Park, to the A28 and Great Chart and to the existing urban edge at Singleton Hill and Brisley Farm (see *Policies CG2, CG6, CG7, CG20 and CG21*).

## Chapter 4 - Achieving the Vision and Objectives

### Chapter 4 – Achieving the Vision and Objectives

- 4.1 A wide range of detailed technical evidence collection and related studies has been carried out to help guide this AAP:

#### The Extent of the Built Footprint

- 4.2 The key starting point for this AAP is determining the extent of the potential developable area within the wider AAP boundary. This has been determined through taking into account the relevant opportunities and site constraints, as established through the various layers of evidence which support this AAP, as follows:

*i) Ecology:* The ecological survey work identified a range of ecological habitats/resources on the site, including areas of ancient woodland, hedgerows, ditches/watercourses, the presence of protected species, ponds and semi-improved grassland, and mature trees. These findings have enabled the AAP development footprint to avoid development on or directly adjacent to the most ecologically sensitive areas, as well as identify suitable areas for mitigation and enhancement purposes. These areas, mainly located to the south of the development, have helped influence the extent of the built footprint to the south.

*ii) Heritage and Archaeology:* The AAP is supported by a Historic Environment and Built Heritage Appraisal, as well as initial phases of archaeological fieldwork (see Appendix 1). These examined the contribution of the heritage and archaeological assets within the site area and considered what role these assets could play in terms of influencing the built form, including how the Chilmington Green hamlet could be best integrated into the new development.

This evidence so far suggests that there are no known significantly important archaeological assets present that would be required to remain in-situ. However, developers will need to set out - in accordance with the Chilmington Green Scheme of Archaeology Resource Management (SARM) - appropriate archaeological mitigation strategies for each detailed planning application, informed by appropriate evaluation and assessment.

Nevertheless, the evidence base does suggest that a number of important and relevant heritage assets were identified within the site area, as follows:

- *Coleman's Kitchen Wood and Brisley Farm:* As well as being an important landscape feature, Coleman's Kitchen Wood may also have had historic significance. At Brisley Farm, an important Iron Age settlement and ritual focus site was mostly excavated as a result of recent developments. This archaeological site included two rare warrior burials which have been excavated. Evidence also suggests the late Iron Age settlement continues to the south of the existing Brisley Farm estate (see page 24 of Chilmington Green Masterplan 2012).



## Chapter 4 - Achieving the Vision and Objectives

- *Historic routes:* A number of historic routes<sup>8</sup> transect the site. Of particular importance is the Iron Age / Romano-British routeway which leads through Brisley Farm towards Coleman's Kitchen Wood and the Roman Road which lies to the south of the site. At the junction of Stubbs Cross Wood it connects to other Roman roads heading north towards Westhawk Farm and a nearby Roman roadside settlement, and roads heading east towards the Roman fort at Lympne.
- *Historic character:* A number of surviving historic lanes, footpaths and field boundaries which form visible and tangible reminders of the historic character of the Chilmington Green landscape.

These assets have helped shape and inform the evolution of the Chilmington Green Masterplan. The evaluation and assessment of the archaeological assets of Chilmington Green is an on-going process and further important remains may survive within the site.

In addition, the policy approach advocated in the AAP (including the proposed built footprint) seeks to respond to these important historic or sensitive features so they can help shape and inform the development. This includes the presence of historic buildings, listed buildings and their setting. Ancient hedgerows, field boundaries, important historic features, routeways and landscape features, which are retained wherever possible, have also been taken into account.

*iii) Location of existing properties:* There are several properties within and adjoining this area that are privately owned, and the setting of these will require sensitive planning.

*iv) Drainage:* The Drainage strategy for Chilmington Green sets out a phased approach to the provision of sustainable drainage for the site, and the broad location of the necessary mitigation and water storage areas which seek to utilise the two catchments that influence the area – the River Beult and the River Stour. In addition, a number of strategic water storage areas are proposed to the south of the development which will be enhanced for biodiversity. These areas have helped to determine the extent and design of the built form to the south.

*v) Landscape characteristics:* The Landscape and Visual Impact Assessment<sup>9</sup>, combined with the iterative process of masterplan testing, has enabled an analysis of the site's distinctive features which together help to define the site's character. These features include topography, view corridors, rural lanes and footpaths, existing development edges and roads, existing hedgerows, and the Greensands Way Public Right of Way. This work (alongside the conclusions of the Sustainability Appraisal – see vi below) has helped influence the extent of the built footprint to the east, where development proposes to front Discovery Park.

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<sup>8</sup> Chilmington Green Heritage Appraisal – Figures 9-17

<sup>9</sup> Landscape and Visual Impact Assessment 2012 is a background document to this AAP

## Chapter 4 - Achieving the Vision and Objectives

*vi) Sustainability Appraisal:* Early assessment of the masterplan's development footprint<sup>10</sup> concluded that;

- The development footprint should maintain a green gap between the eastern development edge and the Brisley Farm development edge. This allows for an area of green space from Coleman's Kitchen Wood to Magpie Hall Road, and safeguards land that should be set aside for Discovery Park.
- A small amount of development at the Brisley Farm urban edge is proposed, in part to provide a stronger and more coherent new development edge, with housing which overlooks and helps enclose Discovery Park.
- The development footprint should respond to and respect landscape and heritage features, such as Coleman's Kitchen Wood, the Great Chart ridgeline, Chilmington Green hamlet and the rural southern boundary.
- Green connections should be maintained within the development, and should link beyond the site boundary to the surrounding countryside.

4.3 Based on the above factors, the extent of the built development has been identified and fixed on the Policies Map. There may, of course, be some buildings outside this area in Discovery Park that would, for example, serve the recreational and sporting facilities there but these should be limited to functions supporting the eventual uses identified in the Discovery Park masterplan (see chapter 7).

### The Proposed Urban Structure

4.4 Designing a significant new place requires some very clear basic design principles if a real 'sense of place' is to be created. The following principles underpin the built form advocated within this AAP (as reflected in the layout shown on Strategic Diagram 1).

- A legible and attractive built form:* An easily understood structure of streets and urban blocks which knit Chilmington Green together, centred on the creation of a series of neighbourhoods with a distinctive urban character using varying densities, architecture and public places.
- Centres of activity:* Uses that generate activity are vital in promoting successful mixed-use areas and helping to establish the centres/ meeting points for any community. At Chilmington Green, the planned District Centre will be the main focus. It will house a range of uses, including shops, offices, a primary school, community facilities and civic space. Wherever possible activities attracting people will be provided for at ground floor level to help make this an active place throughout the day. Residential uses, above the ground floor, will also be provided to maintain activity throughout the day and evening. The District Centre will be complemented by two Local Centres that will provide neighbourhood focal points associated with a primary school. These centres of activity will be well connected by public transport and walking and cycling corridors to achieve maximum accessibility.

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<sup>10</sup> Stage B Sustainability Appraisal, ABC, 2010

## Chapter 4 - Achieving the Vision and Objectives

- iii) *An integrated multifunctional green network:* Creating an attractive green network of spaces and natural habitats - which link the whole development together and provide direct access to the countryside - will ensure Chilmington Green is convenient and pleasurable to move around on foot or by cycling, encouraging realistic and attractive sustainable and healthy travel options for local residents and dispersal routes for wildlife.
- iv) *Discovery Park:* Concentrating open space and related sports, physical activity, recreation and other facilities in a park of sufficiently strategic scale to benefit both residents at Chilmington Green but also those in the wider area. The park acts as a focal point for a range of sporting and recreational activities whilst also providing direct routes and visual links between the town and the surrounding countryside.
- v) *Moving around:* Public transport must be integrated into the development from the start and help reinforce the District and Local Centres so that sustainable patterns of travel behaviour can be established early in the development for new residents. However, many journeys will not be practical by public transport – especially those over longer distances. Realistic provision is needed for well designed resident parking with easy access to the strategic road network for car based trips.
- vi) *A mix of housing types and tenures:* This will help to create a vibrant, mixed community with homes that meet the wide range of needs in the community, including affordable homes, and gives the opportunity for residents at different life stages to stay within the new settlement.
- vii) *A range of densities:* Attractive places tend to be characterised by variations in residential density – it helps to create visual interest and variation but also helps to ‘signpost’ a place giving it a clear identity in people’s minds. A range of residential density is needed across the development from higher density development around the district and local centres (to help support their service provision role) to a far lower density housing stock on the southern periphery of the development creating a more sympathetic transition into the surrounding countryside. This approach is reflected in the residential density gradients shown on Strategic Diagram 3. Whilst the density gradients on the diagram are mainly expressed in terms of an average residential density, the exact range of densities that can be suitably accommodated in any particular area will be established through the detailed phase masterplanning and subsequent layout planning for each main phase, taking account of the council’s adopted design guidance and the policies contained within this AAP.
- viii) *Using currently known heritage assets:* A number of existing routes cross the development site and provide a network of historic connections that contribute greatly to the character of the area. These include the Roman Road to the south of the site, the ancient route which connects Brisley Farm to Coleman’s Kitchen Wood, important features around the Chilmington Green hamlet, as well as the Chilmington Green airfield which was used by American squadrons during the Second World War. The proposed development footprint and policy approach advocated in the AAP seeks to respond to these existing heritage assets and retains as many of them as possible.

## Chapter 4 - Achieving the Vision and Objectives

### The Overall Quantum of Development

#### *Residential Quantum*

- 4.5 Whilst the Core Strategy indicates that the Chilmington development had the '*potential*' for over 7,000 homes in total, this figure was not based on any detailed site capacity or density analysis at that stage. Also, Policy CS5 specifically endorses the role of the Chilmington Green Area Action Plan as the most appropriate vehicle in which to test the detailed capacity of the area.
- 4.6 The range of detailed studies that form the evidence base for this AAP provide the basis for establishing the most appropriate quantum of residential development at Chilmington Green.
- 4.7 A series of 'layers' has been employed to create the parameters from within which the housing target for the development area has been derived.
- 4.8 Firstly, as discussed above, the definition of the built footprint provides some firm spatial boundaries within which the development should take place. Within that development boundary, there are a number of constraints that would restrict or influence the scale of residential development in certain areas, for example, the creation of an expansive and well-managed network of open spaces that transect the site and create accessible routes to the countryside, or the space needed to deliver non-residential uses such as schools.
- 4.9 Secondly, the council's policy commitment to high quality development is clear and has been an ever present theme throughout the evolution of the Chilmington Green Masterplan process and the AAP. This commitment is expressed through a range of up to date Supplementary Planning Documents which place high quality housing design, layout, open space and public realm at the heart of decision making. These include the adopted Residential Space & Layout SPD, Residential Parking SPD, Sustainable Design and Construction SPD and the Public Green Spaces & Water Environment SPD. The overall effect of this guidance is to generally allow more space both for properties themselves and their settings. Such attention to quality and space within and around dwellings helps create a flexible place that stands the test of time and provides for a variety of needs – for example, catering for the increasing trend to work from home.
- 4.10 Thirdly, is the overlaying of the proposed residential density gradients for the area as shown on Strategic Diagram 3. Using the average residential densities indicated on the Diagram provides a realistic guide to the quantum of residential development that could be expected to come forward in different parts of the development area.

## Chapter 4 - Achieving the Vision and Objectives

- 4.11 This layered approach has been balanced with the underlying Core Strategy requirement that the Chilmington Green development must be of sufficient size and population to have good prospects of creating a relatively sustainable place where most local needs are catered for and there is a range of local job opportunities. In this context the Core Strategy advocates that urban extensions should be between 5,000 and 7,000 homes (paragraph 2.28).
- 4.12 The Greater Ashford Development Framework (GADF, 2004), a key supporting document to the Core Strategy, also advocates this approach. It showed that (based on best practice guidance on urban extensions elsewhere) a development that delivers between 5,000 – 6,000 homes is the optimal amount to deliver a range of local facilities, such as primary schools, community buildings and shops as well as being sufficient in scale to support more strategic facilities, such as a secondary school or a major recreational park<sup>11</sup>.
- 4.13 Taking all these factors into consideration, a significant reduction from the Core Strategy 'potential' housing capacity figure can be justified. This AAP proposes up to 5,750 new dwellings at Chilmington as the most appropriate for providing the right balance of high quality development (as expressed in the vision and development principles in chapter 3) and critical mass necessary to deliver the form of sustainable community envisaged in the Core Strategy.

### **Job Creation**

- 4.14 A range of factors have influenced what range and scale of employment provision is proposed at Chilmington within this AAP, in order to meet the job creation target established under Core Strategy Policy CS5.
- 4.15 In terms of Chilmington Green's position in the Borough's retail hierarchy, Core Strategy Policy CS16 states that retail development in Ashford's urban extensions should be provided at a scale appropriate to serve local needs, without a detrimental impact on the existing retail hierarchy and Ashford Town Centre.
- 4.16 For employment uses, Chapter 7 of the Core Strategy makes it clear that Chilmington Green is not a key employment area in terms of the wider strategy for the Borough - the Town Centre, Sevington and the existing employment estates at Orbital Park, Henwood and Eureka are all identified as areas which should fulfil a strategic employment function for the town.
- 4.17 Instead, as reflected in Paragraphs 7.6 and 7.7 of the Core Strategy, and supported in the Employment Land Review 2008 which confirmed its approach, the employment provision at Chilmington Green should primarily be in a form and scale which allows jobs to be provided close to home, low in impact, local in nature, and which play a complementary role to the housing that is planned to come forward.

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<sup>11</sup> Both are strategic facilities to be provided as part of the development at Chilmington Green

## Chapter 4 - Achieving the Vision and Objectives

- 4.18 Based on these strategic parameters, and the subsequent findings of the employment technical report and the retail study which support this AAP<sup>12</sup>, the majority of jobs at Chilmington Green will come forward in the form of 'A' class retail uses (including a supermarket) and service jobs, alongside B1 jobs (being a mix of small offices, studio / workshop and light industrial space). Most of this provision will be focused in and around the District Centre.
- 4.19 In addition, educational uses, in the form of a secondary school and four primary schools will also provide a number of jobs as the development evolves. The development will also provide for a range of community services through the provision of community and leisure uses, concentrated sport and activity based provision at Discovery Park, health, children's services and social services which will also generate a number of jobs. Should a community development trust be established (see Chapter 9), this would also generate a number of jobs.
- 4.20 In relation to the more specialised commercial sector, the evidence base also suggests that a development of the size of Chilmington Green will provide enough demand for four commercial pre-school nurseries and a fitness centre.
- 4.21 Taking the total uses combined, the evidence suggests that they will be of a scale and a range that will deliver over 1,000 jobs in total<sup>13</sup>, exceeding the requirement for Chilmington Green set out in Policy CS5.

### **Infrastructure Requirements**

- 4.22 Policy CS5 (d) makes it clear that development at Chilmington Green should be *'developed at a rate which is supported by the delivery of infrastructure and the elements required for a balanced, mixed community'*.
- 4.23 The infrastructure requirements will fall into two main categories – on-site and off-site. The former will include the facilities and services designed specifically to serve the development as it comes forward, for example, new primary schools, facilities to accommodate a range of health, social and community uses, open space and sporting facilities and new ecological areas.
- 4.24 Off-site infrastructure is likely to be primarily in the form of financial contributions towards the provision of more strategic facilities or services that serve a wider population. This can also include contributions towards the improvements to the highway network or public transport services beyond the site boundary.
- 4.25 In addition, the Chilmington development area has been identified as a location for a new secondary school. Whilst this will be accommodated 'on-site', it will clearly serve pupils from a wider catchment than just Chilmington Green and so will fulfil a strategic role.

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<sup>12</sup> Chilmington Green Retail Study 2011 & the Chilmington Green Employment Report 2011

<sup>13</sup> Table 1 of the AAP and Chilmington Green Employment Report - and reflected within the District Centre Character Area

## Chapter 4 - Achieving the Vision and Objectives

- 4.26 Finally, Discovery Park itself constitutes a facility that should be partly delivered by the Chilmington developers to meet the needs of the local residents and partly delivered by another party (e.g. the council) to serve more strategic recreational needs – see Chapter 7.
- 4.27 To make sure that each main development phase is as sustainable as possible, the delivery / funding of infrastructure will be based on a series of ‘triggers’, typically threshold numbers of homes completed. These triggers will help to guarantee that at all stages of the development, sufficient infrastructure will be in place to adequately serve the resident population. Chapter 11 of the AAP and the accompanying Infrastructure Delivery Plan (Appendix 3) sets out the main development and infrastructure requirements for the 4 main phases which constitute the whole development, based on a quantum of 5,750 dwellings.

### **POLICY CG2 – STRATEGIC DEVELOPMENT REQUIREMENTS**

**Proposals for development at Chilmington Green will deliver up to 5,750 homes and at least 1,000 jobs. The built footprint of the development (with exception of any buildings in Discovery Park) will be contained within the ‘extent of development’ area shown on the Policies Map.**

**The development will be focused around a District Centre that will provide the majority of retail, employment and community-focused accommodation. The District Centre will become the focal point of the community and be delivered in the first phase of the development. The form of the District Centre will help to generate a critical mass to support public transport and local services and create a vibrant street-scene. Two Local Centres, serving the everyday needs of their respective neighbourhoods will also be provided to support the latter phases of the development.**

**The density of residential development shall be consistent with the average density bands shown on Strategic Diagram 3.**

## Chapter 5 - Character Areas

### Chapter 5 – Character Areas

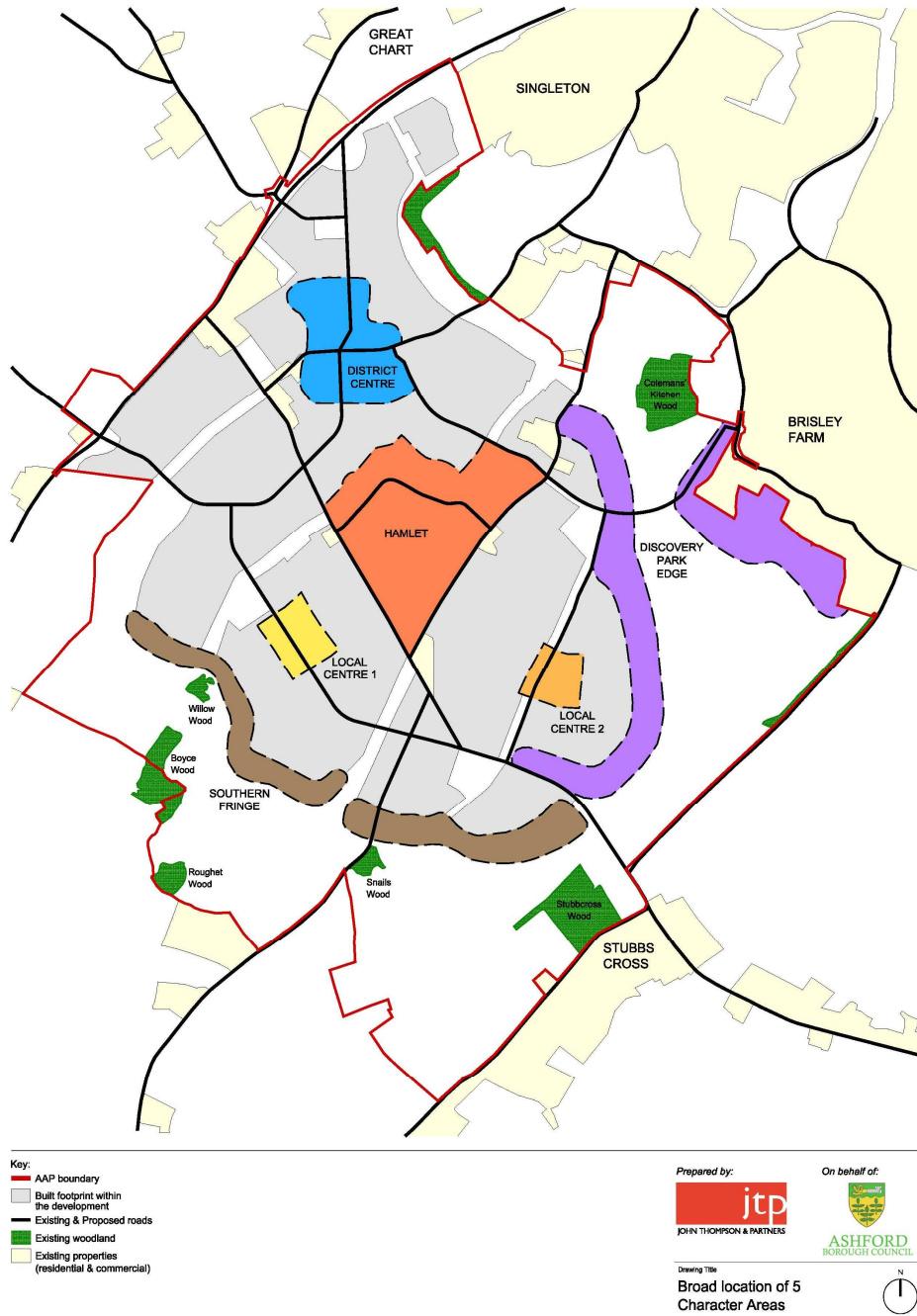
#### Rationale for Character Areas

- 5.1 Creating a varied and distinctive built form at Chilmington Green will help to create well defined neighbourhoods and a distinctive sense of place and avoid any danger of the area becoming a bland suburb of Ashford. To achieve this ambition, the AAP focuses on a number of Character Areas, located at key points within the built form where there is a clear design rationale based on their role, location, planned interface with surrounding areas and the specific site characteristics such as landscape and topography. These Character Areas are -
- *The District Centre*: The District Centre will be one of the key areas within the development and its design will go a long way to determining how Chilmington Green will be judged by visitors and residents alike. It will become a key destination within the development through the provision of a range of uses, including retail to help serve the everyday needs of the residents, alongside employment, education, health, social and leisure uses.
  - *The Local Centres*: Similar to the District Centres, the Local Centres will become important destinations within easy walking distance of home for the residents at Chilmington Green. They will provide a range of smaller scaled uses, including neighbourhood shops, alongside employment, primary education, social and leisure uses.
  - *Chilmington Green Hamlet Character Area*: Sensitively accommodating the existing Chilmington Green Hamlet within the new development is a significant challenge. Development here will have to achieve the right balance by complementing the attractive character of the hamlet, whilst retaining its overall integrity
  - *Southern Boundary Character Area*: The southern boundary of the development is long and will be very prominent in the wider landscape. Development will need to create an appropriate, soft built edge which marks an attractive transition into the countryside.
  - *Discovery Park Edge Character Area*: Discovery Park will be a significant new space for residents to enjoy and a recreational destination for the wider town. Development fronting the Park will need to help define the Park edge; provide an attractive public face to Chilmington Green; and be designed in way that creates easy access to and from the Park, particularly for pedestrians and cyclists.
- 5.2 The location of each Character Area is identified on Figure 3. These boundaries are not rigidly fixed and design transition between the areas may be needed. Each Character Area should be designed in a way so as to link with the proposed surrounding areas in terms of its connection to the wider street and open space network, the widths of streets and the density and scale of development planned to come forward in these areas.



5.3 In some Character Areas the mix of uses plays a key part in defining the identity of the place and showing how the needs of adjacent neighbourhoods are met. More detail will be needed to support detailed planning applications or reserved matters proposals coming forward (in line with the process set out under Chapter 11) to show what each different place might look and feel like in order to create distinctive identity. A Character Statement<sup>14</sup> will be required to support this more detailed guidance.

**Figure 3: The broad location of the five Character Areas**



<sup>14</sup> In response to the findings of the Chilmington Green Design Review Panel report November 2011

## Chapter 5 - Character Areas

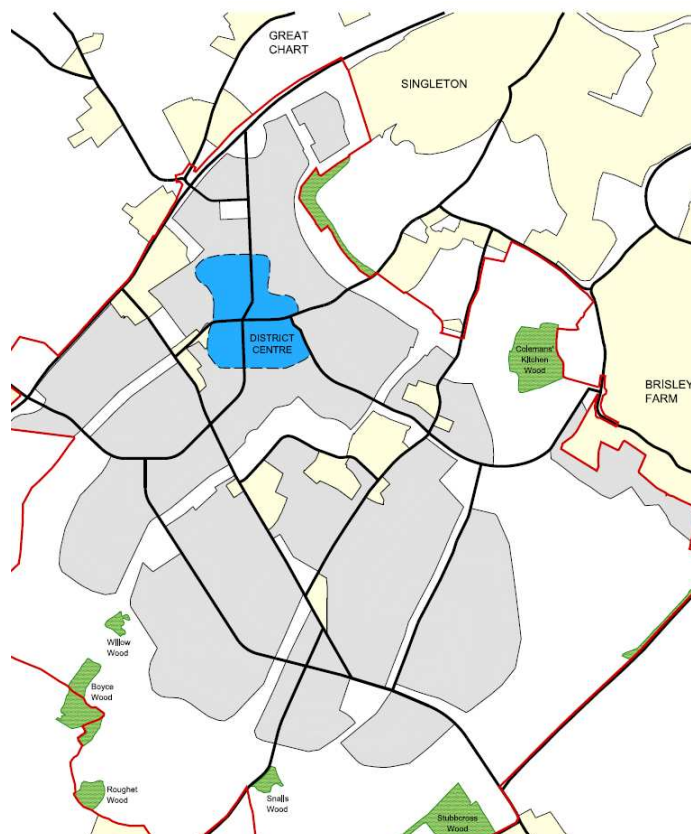
### a) The District Centre Character Area

#### *Role of Character Area*

- 5.4 The NPPF makes it clear that in order to promote healthy communities there should be opportunities for all sections of the community to interact. This requires the positive planning for the provision of and use of shared space, community facilities (such as local shops, meeting places, sports venues, cultural buildings, public houses and places of worship) and other local services to enhance the sustainability of communities.
- 5.5 The District Centre at Chilmington Green will accommodate many of these functions and will effectively fulfil the 'high street' role by supporting a range of day to day retail and employment uses alongside community uses which will be of a scale to help serve the people who will live and work in this area.
- 5.6 The District Centre will be the defining feature of Chilmington Green, and will play a crucial role in determining how it will be judged by residents and visitors. In order to provide a heart for the development as early as possible, the District Centre is proposed to be delivered in the first phase of the development with a number of services planned to be provided from the early stages. This will help to establish a core identity for the community early on and encourage residents to use the centre, reinforcing its key destination status.

#### *Location of Character Area*

**Figure 4: The location of the District Centre Character Area**



- 5.7 The location of this Character Area, near the A28, will ensure that the District Centre can be easily accessed by the public transport network and be linked to existing services, at a time when the level of development generated here will not provide enough patronage to deliver a viable service on its own. Whilst this location means the District Centre is not located in the centre of the development, it remains within relatively easy walking distance of the bulk of the development, assisted by a clear street hierarchy and green corridor network which will aim to 'signpost' people towards this key destination.

### ***The quantum of development and range of uses***

- 5.8 Evidence contained within the employment and retail background studies which support this AAP has influenced the type and scale of employment and retail provision proposed to come forward (see table 1 below), so that it is reasonably reflects the level of residential growth envisaged and does not detract from the vitality and viability of the town centre, and other existing centres.

**Table 1 - Indicative Quantum of non-residential development proposed at Chilmington Green**

Use	GIA (m2)	Assumed jobs *
<b>District Centre</b>		
Supermarket	3,100**	118
General Shops (A1 to A5)	4,595**	171
B1 (a) within High Street area	2,610	218
B1 (a) on edge of District Centre	1,433	119
B1 (c) on edge of District Centre	2,867	61
<b>Local Centres</b> (total figures to be split between the two proposed local centres)		
General Shops (A1 to A5)	850**	28
B1 (c) within and on edge of Local Centre	1,700	36
<b>Additional uses</b>		
Education (1 secondary school & 4 primary schools)	N/A	278
Nursery (4 based at primary schools)	N/A	32
Community & Health	N/A	77
D2 Sports and fitness	N/A	46
<b>Total</b>		<b>1,184</b>

Source - Employment Report Chilmington Green 2011 \*assumed job creation relates to industry standards and are Full Time Equivalent \*\*Gross external m2 area

## Chapter 5 - Character Areas

- 5.9 The broad quantum of space (set out in table 1) is supported by the evidence base for the AAP. However, the needs of residents and the market are likely to vary over a 25 year build out period. Therefore, whilst these figures represent a sound starting point for the policy approach proposed in this AAP – there needs to be an element of flexibility applied over the longer term. This would need to be supported by up to date evidence at the time.
- 5.10 To aid longer term flexibility, suitably located areas of land should be reserved within the built footprint of the District Centre in order to cater for any changing needs over the long term. In addition, the built form at the District Centre should be designed in a flexible way that can provide for a range of unit sizes and formats - both for employment and retail uses – allowing them to be developed over time as the demand grows and also adapted to meet changing market demand. These measures will help drive and support sustainable economic development.
- 5.11 In any event, applicants will be required to provide an impact assessment, to make sure that the amount of retail provision proposed is consistent with the aims of this AAP. Any provision should be commensurate with the likely resident and working population, help the District Centre to fulfil its overall role and not compete with existing retail centres. Subsequent reviews of this AAP will also update the retail, employment and community provision sought.

### The Retail Offer

- 5.12 The retail evidence base clarifies the role of the District Centre planned at Chilmington Green and suggests that a medium sized food store<sup>15</sup> should be delivered here. This will meet the residents' everyday main food shopping requirements, without competing with the planned food store provision in Ashford Town Centre.<sup>16</sup>
- 5.13 The scale of supermarket proposed will also allow it to compete on food spending with other out of town centre stores to avoid unnecessary leakage to other peripheral areas, thus retaining expenditure within the local catchment. This will be vital to ensure the long term vibrancy of the District Centre, as the supermarket will act as a key attractor to other shops and services, increasing footfall in this area.
- 5.14 To create a balanced, interesting District Centre a range of other retail uses A1 – A5 will also be located here. This will encourage activity throughout the day. These complementary uses will include takeaways, cafes, restaurants, pubs as well as other shops and commercial services. The proposed community uses, primary school and employment uses will also support this aspiration.

### The Employment Offer

- 5.15 The Employment Land Review (2008) which took forward the adopted Core Strategy policy approach suggested that business development at Chilmington Green should have an important but limited B1 role on a scale which respects the other key employment areas around the town.

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<sup>15</sup> floorspace of 2,000 sq m net with an indicative division of 1,650m2 convenience and 350 m2 comparison.

<sup>16</sup> as set out in the Town Centre Area Action Plan (adopted 2010)

- 5.16 The Employment Background Paper to this AAP supports this and advocates the role of small scale office space at Chilmington. Evidence suggests that the office and workshop / studios space should be delivered in a range of ways, from space above ground floor uses, standalone buildings along the high street, and in a specific business area on the edge of the District Centre.
- 5.17 This range of options provides for a wide variety of office space at Chilmington Green, providing attractive opportunities and new facilities for those occupiers who want an alternative to the town centre or existing industrial / employment areas – an approach which is consistent with paragraph 2.14 of the Core Strategy. It also helps to achieve the economic role of sustainable development, as expressed in paragraph 7 of the NPPF.
- 5.18 To help create this alternative offer and provide the best chances of success Chilmington Green must provide the best modern communication technology (paragraph 4.11 of the employment background paper) with the highest broadband speed available locally. Development should include suitable ducting arrangements to enable this provision, as endorsed by paragraph 9.25 of the Core Strategy and paragraph 43 of the NPPF. Not only will this appeal to potential office operators, it will also promote more home working – a significant growth sector and local job contributor.
- 5.19 To support home working it would be desirable for some elements of the employment space at the District Centre to be designed in way that encourages some capacity for flexible communal shared office areas containing flexible working space and meeting rooms which can be available for hire.

### *The Community & Educational Offer*

- 5.20 The District Centre will also contain other uses that will help meet the everyday needs of the residents as the development evolves. The facilities needed have been identified with a range of service providers and will include multi-purpose community leisure buildings, community space, a range of social facilities as well as a primary school – a key anchor at the heart of the community and an important ‘footfall’ generator. More details are contained in Chapter 10 of this AAP.

### *Sustainable Design and Construction*

- 5.21 The density of the proposed built form around the District Centre area presents the best opportunity to deliver sustainable energy generation technology for the community through a combined heat and power (CHP) facility. This will help to meet the sustainability requirements for the scheme as a whole in line with adopted Core Strategy Policy CS10. Further details are contained within Chapter 10 of this AAP. The design and integration of any CHP facility with the built form proposed should form part of the design strategy (see Paragraph 5.24) envisaged for the District Centre area.

## Chapter 5 - Character Areas

### *Design Guidance*

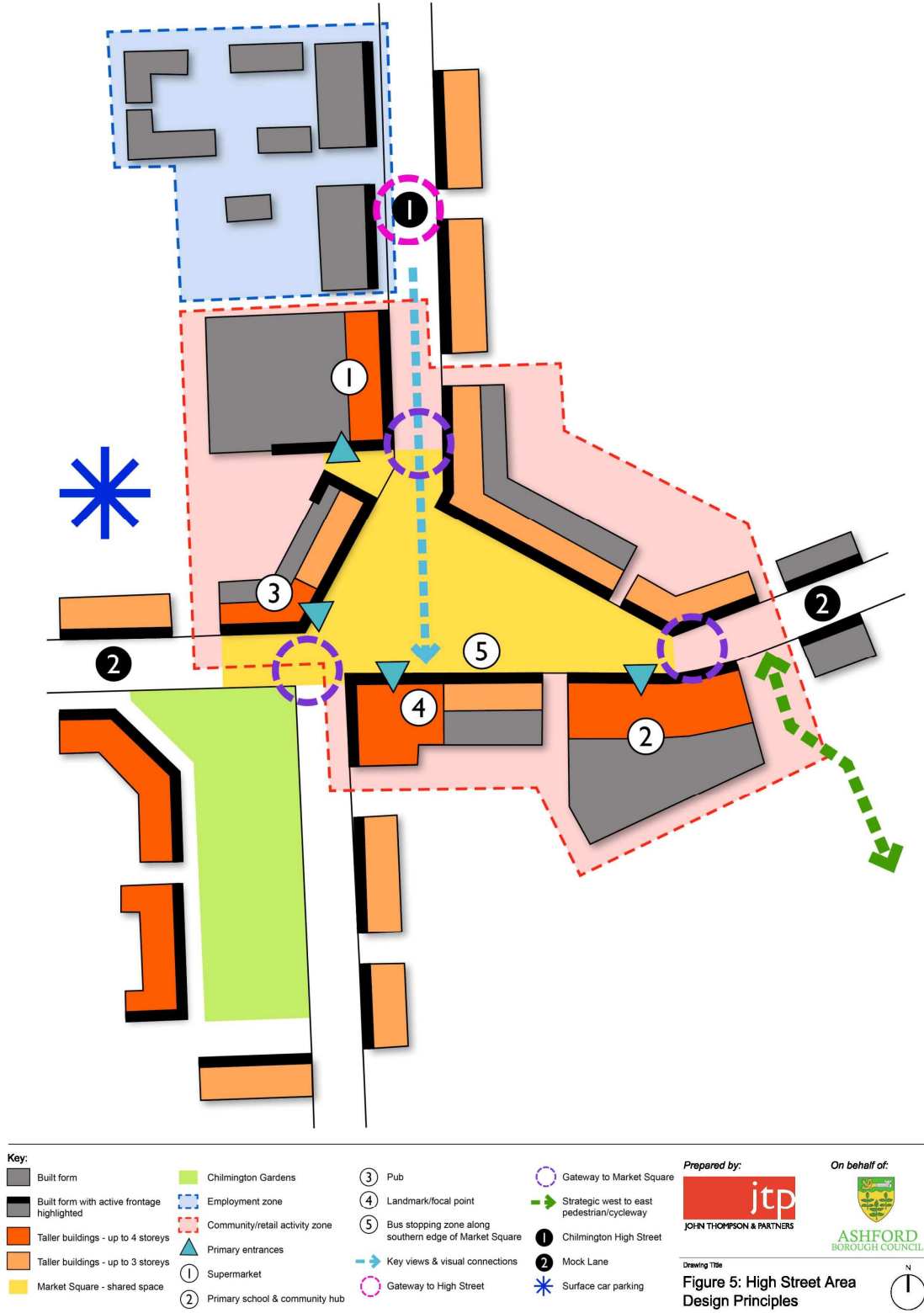
- 5.22 The District Centre will be a crucial defining feature of Chilmington Green. It will include the Chilmington Green High Street which will include a range of services, whilst also being the primary route through the new development for vehicular traffic, pedestrians and cyclists. The high street will become the key destination within the whole development.
- 5.23 Although most of the District Centre, and a number of services, will be delivered early on in the development lifecycle, it is likely that the full build out of the District Centre and all of its services will come forward in phases and will not be complete until the latter phases of the development.
- 5.24 A detailed design strategy for the whole District Centre will need to be agreed with the council before detailed planning permission is granted or reserved matters are approved for this area. This will set out the mix, scale and distribution of uses and the detailed approach to the centre's design and phasing. The design strategy will also include a character statement<sup>17</sup>, height and massing study, alongside a landscape and public realm plan that will set out how hard and soft landscaping, street furniture and public art should be integrated within the public realm.
- 5.25 To give the High Street an appropriate sense of scale and enclosure, a building height to street width ratio generally between 1 - 1.5 and 1 - 3 will be encouraged. This principle will help to deliver a comfortable sense of enclosure, supported by a strong continuous building line. Buildings of no less than 2.5 – 3 storeys in height (and up to 4 storeys at key locations) should be delivered (see Figure 5 - page 38).
- 5.26 Where mixed use buildings are proposed to face the High Street or market square, the ground floor should incorporate a minimum floor to ceiling height of 4m. This will provide the greatest level of flexibility for future changes of uses.
- 5.27 The High Street should be laid out so it is wide enough to incorporate footways, parking bays and avenue-style tree planting to aid the attractiveness of the environment whilst still ensuring a good sense of enclosure is achieved. A continuous linear built frontage should be delivered with buildings which front the pavement. Where possible, they should have their primary pedestrian access directly onto the high street with limited boundary treatments.
- 5.28 Along the ground floor of the High Street, active uses (such as retail, offices, restaurants, cafes, pubs, civic space, community buildings) should be provided to maximise pedestrian movement around this area. Suitable uses above the ground floor such as leisure, office and retail will also be provided to add variety and activities.

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<sup>17</sup> In response to the findings of the Chilmington Green Design Review Panel report, November 2011

- 5.29 Residential development in the central areas of the District Centre should be of a relatively high density (between 50-70 dph) helping to generate a critical mass and activity at differing times of the day. This will largely be in the form of flatted development above shops and other ground floor uses, although an element of ground floor residential accommodation may also be appropriate.
- 5.30 The confluence of pedestrian and vehicle routes at the intersection of Chilmington Green High Street and Mock Lane should be emphasised by a market square. The character, role, size and form of the square will need to be designed so as to make the square attractive and comfortable for users. It should serve as a functional space for outdoor activities, such as a market or small events and seating for eating and drinking establishments.
- 5.31 The Market Square will be anchored at opposite ends by a community hub and a supermarket. The community hub will be in a prominent location fronting Mock Lane. The supermarket should be located at the northern end of the High Street with an active frontage and entrance facing onto the High Street. The main entrance must be carefully designed to be close to the Market Square and with a clear visual link to it, to encourage shoppers to use the square's other shops and services.
- 5.32 Buildings at both main entrances into the square should help to create a sense of arrival through their height (up to 4 storeys), massing and design. Making sure the entrances to buildings front the square will help enhance the sense of arrival into the square. The provision of frequent entrances and active frontages around the square will provide surveillance and overlooking.
- 5.33 Chilmington Gardens – an attractive area of green space – will be provided to the south of the Market Square which will help soften the built form in this area and provide a focal point for the community.
- 5.34 A limited number of parking spaces could be available on the square, softened by appropriate tree planting. This will help to capture the passing trade and enhance trading. Elsewhere in the District Centre, parking should be mainly provided through a combination of flexible, un-allocated on street parking and surface level, on-plot parking (in accordance with the Residential Parking SPD). On-street parking should be provided on at least one side of the street, integrated between the street trees and street furniture. Any large areas of surface level parking must be well landscaped to reduce the visual intrusion.
- 5.35 The entrance points to the District Centre, to the south and north, are the key gateways. The development pattern leading to these entrances should be designed to help reinforce the centre's role as a key destination. This should be reflected in the width of streets, building layout, form and density and the treatment of green corridors and cycle routes which will permeate into the high street area. Conversely, to emphasise the change in character away from the District Centre, into the more general residential environment, there should be a gradual transition to lower density development.

Figure 5: High Street and Market Square design principles





### **POLICY CG3 - THE DISTRICT CENTRE CHARACTER AREA**

The District Centre will be delivered in the area shown on Strategic Diagram 1. A high street (including a market square) will be a key functional and design component of the District Centre.

A supermarket (indicative capacity 1,650 sqm net convenience floorspace) and a range of shops and services will be provided together with a range of employment units and space for community uses. Residential uses in this location will largely be in the form of flatted accommodation to provide a critical mass of patronage for the proposed bus network and to support the planned shops and services.

A retail impact assessment will be required, to ensure that the level of retail provision proposed to come forward within the District Centre is of an appropriate scale which allows the District Centre to fulfil its identified role, provides for a range of services which meet the everyday needs of residents as the development evolves, and is not of a scale which will unduly compete with existing (and proposed) retail centres in Ashford.

A detailed design strategy for the whole District Centre shall be prepared and agreed with the council before detailed planning permission is granted. This agreed design strategy will set out the detailed phasing of the District Centre and will also need to incorporate the following design aspirations:

- a) The built form along the high street should be of a scale of between 2.5 and 3 storeys in height (eaves height between 8.5m and 11.5m), with 4 storeys (eaves height up to 15m) at key locations within the District Centre. The high street area should be characterised by a continuous building line with a strong building edge to generate an appropriate sense of enclosure;
- b) Active uses (retail, commercial, community) will be provided at the ground floor level along the high street, with the primary access of these buildings allowing for direct access onto the street. Upper floor uses should include active uses, where appropriate, and residential uses;
- c) The high street should be of an appropriate width to accommodate space for footways, parking bays and an avenue style boulevard for pedestrians and cyclists. It will need to be designed in a way that offers a distinctive and attractive spacious character, where a range of users can seamlessly interact with each other;
- d) A market square will be delivered that will become a focal point for the high street within the District Centre area. The built form around this market square should provide appropriate definition and enclosure and should be complemented by active uses at ground floor level;

## Chapter 5 - Character Areas

e) The market square will be anchored at either end by the supermarket and a hub of community facilities. Both entrances should provide direct and easy access onto the market square area. To generate interest and enhance the importance of this location as a key destination, these uses should be delivered in the first phase of the development. The size of the square needs to accommodate the functions associated with holding a retail market in this space;

f) An attractive area of green space (currently referred to as Chilmington Gardens) will be delivered near to the market square to provide a focal point for the community and soften the built form proposed within the Character Area.

### b) The Local Centre Character Areas

#### *Role of Character Area*

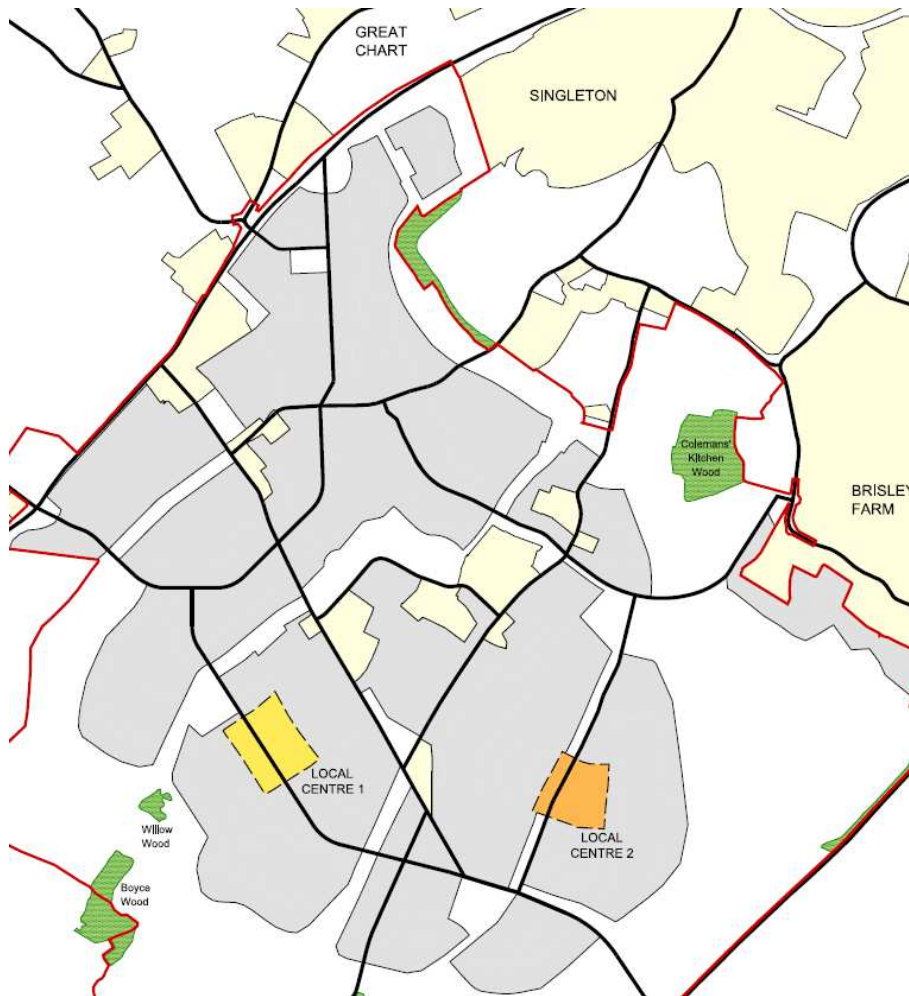
5.36 As complementary elements to the main District Centre at Chilmington Green, it is proposed that two smaller, 'local' centres be delivered as part of the overall development. The Local Centres will play the role of delivering basic services which meet the many everyday needs of the residents. A variety of small scale retail and employment uses should be provided alongside local community and leisure uses, and a primary school close by, to generate activity at different times of the day. The scale of such uses should be consistent with the quantum's of floorspace set out in Table 1 (Page 33).

#### *Location of Character Area*

5.37 The proposed location of the two Local Centres is shown on Strategic Diagram 1 and Figure 6 below. Their proposed location ensures that each local centre would not compete with services provided at the District Centre. Instead, basic and convenient services would be provided, which would be within reasonable walking distance for a local catchment, particularly for those residents in the southern and eastern parts of the development. Their location also provides the opportunity to create a focus for the community around the primary school and give a particular identity to that part of the development.

5.38 In addition, the proposed green corridor, footpath and cycle networks (in line with the Strategic Diagram 2c) should be planned to link directly to each local centre, to further improve their accessibility and encourage non-car based travel.

**Figure 6: Location of the Local Centre Character Areas**



### ***Design Guidance***

5.39 The Local Centres will become an important part of the structure of the built form at Chilmington Green. A detailed design strategy for each Local Centre, based around the mix of uses and facilities being provided, will need to be agreed with the council before detailed planning permission is granted or reserved matters are approved. This will establish the general layout, scale and distribution of different uses (including public realm and civic spaces), the phasing of such uses, and establish how the built form (in terms of design, scale, density, landmark buildings and width of streets) will help to create a place of real character and quality that functions well.

## Chapter 5 - Character Areas

- 5.40 To generate interest and variety around the built form of the development, each Local Centre should be designed differently to create a distinct identity. At present, in the Chilmington Green Masterplan, 'Orchard Village' derives its name from its proximity to greenspace and orchard planting, whereas 'Chilmington Brook' from the watercourse channel which is planned to pass through this area. However, the theme – and subsequent name - for each Local Centre should stem from engagement with the local community. In addition, public art should be integrated as part of the public realm here to help define the sense of place and complement any eventual theme for each Local Centre.
- 5.41 Each Local Centre is expected to be delivered as an early part of its respective phase of the wider development (phases 3 and 4) to ensure that the facilities provided there can serve the local population as it grows. Such early delivery of services will also help to generate greater community cohesion.
- 5.42 As the first Local Centre at Chilmington Green is not envisaged to be delivered until the third phase (see Chapter 11) of the build out period, any further detailed policy guidance (in addition to that set out in this Chapter) is likely to form part of a future formal review of the AAP.

### **POLICY CG4 - THE LOCAL CENTRES**

**Two Local Centres will be delivered at Chilmington Green in the broad locations shown on Strategic Diagram 1 to support phases 3 and 4 of the development respectively. Each Local Centre will provide a range of retail, employment, community and education uses to help meet the local, everyday needs of the community as it evolves.**

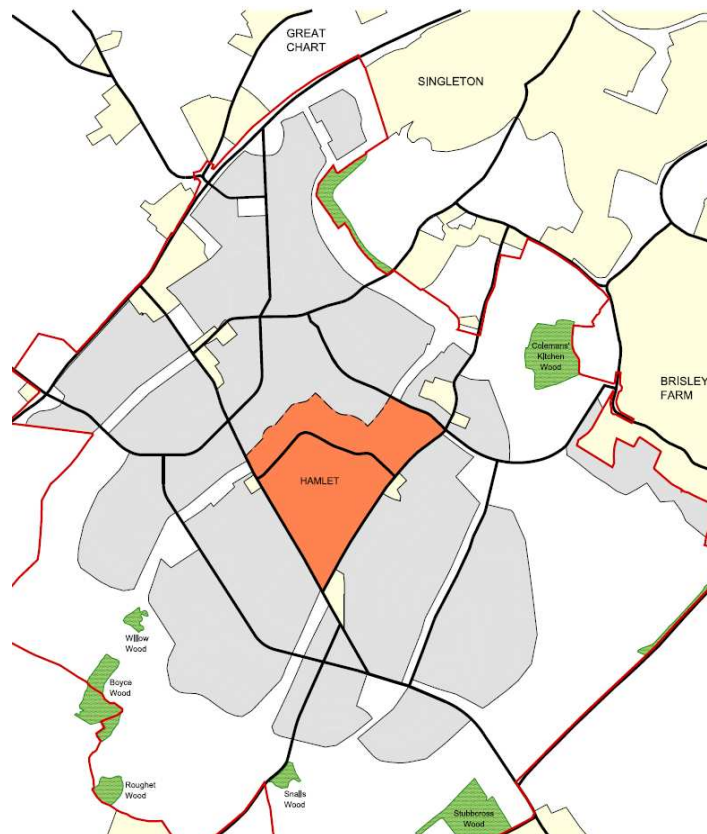
**A detailed design strategy for each Local Centre will be prepared and agreed with the council prior to the approval of any detailed planning permission or reserved matters for that centre. This strategy will establish the proposed mix, scale and distribution of uses, the phasing of such uses and the proposed design of the built form and public realm to help generate a place of distinctive character and quality.**

### c) The Chilmington Green Hamlet Character Area

#### *Location and Context of Character Area*

- 5.43 The existing Chilmington Green hamlet lies in a central position within the AAP area and is where the main existing community within the AAP area are resident. It is made up of a series of dispersed, mainly detached properties located around a former green and includes both former and currently operational farms and cottages dating from the medieval era to the 19<sup>th</sup> century. Several Grade II listed buildings are present within and adjoining this Character Area, as shown on the Policies Map (page 129).
- 5.44 The extent of the Character Area is shown below in Figure 7. It will be bounded to the north by the strategic east – west road which is proposed to be delivered in phase 2 (see Strategic Diagram 2b) that will connect the District Centre with Brisley Farm via Discovery Park and to the south by Chilmington Green Road. The Character Area also includes Bartletts Lane and Chilmington Green Lane – two narrow routes with wide grass verges flanked by mature hedgerows which survive on the historic alignment evident since the 19<sup>th</sup> century.
- 5.45 The hamlet area constitutes the principal ‘heritage’ part of the AAP area and, as such, a bespoke approach to its development within the context of the wider Chilmington Green development is fully justified.

**Figure 7: The location of the Chilmington Green Hamlet Character Area**



## Chapter 5 - Character Areas

### *Role of Character Area*

- 5.46 Although large-scale development at Chilmington Green will inevitably have an impact on the setting of the hamlet as a whole, there is an opportunity to create a distinctive and attractive new neighbourhood which respects the heritage assets and protects its key characteristics<sup>18</sup> and minimises the impacts on the residential amenities of the existing population, through for example, overlooking due to poor layout and design.
- 5.47 This section of the AAP provides specific guidance to ensure that new development is designed in a way that recognises the particular characteristics associated with the 'core' area of the hamlet (the area adjoining Bartletts Lane and Chilmington Green Lane, where a number of existing properties are located) and the remaining part of the Character Area (see Figure 8 – Page 47).
- 5.48 The layout and design of buildings, streets and open spaces within the Chilmington Green Hamlet Character Area will need to:
- respect the existing historic and architectural character of the area through their siting, design, layout, form, density, scale and landscaping,
  - be sensitively designed and located with reference to key close-range views, natural features and landscape assets, and,
  - deliver suitably designed areas of public open space to maintain a degree of separation between the hamlet and development to the north and west.

### *Design Guidance*

- 5.49 A detailed design strategy will be needed to inform the preparation of detailed proposals in line with the principles identified above and the design parameters set out below. This design strategy will be supported by a character statement and will need to be agreed and approved by the council before any detailed planning permission or approval of reserved matters is granted for development within the Chilmington Green Hamlet Character Area.

### *The 'Core' area*

- 5.50 Residential development within the 'core' area of the hamlet should be very low in density (maximum 10 dwellings per hectare) and be no more than 2 storeys in height. It should create a loose pattern of development, one that consists of generously spaced large detached properties, in a variety of plot sizes. New properties should be irregularly placed, ranging from buildings that directly front Bartletts Lane and Chilmington Green Lane, to buildings that are set back from these routes. This approach reflects the varied nature of the hamlet's existing built form.

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<sup>18</sup> As reflected in the Chilmington Green Historic Landscape and Built Heritage Appraisal which supports this AAP (section 6.5 – 6.6 – Character Area 4).

- 5.51 In addition, existing open fields, hedgerows and paddocks should be used as a reference in the layout and design of new properties within the core area. Where possible, parcels of green space, possibly in the form of small paddocks associated with a few individual properties, should be incorporated to help preserve the semi-rural character in these locations.
- 5.52 Development should include well defined boundaries to the edge of the properties. Opportunities to add to the historic hedgerow boundaries and tree belts that are present in this area should be explored. For larger plots which border open fields or paddocks, post and wire fences should be incorporated as part of the boundary treatment, to remain in keeping with much of the existing character.
- 5.53 The current built form of the existing hamlet is characterised by a fairly limited palette of building materials and architectural form and this should be reflected when new development is proposed. Prevailing existing characteristics include steep hipped, peg tile roofs, timber casements, hung tiles and first floor windows set immediately beneath the eaves, and small gabled dormers. Kentish ragstone, evident in the existing built form, and the limited use of weatherboarding should also be incorporated to help to reinforce local distinctiveness.
- 5.54 A limited number of new vehicular accesses should be provided from Chilmington Green Lane and Bartletts Lane to give direct access to development within the core area. This approach will protect the attractive green verges and hedgerow network which are prevailing characteristics of these historic routes.
- 5.55 A number of existing residential properties, some of which are listed, are situated to the north of the Character Area and beyond (along Bartletts Lane). As shown on Strategic Diagram 1, it is proposed that these properties will remain in situ with their curtilage and setting helping to provide a buffer for the existing hamlet area, whilst also helping to complement the delivery of the proposed green corridor network here.
- 5.56 Should these areas be proposed for development, proposal will be judged on their own merits through the planning application process and will need to demonstrate how they accord to the policy approach proposed; the development principles established within this AAP and any other relevant parts of the statutory development plan <sup>19</sup>.

### The 'southern' area

- 5.57 Residential development proposed to the south of Old Chilmington, and north of Chilmington Green Road (see Figure 8 – page 47), should be relatively low in density (up to an average of 15 dph) and should be limited to 2 storeys in height. It should create a relatively loose pattern of development, but consist of a range of house types (including semi-detached and potentially terraced properties).
- 5.58 The layout, density, building materials and street network of new development here will need to be designed in a way that complements that coming forward within the 'core' area whilst also respecting the hamlet's existing properties and their setting.

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<sup>19</sup> Including the Core Strategy or any subsequent Local Plan, relevant saved Local Plan (2000) policies, alongside any relevant supplementary planning documents/guidance in force at the time

## Chapter 5 - Character Areas

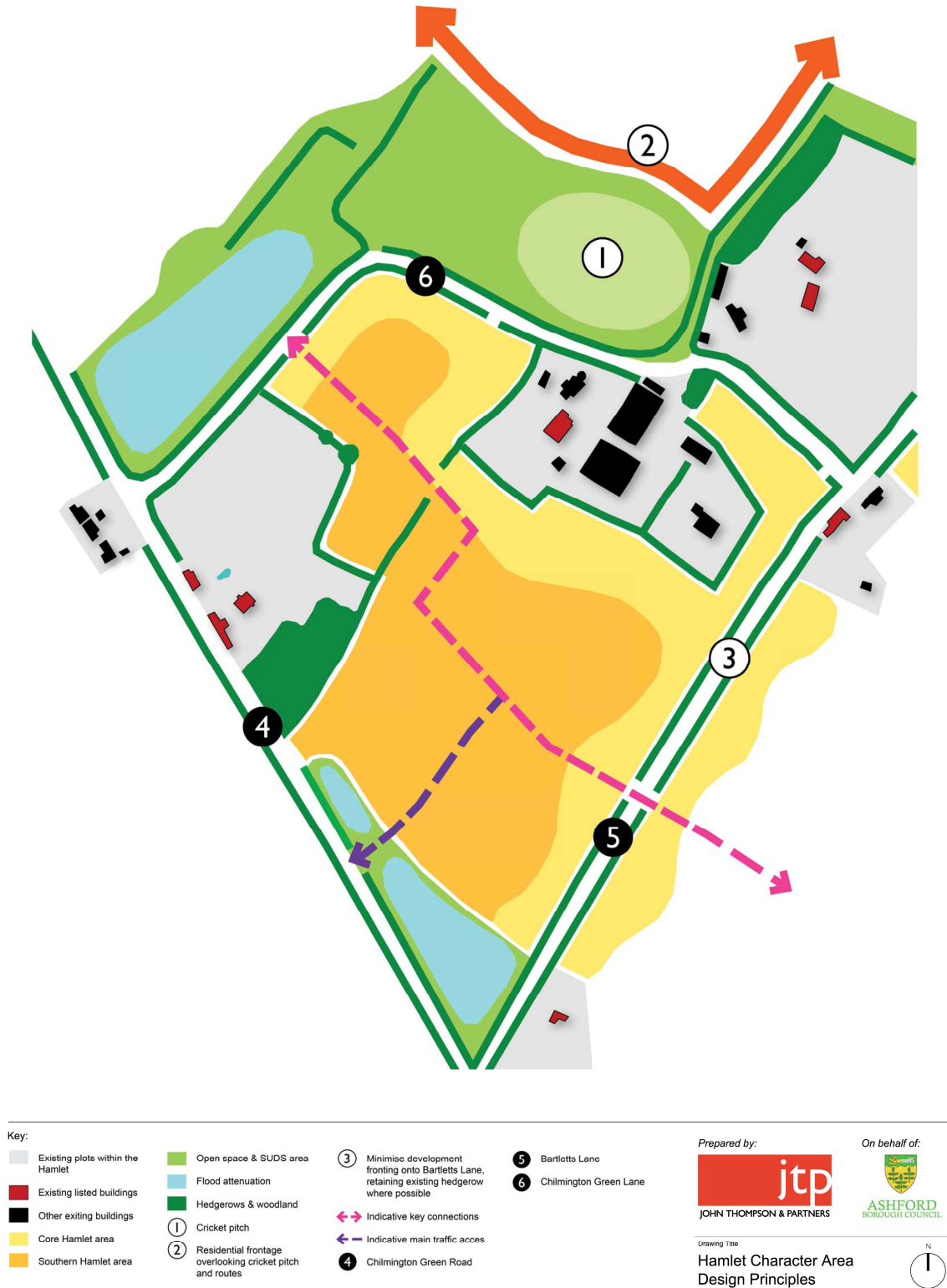
5.59 To avoid encouraging additional vehicular movements along Chilmington Green Lane and Bartletts Lane, the access arrangements for properties proposed here, should be via Chilmington Green Road.

### Green connections

- 5.60 A green corridor is proposed, which will link the Greensand Way, Chilmington Green Lane and Chilmington Green Road to the south. This corridor should incorporate the land parcels between the Greensand Way (west of Little Netters), and Bartletts Lane and the route of the Greensand Way which continues northwards, beyond Chilmington Farm (as shown in Strategic Diagram 1).
- 5.61 As well as promoting good pedestrian and cyclist connections to the hamlet area, this green link will provide a 'buffer' that will clearly separate the low density development within the hamlet and the medium density residential development to the north and west.
- 5.62 A cricket ground and its associated pavilion is proposed adjacent to Chilmington Green Lane. This will form a focal point for the green corridor here. This publicly accessible space should be flexibly designed to encourage a range of informal play and recreational activities.
- 5.63 To help frame and overlook the proposed cricket pitch, low density, mainly detached residential development is proposed. By avoiding uniformity of design, plot size and building form, a carefully crafted design approach using a traditional range of materials will help to give a contemporary impression of the village cricket green so common in Kent.



Figure 8: Chilmington Green Hamlet Character Area Design Principles



## Chapter 5 - Character Areas

### **POLICY CG5 - CHILMINGTON GREEN HAMLET CHARACTER AREA**

Development within the Chilmington Green Hamlet Character Area shall be sensitively designed and located to respect and complement the hamlet's existing historic and architectural character. To achieve this, a detailed design strategy shall be agreed with the council prior to the approval of any detailed planning permission or reserved matters within the Character Area. This agreed design strategy will need to incorporate the following design aspirations:

Development proposed in the 'core' area of the hamlet should comprise very low density residential properties (10 dph maximum), limited to 2 storeys in height. Typically these properties should be detached and be accommodated within a variety of plot sizes and be irregularly located to replicate the built form of the existing hamlet. Building styles and materials, alongside boundary treatments should be compatible with the palette of existing colours and textures of materials present in the vicinity.

Development proposed in the 'southern' area of the hamlet should be low in density (average 15 dph), limited to 2 storeys in height. Development here should include a range of house types and be designed in a way that accords with development proposed within the core area of the hamlet.

The distinctive grass verges and hedgerows of Bartletts Lane and Chilmington Green Lane should be retained with limited vehicular access arrangements made. New properties within the 'southern' area should be accessed via Chilmington Green Road. Where possible, these attractive and historic routes should be enhanced through suitable boundary treatment of the proposed residential properties, and the design of the public realm.

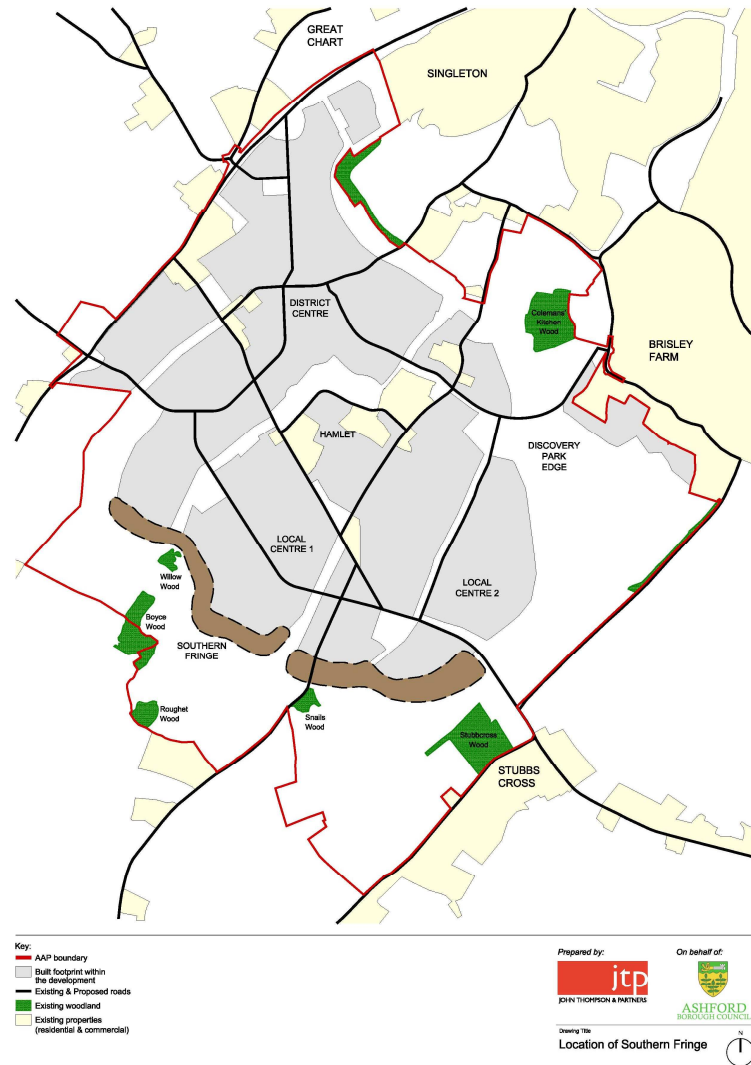
The proposed cricket ground, and adjoining network of green spaces, footpaths and cycleways should be laid out and planted in such a way as to help reinforce the historic hedgerow pattern and create new strategic planting which helps to buffer and provide an attractive setting for the hamlet.

### **d) Southern Fringe Character Area**

#### ***Location of Character Area***

- 5.64 The Southern Fringe Character Area covers the majority of the southern boundary of the development as shown on Figure 9 below. This land is currently utilised as arable agricultural land, characterised by historic piecemeal woodland blocks (some of which is ancient) and woodland pastures which has created irregular enclosures and field boundaries. This field network is further interspersed in places by a series of natural drainage system of ditches and ponds.
- 5.65 Further afield, the landscape is characterised by gently undulating rolling farmland, interspersed with larger arable field boundaries and patterns and a sporadic built form, eventually leading to Shadoxhurst in the south east.

**Figure 9: The location of the Southern Fringe Character Area**



## Role of Character Area

5.66 Policy CS5 (c) of the adopted Core Strategy states that the major new urban neighbourhoods should be ‘well related to the rural landscape surroundings by the creation of a well designed and defined edge to development and a sensitive transition to adjoining areas and the wider countryside’. In addition, the Chilmington Green Landscape and Visual Impact Baseline study identifies the southern fringe boundary area as an important and visually prominent part of the wider landscape - an area which requires sensitive treatment.

5.67 In response, design guidance for this Character Area establishes how development should:

- interact with the countryside to provide an appropriate transition, ensuring that the development sits sympathetically within the landscape – a key objective of the AAP.
- provide an established edge to Chilmington Green along its southern boundary.

## Chapter 5 - Character Areas

5.68 As development here will adjoin the extensive area of planned ecological mitigation and enhancement land (see Chapter 10) it will need to carefully balance the desire to provide access for amenity use, via a network of footpaths, bridleways and cycle routes, with the need to restrict public access to the more ecologically sensitive areas to ensure their protection.

### ***Design Guidance***

5.69 To soften the transition of the built development into the countryside, low density housing (or no more than 10 dph) should be delivered along the southern boundary, between 2 and 2.5 storeys in height with variety in roof heights and forms, so that the scale and built form is integrated sensitively into the landscape.

5.70 Typically, properties here will be larger than average and set back within generous sized well landscaped plots. This approach will broaden the quality and range of housing stock delivered at Chilmington and will ensure this area becomes a highly desirable location within the development. Such large homes will also be an asset to broaden Ashford's existing housing offer.

5.71 The building line along the southern boundary should be informal and irregular so as not to present an overbearing or harsh transition into the countryside. Where required, these buildings and plots should be suitably spaced so that fingers of green space and SUDS features permeate the built form.

5.72 Existing open ditch and hedge formations, which are a characteristic of the landscape here, should help guide the layout and design of the built form. Where appropriate, existing boundary features should also be incorporated and made into a feature of the new houses.

5.73 Where possible, new southern boundary treatments - those areas which will adjoin the countryside - should comprise hedges and trees, to remain in keeping with the historic hedgerow network and complement the rural characteristics of much of the wider landscape in this location.

### **Landscaping**

5.74 Strategic landscaping will be required along the southern boundary to complement the built form and to establish a clear physical and natural limit to the development. This should be achieved through the planting of appropriate native species. Early, advance planting will be needed, to ensure that this natural screening is reaching maturity before development along the southern edge takes shape. A detailed landscaping strategy will need to be agreed with the council, before development within the Character Area can commence.

### Access into the countryside

- 5.75 In line with the AAP's movement framework, a number of green links will be required to encourage greater accessibility into the countryside and support ecological connections. Therefore existing footways and bridleways should be retained and additional routes should be provided within the Character Area, as part of the green network of spaces (see Strategic Diagram 2c)
- 5.76 However, this desire for greater accessibility as resident numbers increase, must be balanced with the need to protect the area's more ecologically sensitive locations, such as Willow Wood, Roughnet Wood and Boyce Wood and the planned substantial areas of ecological mitigation and enhancement further south (see Chapter 10). Any routes proposed should be designed in a way which seeks to limit public access to these more sensitive areas and all development within this Character Area will need to be designed in a way which reflects the priorities established for the proposed Strategic Urban Drainage Systems (see Chapter 10).

### **POLICY CG6 - SOUTHERN FRINGE CHARACTER AREA**

**Residential development within the Southern Fringe Character Area should be designed in a way that creates an informal development boundary edge and:**

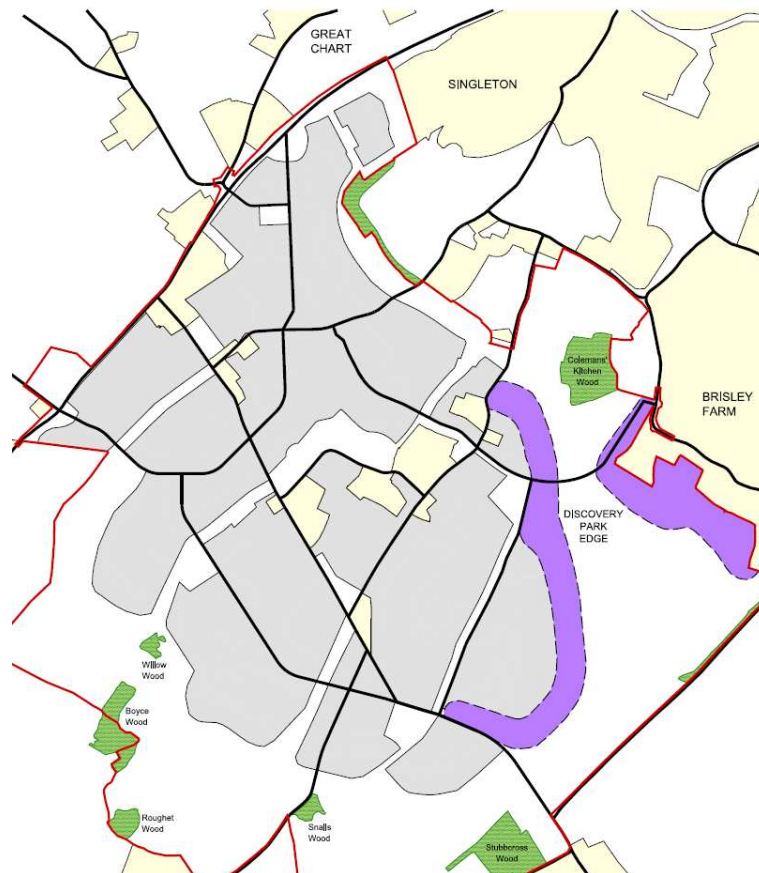
- **be comprised of low density residential uses of no more than 10 dph typically of larger, irregularly placed properties in generously sized plots**
- **incorporate, where feasible, existing hedgerows and trees, alongside introducing new hedgerows and trees as part of the boundary treatments to properties**
- **support a network of well-located routes (including bridleways, footpaths and cycle routes) which increase accessibility into the countryside, but in a careful way which balances with the need to protect the more ecologically sensitive areas within the Character Area**
- **provide suitable landscape treatment / advance planting measures in order to soften the impact of the built form and present a natural southern boundary to the development. A detailed landscape strategy will need to be agreed with the council at detailed planning application stage.**

### e) The Discovery Park Edge Character Area

#### *Location of Character Area*

5.77 The Discovery Park Edge Character Area encompasses the areas of built development that will front Discovery Park on its western boundary and at Brisley Farm.

**Figure 10: The location of the Discovery Park Edge Character Area**



#### *Role of Character Area*

5.78 Development within this Character Area will play a critical role as it fronts and encloses a major piece of public realm in the park and presents an opportunity to showcase excellent design and achieve added value and quality to the development. Design will help to positively frame Discovery Park whilst ensuring that the park is well integrated and connected to the development - an essential placemaking objective for Chilmington Green.

5.79 Development within this Character Area will be predominantly residential, but there may also be scope for some complementary uses such as small-scale leisure, retail, cultural and employment uses, in prominent ground floor locations which front the proposed strategic east – west link road and at prominent entrances to the park.

### ***Design Guidance***

5.80 Development which fronts Discovery Park should:

- i) provide an attractive built elevation which helps to clearly mark the boundary to the Park through a consistent and defined building line and appropriate massing, scale, form, detailing and materials;
- ii) be designed in a way that the primary access to buildings face the park edge. This will help generate animation at ground floor level and activity around the park area, alongside offering good surveillance;
- iii) generally be 3 storeys in height, with the opportunity for 4 storeys at the key gateway location (see Figure 11- Page 55). This higher built form is of a scale which will help to enclose the park and signpost its importance as a key destination. Upper storeys here should provide a variety of roof profiles and designs, to avoid a bland and uniform skyline;
- iv) create attractive and convenient routes for pedestrians and cyclists to promote accessibility between the wider Character Area, its built edge and the park. These routes should be, wherever possible, well related to green corridors and promote clear view corridors into the park to help people understand the place and how to navigate it;
- v) make best use of existing landscape features, ensuring the development sits comfortably and sympathetically within the wider landscape setting, and;
- vi) generate an attractive strategic view corridor, funnelling views towards Coleman's Kitchen Wood.

5.81 To support these aspirations the management of vehicular traffic needs careful consideration. Substantial traffic movements along the park's edge should be avoided with only local access being provided to residential properties that front the park. Parking will also need to be carefully designed and its impact broken up by planting of substantial trees and landscaped areas. Large areas of hard-standing should be avoided, particularly in prominent positions on the landscape.

5.82 In addition to the general design aspirations established above, a number of more focused design principles should be applied at key locations within the Character Area, as set out below.

#### ***a) The Strategic East – West Pedestrian/Cycle way***

5.83 The proposed strategic east-west pedestrian and cycle way (see Figure 11 and Strategic Diagram 2c) will run through the northern part of the Discovery Park Edge Character Area.

## Chapter 5 - Character Areas

- 5.84 This will mark one of the main entrances into Discovery Park. Outside the Park itself, the built form along this route should reinforce the importance of this thoroughfare with up to 3 storey buildings fronting the street with the potential for a taller, (up to 4 storey) landmark building in a key location such as at the Park entrance to provide a focal point and some variety in the built form.
- 5.85 To complement what will be a busy thoroughfare, a range of ground floor uses will be encouraged here. These uses could include cafes, restaurants, pubs, small scale retail uses, leisure and cultural uses, and employment space (likely to be in the form of small scale offices). Public art should also be provided as part of the design solutions along this route to stimulate interest and complement the public realm and landscaping.

### b) Discovery Park's Western Edge

- 5.86 The development frontage onto Discovery Park's western edge will be both lengthy and prominent. To create an interesting edge, the built form will need to avoid the creation of an overbearing, bulky and uniform massing by creating the right balance of different housing styles and types as well as using the area's topography and landscape features. Properties could be set in a variety of plot sizes and widths and should also demonstrate a co-ordinated approach in terms of the palette of materials and detailing, to add richness and visual interest.
- 5.87 In addition, this building line should be penetrated by a limited number of through-streets and routes for pedestrians and cyclists (and vehicles, where appropriate) to provide very easy access into Discovery Park. These routes should help to visually and physically connect the Park to nearby destinations, such as the planned local centre (see Strategic Diagram 1), the District Centre to the west and the proposed strategic east – west link road to the north. Where possible, these through-routes should also be related to the planned green corridors.

### c) Brisley Farm Edge

- 5.88 The existing Brisley Farm estate currently has an abrupt transition into the countryside, with the backs and sides to houses a prevalent characteristic. The proposed extension to the Brisley Farm estate provides an opportunity to create carefully designed built edge which positively addresses the Park and takes advantage of the attractive views south across the park and wider countryside. Development here will need to be well integrated with the existing estate and respect the residential amenity of existing residents.

### **Landscaping**

- 5.89 Careful landscape treatment will be needed to soften the visual impact of the built form within the Character Area, whilst also helping to make a positive contribution to the Park edge. Advance planting will be required, at an early stage of the development, to help define the park edge early on, and ensure that some planting is well established at the same time as the completion of residential units which will front Discovery Park. Tree planting of large species will be needed to interpret the scale of the built edge proposed here.



5.90 Early planting will be particularly important for the proposed extension to Brisley Farm, and the northern part of the Discovery Park edge elevation as these areas are due to come forward within phases 1 and 2 respectively. The southern part of the Discovery Park edge will be developed later in the build out period. Selective early planting here will help to define this space.

**Figure 11: Discovery Park Edge Character Area Design Principles**



<p><b>Key:</b></p> <ul style="list-style-type: none"> <li> Permeable, varied edge fronting onto Discovery Park, predominantly 2-3 storey dwellings</li> <li> Local Centre</li> <li> Strategic west to east pedestrian/cycleway</li> </ul>	<ul style="list-style-type: none"> <li> Greensands Way with diversion</li> <li> Footpath around built edge</li> <li> Proposed strategic routes</li> <li> Long Length</li> <li> Key connections</li> </ul>	<ul style="list-style-type: none"> <li> Landmark building (entrance to Discovery Park)</li> <li> Gateway</li> <li> Discovery Park</li> <li> Play space</li> <li> SUDS</li> </ul>	<p>Prepared by:</p> <p>JOHN THOMPSON &amp; PARTNERS</p> <p>On behalf of:</p> <p>ASHFORD BOROUGH COUNCIL</p> <p>Drawing Title: Discovery Park Edge Character Area Design Principles</p>
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## Chapter 5 - Character Areas

### **POLICY CG7 - DISCOVERY PARK EDGE CHARACTER AREA**

Development within the Discovery Park Edge Character Area should be designed in a way that creates an attractive and seamless transition between the development edge and Discovery Park. It will:

- create an attractive built elevation, characterised by a strong building line with the public faces of buildings facing towards the park;
- encompass a range of different dwelling types and styles accommodated within different plot ratios to add variety and distinctiveness;
- be generally of 3 storeys in height, with the potential for a taller (up to 4 storey) building at the key gateway to the strategic east-west link route, which should be complemented, where possible, with active uses at ground floor level;
- provide routes through the built frontage to the park through the creation of streets and pedestrian and cycle links that connect Discovery Park with the rest of the development, and;
- use existing landscape features and provide a strong view corridor of Coleman's Kitchen wood to the north.

Suitable landscape treatment / advance planting measures will be needed to enhance the attractiveness of the park and complement the built form proposed around the park's edges. A detailed landscape strategy, to be agreed with the council, will be required to support any detailed planning application.

Development within the Character Area will need to be designed in a way which provides an appropriate transition to adjoining residential areas and be well related to the planned street network, built form, housing densities and types. The extension to Brisley Farm will also need to ensure it respects the residential amenity of existing residents.

# Chapter 6 - Meeting the Recreational Needs of the Development

## Chapter 6 – Meeting the Recreational Needs of the Development

- 6.1 Core Strategy Policy CS18 states that development is required to provide a range of community and social infrastructure (including public open space) to meet the needs generated by the development. In response, this chapter sets out:
- i) The quantity and type of public open space which should be delivered at Chilmington Green to meet the needs generated by the development, and
  - ii) The broad distribution of this space in terms of:
    - Setting out an integrated network of green spaces and corridors to complement the built form of the development, improve legibility and provide connections for habitats and species
    - Providing accessible areas of public open space within comfortable walking distance of the majority of the development
    - The proportion of this public open space which is to be provided within Discovery Park to allow it to fulfil its identified strategic recreational function, as set out within Policy CS18a of the Core Strategy and refined within Chapter 7 of this AAP

### The recreational needs of the development

- 6.2 In order to be consistent with Policy CS18, the AAP must demonstrate that enough open space provision is being delivered to meet the needs of the development at its end state (circa 13,800 residents). The spatial standards within the council's adopted Public Green Spaces and Water Environment SPD quantify the amount of various forms of open space needed to adequately serve the development.
- 6.3 For the Chilmington Green development, these requirements are set out in Table 2 below. These figures represent the starting point for the policy approach advocated within the AAP and subsequently will be the starting point for any Section 106 Agreement.

**Table 2 - Recreational Needs of Chilmington Green**

Type of Green Space	Quantitative Standard	Total provision*
Outdoor Sports	1.6ha per 1000 persons	22.08 ha
Informal/Natural Green space	2.0ha per 1000 persons	27.60 ha
Equipped Space	0.5ha per 1000 persons	6.9 ha
Allotments	0.2ha per 1000 persons	2.76 ha
Strategic Parks	0.3ha per 1000 persons	4.14 ha

*(Source - Ashford Borough Council's Public Green Spaces and Water Environment SPD. \*Based on a population of 13,800 at Chilmington Green)*

## Chapter 6 - Meeting the Recreational Needs of the Development

- 6.4 These total provision figures relate to 'on-site' provision. For Chilmington Green, this relates to areas within or adjoining the built form of the development, as well as the part of Discovery Park which will be delivered by the development consortium (see chapter 7).
- 6.5 As with other social, community and physical infrastructure being provided at Chilmington Green, public open space will be provided in a way that meets the needs of the development as it evolves, to ensure each phase of the development is self-sufficient (see Infrastructure Delivery Plan - Appendix 3).

### **Distribution of Public Open Spaces**

- 6.6 Development at Chilmington Green provides the opportunity to comprehensively plan for significant amounts of public open space from the outset. It should be planned to ensure that:
- it becomes a key placemaking element of the development (in terms of its layout, location and design) and a means by which to create a distinctive and attractive built form,
  - the majority of provision is located in accessible locations, which encourage walking and cycling, and,
  - it becomes the catalyst for the evolution of Discovery Park as a strategic open space and recreational resource for the town
- 6.7 The following section sets out the approach for various types of public open space delivered at Chilmington Green should adhere to, in order to achieve the aspirations listed above.

### ***Equipped Play Areas***

- 6.8 The preferred approach in relation to the delivery of equipped play spaces is set out within the council's Play Space Strategy and reinforced within the Public Green Spaces and Water Environment SPD. These documents advocate the provision of fewer, larger play space areas wherever possible, instead of having a number of more dispersed and smaller sized areas.
- 6.9 This approach allows for a greater range of equipment to be provided in one location which can cater for a wider range of ages, increasing the frequency of their use and contribute to the safety of the environment. In addition, this approach also enables the delivery of informal play spaces surrounding the equipped play areas to effectively buffer any adjacent residential properties and provide the potential for a wider-ranging play experience. Concentrating equipped play spaces in fewer locations also makes their management and maintenance more cost effective.

## Chapter 6 - Meeting the Recreational Needs of the Development

- 6.10 The approach proposed within the AAP is to agglomerate the equipped space requirements through the promotion of four main (at least 1.50 ha in size) 'strategic' play space areas (each should contain at least 24 separate pieces of equipment for different ages and include a MUGA<sup>20</sup>, skate-park or equivalent). In addition, a few smaller equipped play areas (no less than 0.5 ha in size) could also be delivered, where such provision is needed to allow all residents to be within a suitable walking catchment of such facilities, as set out in the Public Green Spaces and Water Environment SPD.
- 6.11 Three of the 'strategic' play space areas are proposed to be located within the built footprint (see Strategic Diagram 1). Their accessibility will be enhanced through their proximity to the proposed green corridor network which will encourage foot and cycle movements. A fourth 'strategic play space area' is proposed within Discovery Park to help serve the proposed Brisley Farm extension and to complement the variety of sport facilities and active uses that are being proposed in this location (see chapter 7).
- 6.12 In order to enhance the appeal of each 'strategic' play space area, they should be designed and laid out in a way that generates differing themes (for example, adventure play) for each area. This will promote interest and variety and will avoid each play area becoming bland through offering the same set of experiences for its users. The detailed design of each play space area will need to adhere to the principles established through the Public Green Spaces and Water Environment SPD.

### ***Informal Space / Natural Green Space***

- 6.13 Informal and natural green space provides the opportunity to promote meaningful and safe recreation. This green space typology covers a wide range of uses, including woodland areas, wetland areas, heath-land and meadow as well as more informally laid out space for people to 'kick a ball about', engage in picnics, linear areas for walking and exercising the dog, or simply provide attractive areas for people to relax outdoors.
- 6.14 In urban areas, well designed informal and natural green space areas can play a number of important roles. They:
- provide an attractive contrast with the harder urban landscape which can greatly improve the sense of place and complement the delivery of a quality built environment
  - help knit together the built form by promoting key routes through the area, often complemented by footpaths and cycle routes centred on 'green corridors'
  - can play a valuable nature conservation role through the promotion of linkages for wildlife and habitats
  - contribute to delivering and promoting healthier and more active lifestyles
  - can be a focal point for public art which adds to the attractive sense of place
- 6.15 Development at Chilmington Green provides the opportunity to promote a well designed, comprehensive and integrated range of informal and natural green space areas from the outset.

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<sup>20</sup> Multi Use Games Area – a facility / or pitch that provides for a range of sporting uses in the one location

## Chapter 6 - Meeting the Recreational Needs of the Development

### *Outdoor Sports Space*

- 6.16 Outdoor sports space includes all formally laid out sport and playing pitches for a number of different sporting activities (including rugby, football, netball, hockey, tennis and basketball). The council's approach (as advocated in the Public Green Spaces and Water Environment SPD and its Play and Pitch Strategies) is to cluster sports pitches together wherever possible, to provide concentrated 'hubs' of activity and the benefit of co-location for shared facilities such as changing rooms and car parking.
- 6.17 In response, the strategic approach to the distribution of sports pitch provision at Chilmington Green seeks to concentrate 20 ha (of the total 22.08 ha) of outdoor sports provision at Discovery Park.
- 6.18 The proposed location (the area to the south of Brisley Farm) is one of the few areas of flat land close to the development which lends itself for sports pitch provision. It is also sited such that it would not intrude significantly on the wider landscape setting, thus ensuring that the sports pitches will not significantly erode the attractive views to and from Coleman's Kitchen Wood – a key aspiration of the AAP's landscape strategy.
- 6.19 Concentrating the sports pitches here also allows for their co-location with the planned indoor sports facility and physical activity areas, as well as the proposed 'strategic' play area space. Combined, these uses will create a strategic hub of sports and activity in Discovery Park which will support the strategic role identified for the park (see chapter 7).
- 6.20 The council accepts that by concentrating the majority of sports pitches at Discovery Park results in a some residents within phases 1 and 2 of the development, in particular, being relatively remotely located from the provision. However, this must be balanced with the benefits of concentrating such space, as set out above, and the desire for a strategically important open space and recreational facility to be delivered at Discovery Park.
- 6.21 In part, this lack of accessibility to the sports pitches can be countered by the planned improvements to the nearby Great Chart football pitches<sup>21</sup> which are closely related to Phase 1. In addition, to improve the accessibility of the sports pitches proposed at Discovery Park, attractive routes for pedestrians and cyclists will need to be laid out within the first phase of the development.
- 6.22 Furthermore, the council will also encourage the dual use of any sports pitch provision which will come forward as part of the delivery of the secondary school. Whilst the council cannot require such space to be made available - as this will ultimately be decided by those that are responsible for the management of the school – education facilities can often provide a valuable resource for the community, particularly out of school hours. Should such provision become available then it would be within easy walking distance of phase 1 and phase 2 of the development.

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<sup>21</sup> Located near to the Friars School, Ashford Road

## Chapter 6 - Meeting the Recreational Needs of the Development

- 6.23 Any such availability of school facilities has not been accounted for within Table 2 above. However, if applicants can demonstrate that, once the school is in active use, its sports pitches will be able to actually contribute to meeting the needs of the residents of Chilmington Green, then this could be taken into account when planning the latter stages of the development. If justified, this would result in a consequential reduction of the total spatial recreational requirement for sports pitches at Discovery Park.
- 6.24 In order for this to apply, applicants will need to demonstrate that secondary school facilities are publically available. That said, it is likely that secondary school facilities will not equate to an exact spatial comparison. School provision, by its nature, is only available in non-school hours and when school clubs do not want to use the facilities.
- 6.25 It is not anticipated that this situation will apply to primary school sports facilities, on account of their small pitches, limited changing facilities for adults and stringent child safety laws.

### **Allotments**

- 6.26 Allotments are becoming an increasingly important resource, with demand for new plots increasing. However, allotments are often difficult to successfully amalgamate within new developments as they don't tend to share the same characteristics as other types of green space (allotments often require fencing around them for security reasons).
- 6.27 At Chilmington Green, allotment provision should be well related to residential properties and on sites which allow them to sit sympathetically in the landscape and enjoy suitable vehicular access arrangements. In addition, the Public Green Spaces and Water Environment SPD establishes a number of principles relating to allotment provision which should also be applied.

### **Strategic Parks & Cemetery provision**

- 6.28 The SPD also sets out a quantitative standard of space for 'Strategic Parks' and 'Cemetery' provision and suggests that this provision should be delivered via an off-site contribution.
- 6.29 At Chilmington Green however, it is expected that this 'Strategic Parks' contribution will be met through the spatial delivery of part of Discovery Park, in lieu of solely making a financial contribution.
- 6.30 For cemetery provision, this will remain an 'off-site' contribution. However, the council may wish to pursue the delivery of a small scale cemetery<sup>22</sup> within Discovery Park to complement the range of 'green' uses<sup>23</sup> that will be delivered here. Its potential should be explored as part of the Discovery Park Masterplan (see chapter 7) which will need to demonstrate that the land is suitable for such use, there would be no adverse impact on the water table and that any provision would sit sympathetically on the landscape so as not to adversely impact on views of Discovery Park (both from properties planned to front the Park and views into the Park area from the periphery).

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<sup>22</sup> Approximately 4 acres (1.6ha)

<sup>23</sup> Particularly if green burial plots are delivered

## **Chapter 6 - Meeting the Recreational Needs of the Development**

### **POLICY CG8 - MEETING THE RECREATIONAL NEEDS OF CHILMINGTON GREEN**

Development at Chilmington Green will be required to provide public open space provision, based on the parameters and spatial requirements set out within the Public Green Space and Water Environment SPD, in a way that meets the needs of the development as it evolves, to ensure each phase of the development is sustainable in its own right.

The majority of equipped play facilities at Chilmington Green should be provided within 4 large (minimum 1.5 ha) 'strategic play space areas' which contain a range of equipped facilities that can cater for a range of differing age groups.

Informal and natural green space areas at Chilmington Green should be delivered in the locations indicated on Strategic Diagram 1 and will be provided to add interest, variety and distinctiveness within the development. These areas shall include:

- i) an integrated network of green corridors that connect key destinations within the development, including linkages to the strategic play areas, Discovery Park, the District and Local Centres. These corridors should be sufficient in size to allow a range of recreational uses and should be supported by footpaths and cycleways, and,
- ii) green connections to the surrounding areas, connecting Chilmington Green with Millennium Wood, Singleton Hill and the Singleton Environment Centre, Long Length and areas to the south of the built form.

In addition, these areas should complement the planned SUDS network, the proposed ecological mitigation and enhancement measures, the objectives of the landscape strategy (including the integration of the Greensands Way PROW) as well as the planned built form, public realm and civic spaces.

Sports and playing pitch provision should be largely concentrated (20 ha) at Discovery Park to aid the development of a sports and recreation hub.

Allotments will be promoted at Chilmington Green in line with the aspirations set out within the Public Green Spaces and Water Environment SPD and should be well related to residential development, sit sympathetically in the landscape and enjoy suitable vehicular access arrangements.

Strategic Parks provision at Chilmington Green will be provided within Discovery Park as part of an on-site provision delivered by the development. The potential for cemetery provision within Discovery Park will be explored through the Discovery Park Masterplan process.



### Chapter 7 – Discovery Park

- 7.1 Core Strategy Policy CS18(a) identifies that Discovery Park<sup>24</sup> should be a new major open space, sports, and recreation facility for Ashford, located to the south west of the town, adjoining Chilmington Green. In response, this chapter:
- identifies an area of land for Discovery Park and safeguards it for future delivery
  - establishes the strategic role for Discovery Park and highlights a range of uses which should come forward to complement this role
  - demonstrates how Discovery Park will be delivered and phased over time
- 7.2 The Core Strategy advocates the role of the Chilmington Green AAP to establish a specific strategic role for Discovery Park; but urges its strategic function to complement the other two planned strategic recreational areas at Conningbrook (water based activities) and South Willesborough Dykes (wetland and natural space).
- 7.3 It is clear that to achieve the Core Strategy policy objective, Discovery Park will need to be of sufficient scale and must provide a range of uses which will serve a wider catchment than purely the residents of Chilmington Green. It will need to become a strategic leisure destination in its own right and evolve into an important town wide resource.
- 7.4 In response, the council has identified that Discovery Park should provide a range of green space uses, alongside a concentration of sports and activity based facilities to create a strategic hub of active uses. This takes into account the location of Discovery Park, the nature and topography of the land, the amount of sports and activity uses (including indoor sports provision, outdoor pitches and play areas) that will be delivered to meet the development's recreational needs and the opportunity to concentrate this provision in one location.
- 7.5 Given its importance, a detailed masterplan for the Discovery Park area needs to be prepared which should be supported by a robust and viable business plan. The Discovery Park Masterplan will be prepared by the council, in partnership with the developer consortium and must be agreed before detailed planning permission is granted or reserved matters approved for uses within the park area.
- 7.6 The Discovery Park Masterplan will need to set out the range of uses proposed to come forward within Discovery Park (including those uses which meet the recreational needs of the development and a range of additional complementary uses), the proposed location of these uses and how they will interact to ensure compatibility, alongside establishing, in detail, how Discovery Park will be phased and delivered over time.
- 7.7 The Discovery Park Masterplan will also need to examine how to achieve the suitable integration of the proposed strategic road (linking Chilmington Green with Brisley Farm – intended to come forward in phase 2) with the wider proposals for Discovery Park. For example, how street lighting along this route is delivered without eroding the landscape qualities of the area (existing and planned) will require careful consideration. Any proposals will need to be balanced with the necessary highway requirements, so that all users of this route (both vehicular and non-vehicular) can do in a safe way, during the day and night.

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<sup>24</sup> As mentioned under section 1 of this AAP, the eventual name for Discovery Park will be derived from public consultation

## Chapter 7 - Discovery Park

### Location of Discovery Park

- 7.8 Figure 2 in the Core Strategy establishes the broad location of Discovery Park, to the south and east of the Chilmington Green urban extension but leaves the Chilmington Green AAP to identify and allocate the precise location and scale of Discovery Park.
- 7.9 A broad range of technical evidence has informed the eventual location and scale of Discovery Park, as proposed in the AAP. These include the Greater Ashford Development Framework, the Green and Blue Grid<sup>25</sup>, the Discovery Park Design Framework<sup>26</sup>, the Sustainability Appraisal and the Public Green Spaces and Water Environment SPD.
- 7.10 The area of Discovery Park, as allocated within the AAP (see Policies Map), is broadly consistent with the indicative area shown on the Core Strategy Figure 2. In a strategic context, its location also allows for possible expansion of the park eastwards, should it be desirable or necessary in the future.<sup>27</sup> However, whether such expansion of the park is needed is a matter for the first review of the Core Strategy and is not covered within this AAP.

### Uses and Functions

- 7.11 The range of uses that should be provided within Discovery Park will be dictated by the nature of the location, the character of the land and the scale and distribution of the recreational requirements, as established in Chapter 6 of the AAP.
- 7.12 In relation to the nature and character of the land, Discovery Park is effectively split into two distinct areas.
- 7.13 The northern part of Discovery Park includes the higher land around Coleman's Kitchen Wood. It currently enjoys limited public access and is managed for agricultural purposes (low intensity). The topography of this area slopes significantly, with the former KCC landfill site and Coleman's Kitchen Wood at the highest point.
- 7.14 Coleman's Kitchen Wood is a significant feature of the wider landscape and is an identified ecologically sensitive area, and as such should continue to enjoy limited public access (see chapter 10). These factors, combined with the local topography (meaning it has limited value for sporting activities), suggests that the northern part of Discovery Park should become an area for informal recreation. There is also the opportunity to create new connections for pedestrians and cyclists, linking the Singleton Environment Centre, Millennium Wood, Singleton Hill and Brisley Farm with the wider development and Discovery Park.

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<sup>25</sup> The Ashford Green and Blue Grid Strategy 2008, Shiel Flynn, see Appendix 1

<sup>26</sup> Discovery Park concept masterplan, prepared by Gillespie's for Ashford's Future, 2009, see Appendix 1

<sup>27</sup> The Greater Ashford Development Framework diagrammatically showed a larger Discovery Park which sat between the Chilmington Green and Kingsnorth 'urban extensions' to support the then growth aspirations for the town

- 7.15 The council will require suitable management and maintenance arrangements to be in place as the park is progressively implemented. This may include the improvement of existing public rights of way across the northern area of the park during the interim period when it remains in agricultural use.
- 7.16 In contrast, the southern area of Discovery Park is mainly flat, expansive and enjoys a seamless transition into the wider countryside. It is here where the main concentration of sport and physical activity uses will be focused. Here, the Park's western boundary will evolve and take shape over time, and will mainly respond to development coming forward in phase 4 (see Discovery Park Edge Character Area, chapter 5).
- 7.17 This concentration of sport and physical activity uses will, in large part, be informed by the strategic approach to the distribution of the Chilmington Green development's recreational needs, as set out in Chapter 6 of the AAP. As a starting point, this part of Discovery Park would be expected to include:
- 20 ha of sports and playing pitch provision
  - 4.14 ha of parks and gardens provision
  - An indoor sports hall with associated facilities and community space (see Chapter 10)
  - A strategic play space area
  - Associated car parking for the sports pitches and indoor sports building
- 7.18 A strategic east / west footpath and cycleway (connecting the District Centre with Discovery Park) is proposed to come forward (see Strategic Diagram 2c) and will become a key priority route within the development. To establish movement patterns early, this east / west footpath and cycleway should begin to be formed during the first phase of the development.
- 7.19 Accessible links between the proposed extension to Brisley Farm (intended to come forward in phase 1) and Discovery Park will also need to be delivered in the first phase of the development. This will improve accessibility to the Discovery Park area for the new community, as well as the existing residents of Brisley Farm.
- 7.20 Appropriate landscaping shall be included (where necessary, complemented by advance planting) within the park to aid its overall attractiveness and distinctiveness. Towards the edges of the park, appropriate landscaping treatment and setting for the built form will need to be provided, in line with the aspirations established through the Discovery Park Edge Character Area Policy CG7 (see chapter 5).
- 7.21 A range of additional uses such as informal space, parks and recreational space, events areas, cafes and restaurants, small scale retail space could all be provided within Discovery Park- providing these additional uses are complementary to delivering a major recreational and open space resource at the park. This will be further explored as part of the evolution of the Discovery Park Masterplan.

## Chapter 7 - Discovery Park

### Phasing and Delivery

- 7.22 A flexible approach to the phasing and delivery of Discovery Park is needed. It may take many years to evolve to its end state and will include a range of recreational uses, some of which will be required to keep pace with the development as they relate to meeting the evolving recreational requirements of the new residents. Indicatively, the likely phasing of Discovery Park is shown on the phasing plans (see Figures 18 to 21- pages 115-118).
- 7.23 Given this, the council and the developer consortium will need to agree flexible management arrangements as each part of the park is delivered which will allow it to evolve to meet the changing patterns of demand and the progressive extension to the park area. These management arrangements should be agreed through the Discovery Park Masterplan as referenced above.
- 7.24 Although Discovery Park is safeguarded for its future delivery by its allocation within this AAP, the park's long term delivery is complicated, as the developer consortium will only be responsible for delivering those parts of Discovery Park which relate to either meeting the recreational requirements of the development, or where suitable management arrangements are needed such as the ecological mitigation area around Coleman's Kitchen Wood (as referred to in Paragraphs 7.11-20 above).
- 7.25 Therefore, the remaining areas of Discovery Park will need to be delivered by a third party, most likely to be the council. Indicatively, these areas are shown as the 'extent of Discovery Park to be delivered by ABC' on Figures 18 – 21. It is important that these remaining areas are not used in a way which would hinder or discourage the uses proposed or created on the rest of Discovery Park or in a way which would reduce users' enjoyment of the park.
- 7.26 The funding for the acquisition of this remaining land is expected to come forward through a variety of sources, such as developer contributions through Section 106 Agreements or Community Infrastructure Levy (CIL) receipts, New Homes Bonus or Council Tax. It is anticipated that these areas of land will be acquired from the relevant landowner by negotiation.
- 7.27 In light of the above, a separate management plan should be agreed between the council and landowner for those areas of Discovery Park which will not be delivered by the Chilmington Green development. This management plan will need to ensure that whatever interim management arrangements are proposed in these areas, (up until such time they are acquired) they do not prejudice the ability to deliver the wider aspirations for Discovery Park. It is anticipated that the existing low intensive farming practices which currently take place in this area can continue up until such time the land is required for public open space purposes.
- 7.28 Flexibility also needs to be applied to the management and maintenance of public open space to be delivered at Chilmington Green (both within and adjoining the development and within Discovery Park). This issue is further explored under chapter 11 of this AAP.

### **POLICY CG9 – DISCOVERY PARK**

**As shown on the Policies Map that supports this AAP, land to the east of Chilmington Green is allocated for the creation of a strategic open space, sport and recreational area, currently referred to as Discovery Park.**

**Public open space provision, to meet the recreational needs of the development, will need to be delivered and concentrated in a suitable location within Discovery Park. This provision will include - 20 ha of sports pitch provision, 4.1 ha of parks and recreational space, a strategic play space area, informal green space, an indoor sports hall and associated car parking.**

**A masterplan for the whole of Discovery Park, supported by a business plan, shall be prepared by the council in partnership with the developer consortium and must be agreed before detailed planning permission is granted for any recreational or sporting uses within the Park.**

**This agreed masterplan will identify the range of uses (including those listed above) to be accommodated within the park, the location of these uses and their relationship and compatibility with each other, alongside establishing how Discovery Park will be phased, managed and delivered over time. No development that would prejudice the ability to bring forward Discovery Park or that would be contrary to the approved masterplan will be permitted.**

**Management arrangements for Discovery Park will need to include ways in which the upgrading of existing public rights of way across Discovery Park may take place over time.**

## Chapter 8 - Developing a Community

### Chapter 8 – Developing a Community

- 8.1 The community objectives are set out in Chapter 3 of this AAP and establish the importance of delivering and maintaining strong communities at Chilmington Green.
- 8.2 In the past one of the most telling criticisms of large new housing led developments has been the lack of community and activity, especially during the day time, when many residents are at work. This can lead to people becoming isolated, and in turn, to other social and health problems.
- 8.3 This will be countered at Chilmington Green through the delivery of a range of uses, including employment space and offices; a range of house types; and services such as schools, shops, community, healthcare and leisure uses. Combined, these uses – mainly focused at the District Centre and also the two Local Centres - will help to generate activity and create a good sense of place throughout the day.
- 8.4 However, a built form and physical design are not, in themselves, enough to ensure that a strong and sustainable community is delivered at Chilmington Green. For example, how any facilities and uses are maintained and managed over time will be crucial in developing a quality sense of place, and in turn help generate sustained community involvement at Chilmington Green. Therefore finding a suitable governance arrangement will be vital to deliver a sustainable community here.
- 8.5 One option would be to use the existing parish councils, and ask them to take a lead community role in the running of any facilities, uses or space delivered at Chilmington Green. However, using such 'traditional' arrangements is complicated by the fact that the AAP boundary covers three parish council areas (Great Chart with Singleton, Kingsnorth and Shadoxhurst). As Chilmington Green evolves, so will the capacity to sustain a healthy community, but with a wider range of facilities comes a more demanding management and maintenance role. It is likely that Chilmington Green, once substantially developed, will be sufficient in size to create a parish council in its own right.
- 8.6 In light of these complexities the council is exploring a range of possible solutions. One of these is the promotion of a community development trust type arrangement at Chilmington Green, in the form of an independent not for profit organisation, which would aim to bring social, economic and environmental benefits to the community. It would be a community-led organisation with an approach that encourages and supports people taking responsibility for their own communities. Such a trust would work alongside the existing parish councils – each body having a set of related but clearly distinguished roles and responsibilities.

## Chapter 8 - Developing a Community

- 8.7 Many examples of such arrangements exist both locally and nationally (although not at this scale) and the concept of encouraging community empowerment locally is certainly not a new one. Such an approach also appears to resonate with the Government's 'big society' and shares a clear synergy with the emerging Localism agenda, as paragraph 69 of the NPPF demonstrates. Research has shown that communities favour a 'community led management approach' as it ensures local residents retain a strong and consistent voice over the management of their local assets, and also generates significant added value in terms of the quality of public realm, space and built form delivered in an area as money can effectively be ring-fenced for such purposes.
- 8.8 Chilmington Green appears well placed to pursue such a model. The council, and the development consortium, believe that a community led governance arrangement would assist in delivering a place of real quality, help to support and maintain the attractive public realm and spaces planned to come forward here. Chilmington Green will also deliver a critical mass in one location with a number of different uses, facilities, and space all delivered in close proximity to each other, presenting the opportunity to comprehensively plan an integrated approach (including suitable management arrangements) from the outset.
- 8.9 To realise this ambition (in the early years especially) help will be needed through developer funding to support community development work, including helping to support local volunteers in establishing groups; making links between these groups; helping to organise activities and venues, alongside the construction of new facilities. At this stage this can work alongside the existing parish councils. If an alternative model is to be pursued, for example a new parish council, developers will also be expected to make appropriate contributions.
- 8.10 To support the delivery of a community trust type model, it is likely that new residents at Chilmington Green will be required to pay a reasonable service charge to contribute to the funding needed to guarantee a high standard of maintenance now and in the future and deliver the added value alluded to above. Proposals will need to demonstrate that suitable legal arrangements are in place to ensure that a reasonable service charge will be paid in perpetuity and will remain enforceable.
- 8.11 A range of additional funding streams may also be available such as from the New Homes Bonus, Council Tax payments, income generated by assets owned by the trust, finance coming from endowments and other government funding sources
- 8.12 These income streams will help to cover the costs of a community trust taking on wider responsibilities over time responding to the needs of the growing community which could incorporate:
- maintenance and effective management the community buildings and land,
  - management of green spaces and recreational facilities (and potentially other local infrastructure)
  - initiation, co-ordination and delivery of community activities and events
  - promotion and support training for local economic development activity

## Chapter 8 - Developing a Community

- 8.13 The final form of the community led model to be delivered to support development at Chilmington Green will be informed as part of the planning application process. A detailed strategy, supported by a business case, will need to be approved by the council and will support any outline planning application. This will need to clearly demonstrate:
- the scope of the community governance vehicle in relation to the range of assets and facilities it will seek to manage / maintain / own
  - how the community development trust will develop and evolve over time
  - the financial sustainability of the approach (including start up costs and longer term financial stability)
  - how the model intends to work with the existing parish councils', the borough council, and how it would interact with any 'new' parish council
- 8.14 Whatever the final range of roles agreed for a 'trust' at Chilmington Green, it will only succeed if it has the active support of the local community and works with local private sector businesses (including the development partners, and the future housing associations) as well as local voluntary groups, St Mary's Great Chart and other faith groups and the statutory service providers, including the borough and county councils.
- 8.15 Local people will also want to play a key role in making sure that construction at Chilmington is managed in line with the agreed plan and any problems occurring are put right. Just as important is the need for local people to have a role in 'quality control' to make sure that the high standards set for Chilmington Green are delivered and a place of real quality created. For example, by helping to 'police' the delivery of the design codes for the area and the provision of infrastructure. These issues are tackled in more detail in chapter 11.



### **POLICY CG10 - DEVELOPING A COMMUNITY**

**In order to help establish a strong community at Chilmington Green, the council supports a community led management arrangement.**

**The preferred solution for community governance at Chilmington Green will need to be determined before outline planning permission is granted but there is scope for a community development trust arrangement to take on the responsibility for managing and maintaining a variety of uses, facilities and space to be delivered as part of the development.**

**A detailed strategy, supported by a business case, will need to be prepared and agreed with the council which will need to establish the scope of the community governance arrangement, how it will evolve and develop over time, and the long term financial sustainability of the model. In particular, this strategy will need to show how the arrangements proposed would successfully interact with and work alongside the existing parish councils.**

**An appropriate level of developer contribution will need to be made in line with the approved business case to provide for the arrangement proposed and for community development (especially in the early years), including staff, premises and equipment costs. This support will need to be provided until a local community management body in a form agreed by the council (e.g. a Trust) has been set up and is operationally effective with a firm financial basis (including property and other endowments and a potential resident service charge regime).**

# Chapter 9 - Transport

## Chapter 9 - Transport

### Background

- 9.1 Transport and movement is fundamental to the success of any new development and especially so where a major urban extension is proposed. By focusing on accessibility, sustainability and easy movement around the site, these key transport principles have helped to shape the layout and design of the masterplan for Chilmington Green.
- 9.2 The main transport artery serving the development area is the A28 which is part of the County-wide primary road network. The Core Strategy examination determined that the Chilmington Green development area should not straddle the A28 but be located on its eastern side, with the A28 acting as a by-pass to the development.
- 9.3 Given that the principal access point will be at one side of the development area, creating accessibility and ease of movement through the whole development for all transport modes (car, bus, cycling, walking) is a key requirement for the transport and movement structure that will underpin the layout for development within the AAP area.
- 9.4 This structure also needs to include the careful management of existing and new links with surrounding areas. The surrounding country lanes and existing residential areas are not designed to carry significant volumes of additional traffic and so the movement structure of the Chilmington development area needs to be planned in a way that actively discourages unacceptable levels of additional use of the existing rural routes by traffic generated from the development, in combination with appropriate off-site measures.
- 9.5 Whilst acknowledging the on-going primacy of the car as the mode of choice, the creation of a choice of realistic and practical alternative modes is a key transport principle for development at Chilmington Green. The location of Chilmington on the periphery of Ashford means that establishing good public transport links to the town centre are vital. This should mean a fast, frequent and reliable service that can be accessed within a short walk of everyone's home.
- 9.6 Similarly, these principles apply to trips within the development. The creation of attractive green, 'off-road' links that permeate through the built part of the development provides additional character and legibility to the development whilst maximising the opportunities for non-motorised transport modes.
- 9.7 The range of uses proposed as part of the development will also help to reduce the number of trips on the wider network by providing key services and facilities within the development area, such as shops, schools and sports and recreation facilities.

### Orchard Way

- 9.8 The Core Strategy makes reference to 'Orchard Way' as a new local link from M20 Junction 10 to the A28 around the south of Ashford. The western end of this route was envisaged to be delivered as part of the Chilmington development, which would then link up with other strategic developments to the east.

9.9 The successful delivery of the Chilmington Green urban extension is not reliant upon the delivery of a strategic 'Orchard Way' link to the east and no such link has been assumed in the background traffic modelling work for this development or included in the AAP. However, the proposed movement structure for the development shown on the AAP Strategic Diagram 2b allows for the delivery of an 'Orchard Way' style route through the development that could be extended eastwards (east of long Length) should the concept be included in the Core Strategy Review.

### **Smartlink**

9.10 Throughout the adopted Core Strategy, there is reference to the need to promote public transport and other non-car based modes of travel and the intention that this will be achieved primarily by the early introduction of 'Smartlink' - a bus rapid transport system for Ashford. This system was seen as important in achieving a level of modal change in transport patterns that would ensure the sustainability of growth in Ashford and the two peripheral urban extensions in particular. 'Smartlink' would be designed to have fast journey times, with high frequency and high quality services.

9.11 Accordingly, the Core Strategy Growth Area Diagram (Figure. 2) shows the two urban extensions at either end of the proposed initial 'Smartlink' route.

9.12 Since the adoption of the Core Strategy in 2008, the prospect of capital funding from Government for major transport projects such as 'Smartlink' has receded, and there is now a presumption that, for future schemes, promoters will be expected to reduce costs and demonstrate how developer and other private sector funding contributions can be maximised. Therefore, specific components of the 'Smartlink' scheme will now need to be reviewed, re-assessed and delivered incrementally with contributions from developers. It is important that the ability to create a step change in public transport modal share is not lost but this now needs to be achieved within the scope of resources that can be realistically delivered.

9.13 More specifically for the Chilmington Green development, there remains the need to provide a frequent, attractive and credible public transport alternative to the car for journeys to and from the town centre with the shortest possible route length and journey time, whether this is branded as 'Smartlink' or not. How the Chilmington Green development should achieve this is discussed in the public transport section of this chapter (see page 80).

### **Highway Measures**

9.14 The Core Strategy assumed the delivery of a package of town-wide highway improvements to help mitigate the transport impacts of the growth strategy. The development at Chilmington Green brings with it the opportunity to deliver part of these strategic improvements to the primary road network and avoid the risk of overburdening the local rural highway network. Much testing and modelling of different transport and infrastructure scenarios has been undertaken to establish an optimum balance of mitigation and improvement proposals.

## Chapter 9 - Transport

- 9.15 For improvements to the strategic network, the council expects that these may be funded from a variety of sources including the Community Infrastructure Levy (CIL) and a limited number of specific Section 106 contributions. Forward funding arrangements will be sought to ensure that infrastructure improvements can be implemented when required. Such arrangements have helped to deliver the strategic improvements to the M20 Junction 9 and Drivers roundabout and development at Chilmington Green will need to make appropriate contributions to re-fund the financial outlay on those schemes. As indicated in Policy CG11, the phasing of development at Chilmington Green (and elsewhere) will need to be controlled to accord with the implementation of these strategic improvements.
- 9.16 In contrast, the provision of the 'off-site' rural road improvements referred to in paragraphs 9.25 and 9.26 should be funded by the developers of the Chilmington Green development through appropriate Section 106 or Section 278 (Highways Act) Agreements. Their phasing shall be agreed with the parish, borough and county councils.

### ***A28 Corridor***

- 9.17 The A28 provides the principal means of access to and from the Chilmington Green development area. It is also the primary strategic distributor of traffic to the west / south-west of Ashford. The A28 currently experiences peak-time congestion on its southern approach to Ashford and improvements to the corridor are necessary to support growth in background traffic as well as supporting the town's growth aspirations as set out in the Core Strategy. As such, a scheme is included in the Local Transport Plan as a strategic scheme to be promoted by KCC.
- 9.18 Two new roundabout junctions will need to be created on to the A28 to directly serve development at Chilmington Green. The northernmost of these shall be the first and main point of vehicular access to the development area whilst the southern A28 roundabout will be located south of the proposed secondary school playing fields and enable the creation of a 'loop' through the District Centre. In the absence of the A28 itself playing this role, the 'loop' will encourage a balance of traffic flows into the District Centre that will help to provide some animation and passing trade to the shops and services located there. As such, both junctions and the loop road connecting them should be constructed in the first main phase when the District Centre is being established.
- 9.19 An additional signal-controlled junction is proposed to be created on the A28 at its existing junction with Chart Road and Goldwell Lane. This will allow a third, more minor point of vehicular access from the A28 into the development as well as enabling pedestrian and cyclist movements across the A28 towards Great Chart. Associated changes to the speed limit along the A28 in the vicinity of these junctions will be necessary.
- 9.20 At the borough council's request, the county council as Highway Authority, has commissioned studies to consider the scale and type of improvements necessary to upgrade the A28 corridor so that it may function at least as well in 2031 as it does currently. A package of junction improvements and link widening has been identified and tested, including the traffic impacts from the Chilmington development.

- 9.21 These improvements involve the significant upgrading of the A28 / B2229 'Matalan' junction and the A28 Chart Road 'Tank' roundabout as well as the dualling of the link between the two junctions. The existing signalised junction with the Godinton Park housing estate (Loudon Way) will also need to be improved.
- 9.22 To the north of the 'Tank' roundabout, the A28 is already dualled to the 'Drovers' roundabout and M20 Junction 9, where recently completed strategic improvements have been implemented. When taking account of the proposed increase proportion of trips by public transport from the Chilmington Green development (and within Ashford) in the future (see Public Transport on page 80) these strategic improvements are considered to be adequate to serve the proposed development.
- 9.23 The improvements listed above can largely be delivered within either the existing highway boundary or land within the control of either the County council, Borough council or the Chilmington developer consortium. However, where this is not the case, the strategic importance of delivering this infrastructure for the benefit of the town is recognised by the Highway Authority, which has stated that, if necessary, its CPO powers would be utilised to ensure all necessary land was available.
- 9.24 It is apparent that the existing capacity of the A28 provides a potential barrier to the unconstrained delivery of the Chilmington Green development. Therefore, any Transport Assessment associated with an application for the development will need to assess the phasing of the development against the implementation of various off-site highway improvements to the A28 and any other primary or secondary links or junctions within the adjacent parts of the urban road network to ensure that, at least, a 'nil detriment'<sup>28</sup> position is achieved. The forward funding of the KCC promoted improvements to the A28 by the developer combined with a reasonable commitment to implement the works by KCC should avoid the need for the development to be stalled but, if necessary, the council will use planning conditions and/or obligations to ensure that the necessary highway infrastructure is in place to cater for the traffic being generated on the network at all times (as would be the case with any other development in the same circumstances).

### ***Rural road network***

- 9.25 The Chilmington Green area has several rural roads and lanes that pass into and across it. Inevitably, the role of these highways would be affected by the proposed urban extension and its associated traffic.
- 9.26 In many cases, it is neither desirable nor practical for major enhancements to these rural lanes to be carried out. Instead, the potential for significant traffic growth should be mitigated wherever possible to encourage the use of the strategic A28 corridor and avoid unacceptable increases in traffic on rural off-site routes. This will require a well designed internal highway layout to be delivered that seeks to contain traffic movements within the built development area by using new routes created specifically to serve different parts of the development, rather than relying on greater use of the existing highways.

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<sup>28</sup> 'nil detriment' refers to a position where congestion would be no worse than if the development were not taking place

## Chapter 9 - Transport

### ***Great Chart village***

- 9.27 Due to the particular nature of the local highway network through Great Chart village, there is the potential for this to be seen as a 'rat-run' for traffic from the Chilmington development seeking to avoid any congestion on the A28 through Singleton.
- 9.28 Detailed traffic mitigation proposals for Great Chart should include a range of suitable traffic calming measures to discourage through-traffic along the road<sup>29</sup> that runs through the village which shall be agreed in advance by the borough and county councils, in consultation with the parish council. Monitoring of traffic flows through the village should be undertaken on a regular basis to ensure such measures are effective. If such monitoring indicates these measures are proving not to be effective, additional measures, including the potential restriction of some through-traffic movements, may need to be considered. If monitoring indicates that significant additional trips through Great Chart are originating from the Chilmington Green development, developers will be expected to fund any additional measures.

### ***Chilmington Green Road***

- 9.29 The main existing rural road that crosses the AAP area is Chilmington Green Road, which runs from its T-junction with the A28 in the west to the Stubbs Cross junction in the east. It provides local access to Shadoxhurst and Kingsnorth villages and is the only direct east-west route in the area.
- 9.30 Within the proposed built development area, the role of Chilmington Green Road should be downgraded to that of a minor, local distributor road whilst new routes delivered as part of the development itself fulfil more locally strategic transport functions. With this in mind, it is proposed to close Chilmington Green Road close to its junction with the A28. This will still retain direct access from the A28 to the businesses located at the junction but the point of closure should be located to ensure that vehicular access to the proposed secondary school is from the east, via the new internal route network. As such, the timing of this closure should be prior to the opening of the secondary school. Pedestrian and cyclist access through the 'closure' point should be retained.
- 9.31 As part of this change of role, it is expected that Chilmington Green Road will become more attractive route for pedestrians. There is currently no footpath alongside this road but where new development abuts the road, footpaths should be provided as part of that development parcel. In addition, a footpath should also be provided on the southern side of Chilmington Green Road from the south-eastern edge of the built footprint to the Stubbs Cross junction to enable pedestrians to safely reach the post office and facilities on Tally Ho Road.

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<sup>29</sup> Ashford Road, the Street and Chart Road

9.32 To the east of Stubbs Cross (where Chilmington Green Road becomes Magpie Hall Road), there should a range of limited traffic calming measures introduced to discourage 'rat-running' of through traffic to the Ashford Road and beyond. Such measures should be not be visually intrusive or preclude the use of existing residential accesses onto Magpie Hall Road and shall be agreed in advance with the borough and county councils, in consultation with the relevant parish council. A short area of new pedestrian footway on the southern side of Magpie Hall Road between the properties of Wainsbrook and Kingsthorne Farm should be constructed to improve safety on this bend in the road.

9.33 As in Great Chart, it will also be necessary for monitoring of traffic flows on Magpie Hall Road to be undertaken at regular intervals to ensure that mitigation measures are working as intended and for additional measures to be implemented if this is not the case.

### ***Other existing rural routes***

9.34 The other existing rural lanes within the AAP area (Mock Lane, Bartletts Lane and Criol Lane) all have very low levels of traffic and are very minor routes providing only local access. It is envisaged that these routes should retain their existing roles as far as possible with vehicular access to development in their vicinity being provided primarily from new routes created by the development itself. The only exception to this will be the southern part of Mock Lane that serves the District Centre and its surrounding residential development, where significant improvements will be necessary.

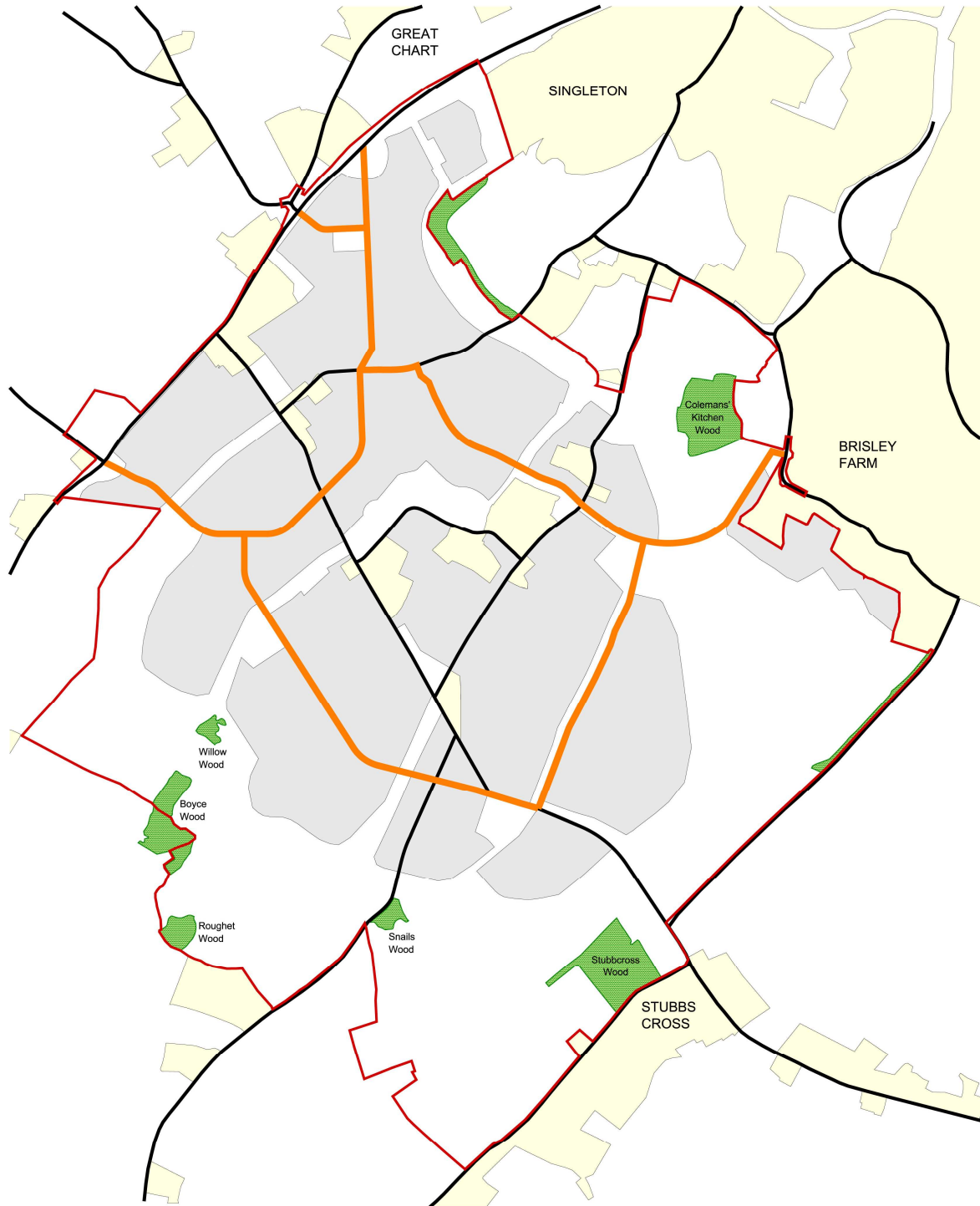
### ***Connection to Brisley Farm***

9.35 A key element of the transport infrastructure that will be necessary to serve the Chilmington development is a new highway link from the Brisley Farm residential development to the Chilmington Green area. This will provide a critical link from the Brisley Farm extension to the range of services and facilities being provided as part of the main development area whilst also giving much improved access for existing residents at Brisley Farm.

9.36 This link will also enable an alternative route for eastbound traffic from the Chilmington development that uses the existing south Ashford highway network of Coulter Road, Cuckoo Lane and Knoll Lane and reduces the pressure for traffic to use the existing rural lanes. This link should be in place as the second main phase of the development is commencing.

9.37 As this route will be crossing Discovery Park, it is important that it is designed in such a way that it does not dominate the setting of the park or creates unnecessary severance. Appropriately designed pedestrian and cyclist crossing points will need to be provided.

**Figure 12: Proposed Strategic Road Network**



- Key:**
- AAP boundary
  - Existing roads
  - ▒ Extent of built footprint
  - Proposed strategic roads
  - ▒ Existing woodland
  - ▒ Existing properties (residential & commercial)

Prepared by:



On behalf of:



Drawing Title

Proposed strategic roads





### **POLICY CG11 - HIGHWAYS AND ACCESS**

The principal vehicular access to development at Chilmington Green shall be from two new roundabout junctions with the A28. A third, signal-controlled access from the A28 at the junction with Chart Road and Goldwell Lane will also be created. A new link shall also be formed linking the District Centre across Discovery Park to the Brisley Farm development, connecting to Coulter Road. The internal road network at Chilmington Green will be based around a grid that links the District Centre and the two Local Centres. New road infrastructure will be provided, in accordance with a detailed infrastructure phasing plan to be approved by the council.

Proposals for development at Chilmington Green shall include provision for the following:-

- a) funding to a level to be agreed by the borough and county councils, towards the delivery of a set of off-site improvements to the A28 corridor;
- b) funding to a level to be agreed by the borough and county councils towards the repayment of the forward funding arrangements that delivered the improvements to the A28 Drivers roundabout and M20 Junction 9;
- c) the delivery (or funding) of off-site highways works to Magpie Hall Road and the road which runs through Great Chart village, details of which shall be agreed by the borough and county councils following consultation with the relevant parish council. Following implementation, traffic flows on these routes shall be monitored in accordance with a plan to be agreed with the borough and county councils. Developers shall be required to fund or implement any additional works to these routes should traffic flows generated by the development exceed an agreed level;
- d) the closure to traffic of Chilmington Green Road at a point close to its junction with the A28, in accordance with the Policies Map, and;
- e) existing rural lanes within the AAP area which are of landscape, nature conservation or historic importance shall, wherever possible, retain their existing roles and character.

These matters will need to be considered as part of a Transport Assessment, submitted to support an outline planning application for the whole site.

Pedestrian footpaths shall be provided along Chilmington Green Road at locations to be agreed with the borough and county councils and from the junction with Tally Ho Road to the edge of the built development.

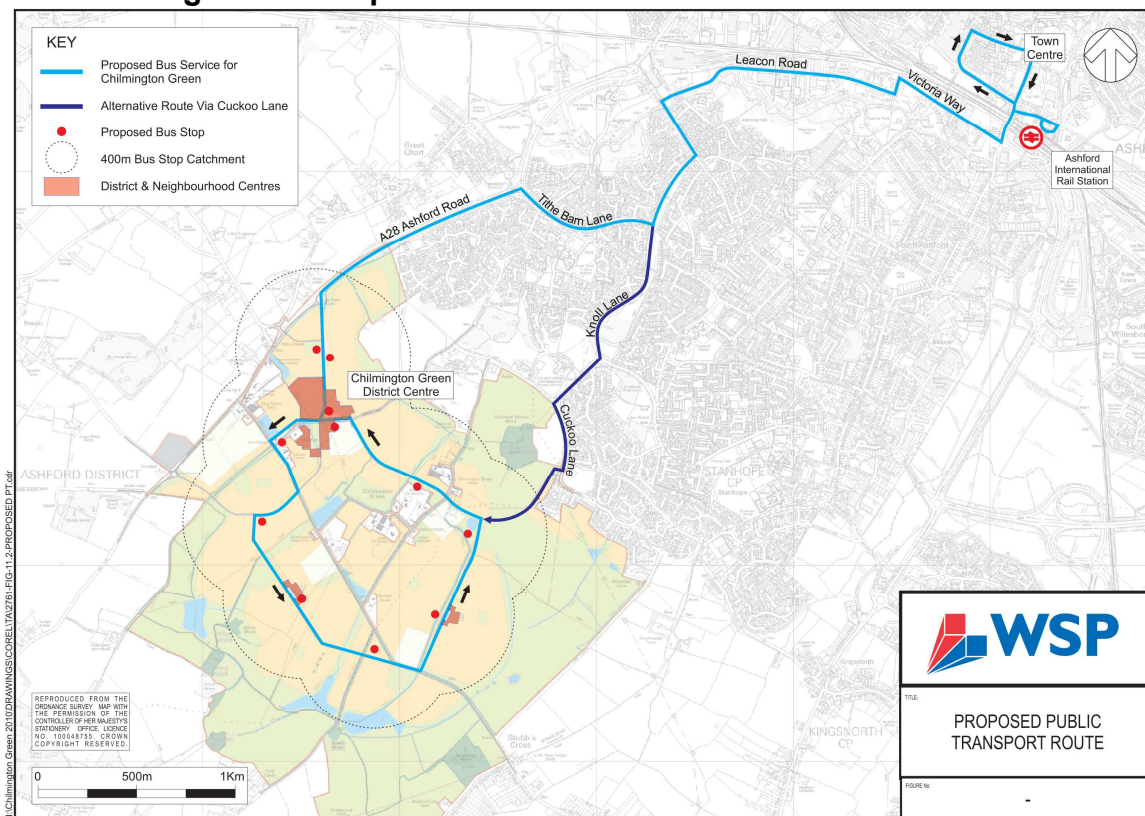
The occupation of development at Chilmington Green may be restricted by condition and / or planning obligation unless it can be demonstrated that sufficient off-site highway capacity on the A28, or any other primary or secondary links or junctions within the adjacent parts of the urban road network, is available to accommodate any additional traffic generated by the development (based on achieving at least a 'nil detriment' position).

# Chapter 9 - Transport

## Public Transport

- 9.38 The transport planning of the Chilmington Green development has assumed that there will be a significant use of public transport for trips both within the development and for those going elsewhere. The aim is to achieve 20% of trips from the site by public transport and is assumed within the wider transport modelling work that supports the AAP. This is a challenging aspiration that requires bespoke measures to bring it about.
- 9.39 As discussed above, the Core Strategy assumed that the 'Smartlink' service would be the primary public transport service linking Chilmington Green and Ashford Town Centre but changed economic circumstances have resulted in uncertainty regarding the delivery of the full 'Smartlink' scheme. As a result, greater flexibility is now needed in the nature of the public transport solution linking Chilmington Green with Ashford Town Centre for various phases of the development, with the ability to accommodate and / or benefit from any future 'Smartlink' service but without relying on it.
- 9.40 Therefore, it is proposed that a new high quality bus service between Chilmington Green and the town centre / railway station is provided at an early stage of the development. This will initially terminate at the Chilmington District Centre and operate via the A28, Tithe Barn Lane, Knoll Lane and Victoria Way into the town centre). Such a service should operate with at least a 10 minute frequency in the peak hours on Mondays to Fridays with 20 minute frequencies for the remainder of the day and through the evening. The service should also operate at reasonable frequencies during the weekend and on bank holidays.

**Figure 13: Proposed Bus Route to Ashford Town Centre**

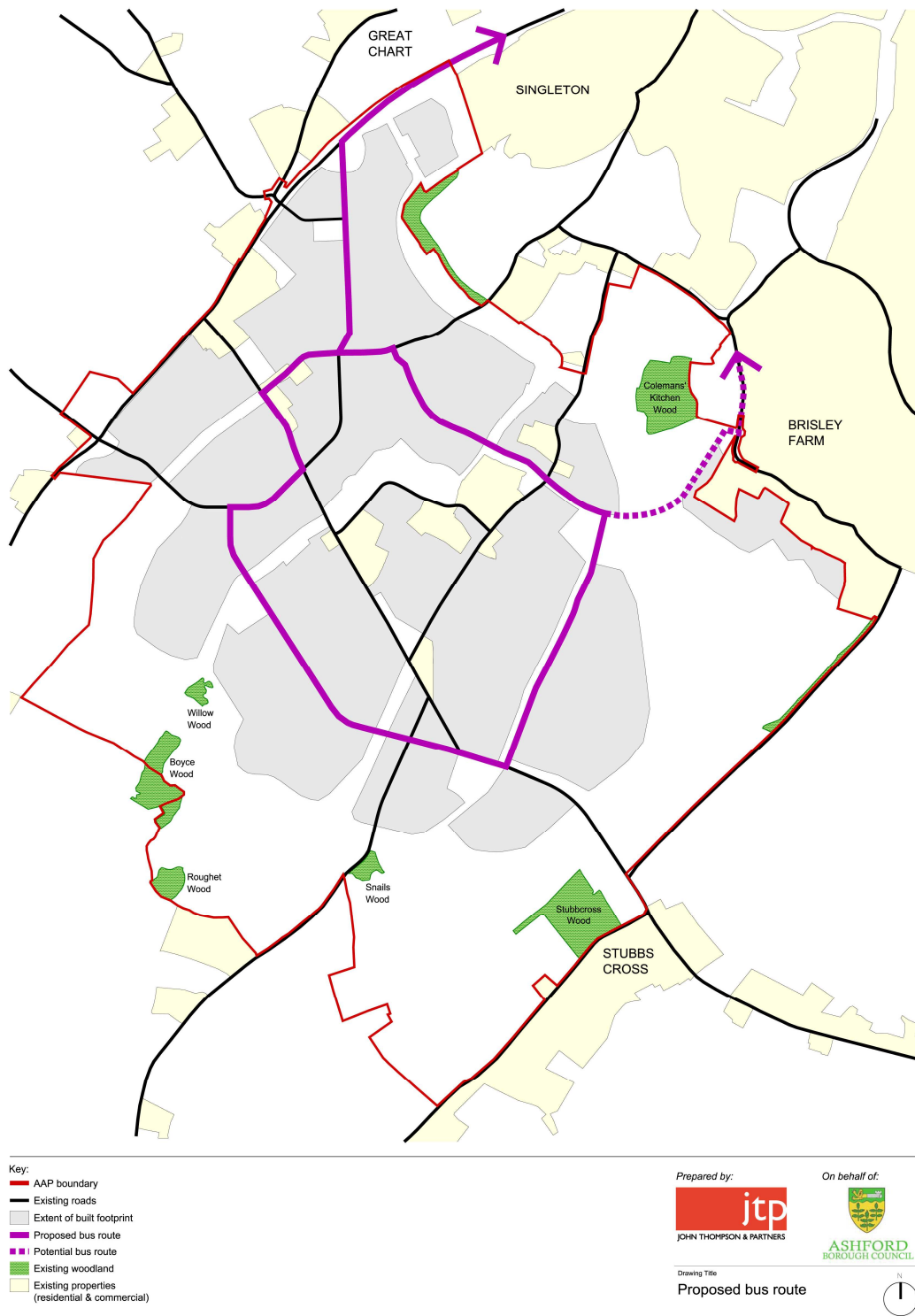


- 9.41 As development at Chilmington Green evolves in line with the proposed phasing arrangements (see Chapter 11), the Brisley Farm link will enable an alternative route for public transport services to the town centre via Knoll Lane and Victoria Way (see Figure 13). Within the Chilmington Green development itself, the route of the public transport service will be expanded incrementally to eventually form a loop of the built development area to ensure that at least 80% of dwellings at Chilmington Green are within 400 metres walking distance of the route.
- 9.42 Extensive bus priority measures between the Tithe Barn Lane/Knoll Lane junction and the town centre will be necessary if the Chilmington Green public transport service is to deliver the attractive journey time necessary to work towards the target public transport mode share. In the absence of major scheme public funding of 'Smartlink', delivery of the necessary priority measures will now require a financial contribution from the developers of the Chilmington Green development (and any other developments proposed along the route).
- 9.43 Although it is likely to take some considerable time before there is sufficient patronage for the new service from Chilmington Green to achieve commercial viability, there is also a need to provide the service at a point before travel patterns and behaviour become too established by the residents there. This means that subsidy will be required from developers to support the early introduction of the service alongside the capital expenditure on bus priority measures. Agreement should be reached with local bus operators and the borough and county councils to ensure that developer funding is used efficiently and effectively and is provided at the right time. Complementary bus-related infrastructure such as good quality shelters with real-time service information and signage to an agreed specification should also be funded by developers. The precise scale and timing of these contributions shall need to be considered alongside the wider viability of the development as a whole and agreed with the borough and county councils as part of any application for the development.
- 9.44 It is recognised that the Chilmington Green services may eventually form part of a wider 'Smartlink' style strategic bus network that serves a range of existing and proposed development sites across the Ashford urban area. This would enable a wider range of potential funding sources, including CIL funds or any available public funding through either central Government or the county council, to be attributed to the delivery of such a network.
- 9.45 The Transport Assessment supporting the outline planning application for development of the urban extension shall include details of the proposed frequency, travel times, operational times and phasing of the proposed service. A Public Transport Plan for Chilmington Green will be required as part of any Section 106 Agreement for the development and will act as the means of agreeing the on-going details of the public transport provision with the borough and county councils. The plan shall be kept under review throughout the development period and will incorporate a mechanism for recording trips made to and from the development such that the public transport mode share can be regularly monitored.

# Chapter 9 - Transport

9.46 The developers will be expected to proactively incentivise the use of the public transport service by new residents. This could include such measures as a 'welcome pack' with free or subsidised tickets for an initial period. A toolkit of further measures and incentives should be identified, and implemented should the target of 20% public transport modal share not be achieved.

**Figure 14: Proposed Dedicated Bus Network to Serve Chilmington Green**



### **POLICY CG12 – PUBLIC TRANSPORT**

**Public transport services from Chilmington Green shall be designed to deliver at least a 20% public transport mode share for trips to and from the site.**

**Developers will be required to:**

- a) Subsidise a new fast, frequent bus service from the Chilmington Green District Centre to Ashford Town Centre and railway station running on at least a 10 minute frequency during weekday peak periods;**
- b) Provide contributions towards bus priority measures, to be delivered by the county council, on the route between Chilmington Green and the town centre;**
- c) Provide contributions towards the provision of bus-related infrastructure, at a specification to be agreed with the county council, on the route between Chilmington Green and the town centre and along bus routes within the development itself.**

**The scale and timing of any developer contributions towards public transport provision shall be agreed with the borough and county councils, following consultation with relevant bus operators, prior to the grant of outline planning permission for the development and implemented through a Section 106 Agreement.**

**The developers shall also bring forward, and fund, proposals to incentivise the use of the service once it is operating.**

**A Public Transport Plan, to be agreed as part of any Section 106 Agreement for the development, shall be the means of agreeing the detail of service provision, including the route, any operational subsidy, the timing of provision in relation to development phasing, and a 'toolkit' of measures to promote (and subsequently increase if required) use of the service during the life of the development, with the borough and county councils.**

## Chapter 9 - Transport

### Cycling and walking

- 9.47 The potential of cycling and walking to play a role in meeting transport requirements within the Chilmington development area is significant. The area is largely flat and there are great opportunities to build in good quality, attractive links through the development for cyclists and pedestrians.
- 9.48 The area currently enjoys several public rights of way passing through it, including the regionally important Greensand Way. In general, these existing routes should be retained within the development layout but where this is not feasible, alternative, equally commodious routes should be provided. The diversion of the Greensand Way to the north of the built footprint of the development provides an opportunity to incorporate the higher ground around Coleman's Kitchen Wood into the route thus opening up additional viewpoint opportunities. Appropriate signing and waymarking of public rights of way within the AAP area shall be provided to ensure clarity over any diverted routes and encourage the general use of such rights of way.
- 9.49 National Cycle Route 18 also passes through the AAP area (via Bartletts Lane and Criol Lane). This route shall remain in-situ as it passes through the development area.
- 9.50 In particular, links between the District Centre and the countryside to the south and Discovery Park to the east should be created to encourage movements between these areas whilst helping to link up other infrastructure and facilities such as the local centres, play areas, sports facilities and other open spaces. They need to be designed to accommodate significant numbers of pedestrian and cycle movements and be focused around the strategic 'green' links which permeate the built-up area. In general, these routes should provide a more direct route than the equivalent journey by road. These strategic pedestrian and cycleway links are shown on Figure 15 (Page 86) and Strategic Diagram 2c and are part of the key movement structure for the urban extension. Detailed sections of each of these links will need to be designed and approved as part of the wider process of establishing the form and quality of the public realm within the development.
- 9.51 These strategic links should be complemented by a finer grain of local pedestrian and cycleways that provide permeability within and between development parcels. These should be designed in line with the prevailing character and density of those development parcels and will also form an important element of the public realm. The creation of 'alleyways' with little or no passive surveillance should be avoided.

### Equestrian links

- 9.52 The needs of equestrians should also be considered in the planning of the movement network. Existing formally designated bridleway connections should be retained unless it would be impractical to do so, in which case, alternative routes should be provided to create links to the wider countryside and amenity routes.

### **POLICY CG13 – CYCLING AND WALKING**

**Development at Chilmington Green shall provide a network of strategic pedestrian, cycleway and equestrian routes in accordance with Strategic Diagram 2c. This network shall be supplemented by a series of good quality, local pedestrian and cycleway links to be agreed as part of the detailed consent for each land parcel.**

### **POLICY CG13A – TRAVEL PLAN**

**In accordance with paragraph 36 of the NPPF, a Travel Plan shall be provided to bring together the different transportation elements necessary to support the proposed development. The Travel Plan shall include a monitoring regime for the different modes of transport covered in Policies CG11-13 and shall be agreed with the borough council, in consultation with the county council, prior to commencement of the development.**

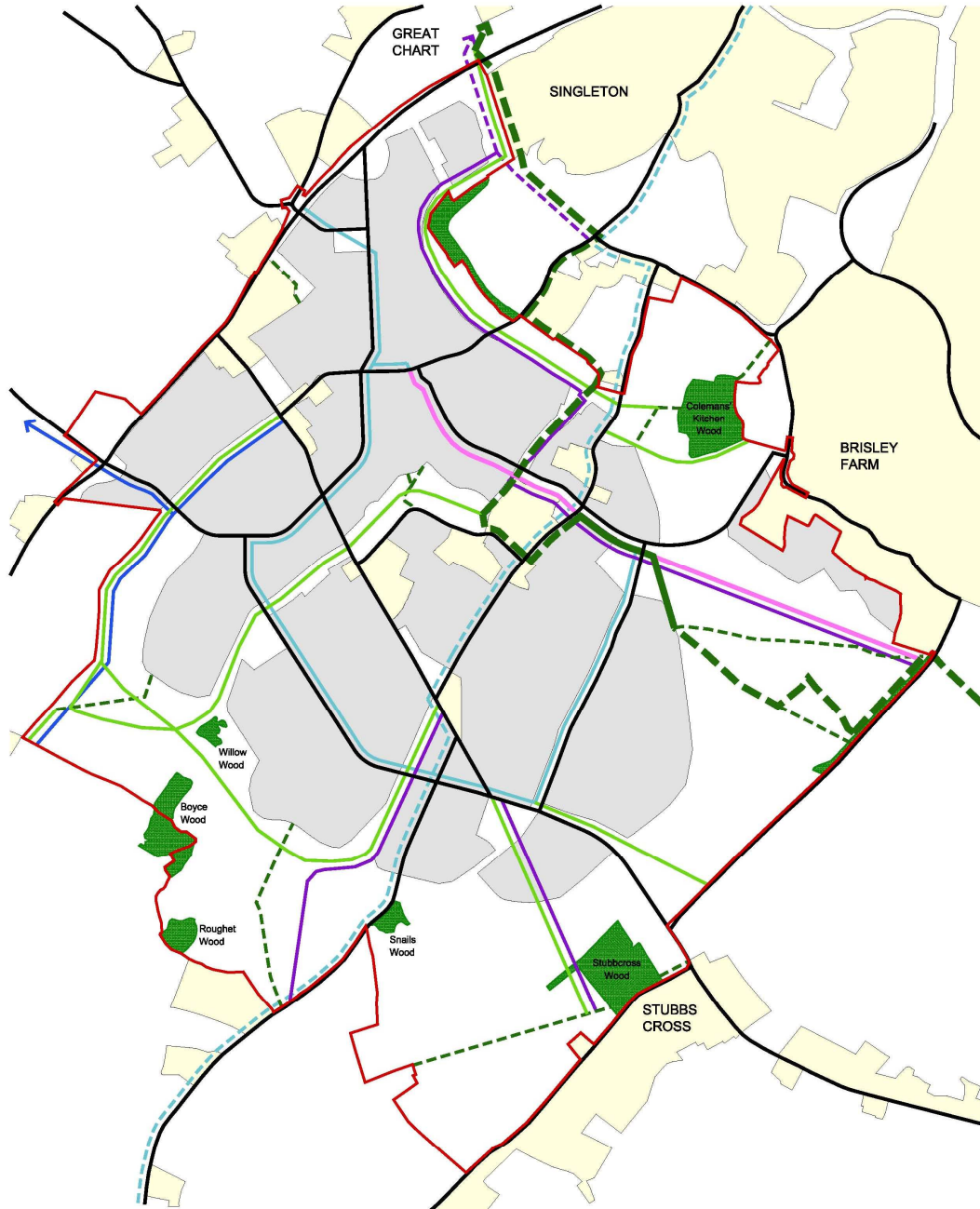
### **Park & Ride**

- 9.53 Policy CS15 and Figure 2 of the Core Strategy indicate that a new Park & Ride facility should be provided in the Chilmington Green area as part of the council's wider parking strategy for the town.
- 9.54 This particular facility was always envisaged to be the third of the three proposed Park & Ride locations identified around Ashford in the Core Strategy, and as such, unlikely to be required until the end of the decade at the earliest. As part of the review of the Core Strategy, the approach to accommodating the parking demands for the town will be reviewed. This may reinforce the need for a third Park & Ride facility at Chilmington or suggest an alternative approach.
- 9.55 In order not to prejudice this process, this AAP has identified an area of land on the western side of the A28 which could be accessed from the proposed southern A28 roundabout into the Chilmington development within the control of the developer consortium, which would be suitable for use as a Park & Ride site, should it be required in the future. This area shall be safeguarded for this use until a decision on the long term need for a Park & Ride site in this location is reached through the Core Strategy review process.

### **POLICY CG14 – PARK AND RIDE**

**Land to the west of the A28 is identified for a future Park & Ride facility. No development that would prejudice the ability to bring forward such a facility shall be permitted unless the council has determined that the facility is no longer required.**


Figure 15: Proposed Non-vehicular Routes



- Key:**
- AAP boundary
  - Existing & Proposed roads
  - Extent of built footprint
  - National footpath to be retained (Greensands Way)
  - Proposed National footpath diversion (Greensands Way)
  - Existing footpaths to be retained
  - Proposed pedestrian & cycle routes
  - Strategic west to east pedestrian/cycleway
  - Proposed cyclepath
  - Existing cyclepath to be retained
  - Existing bridleways to be retained
  - Potential bridleways
  - Existing byway
  - Existing woodland
  - Existing properties (residential & commercial)

Prepared by:  
  
 JOHN THOMPSON & PARTNERS

On behalf of:  
  
 ASHFORD  
 BOROUGH COUNCIL

Drawing Title  
 Proposed non-vehicular routes 



### Chapter 10 – Topic Policies

#### a) Education Provision

##### *Secondary School Provision*

- 10.1 From the early stages of the evolution of the Chilmington Green Masterplan, the borough and county councils have advocated that a secondary school should be provided at Chilmington Green, in part because the development itself will generate a significant demand for secondary school places. The ability to comprehensively plan for such a facility from the outset, at a location that is well related to a major new development and the wider urban area of Ashford and on a site that is available and deliverable were also critical considerations. As such, these assumptions helped shape and inform the early stages of the Chilmington Green Masterplan (See Sustainability Appraisal Stage B report), and have been taken on board by the development consortium from the outset of the process.
- 10.2 The location of the secondary school site, adjacent to the A28, as proposed within the AAP, ensures that the school can be delivered in an early phase, with easy access to the local road network and without impacting on the construction programme for the remainder of the site.
- 10.3 This AAP allocates a minimum 8 ha site for the provision of a new 6 form entry secondary school with associated sixth-form facilities. This will provide for the strategic needs of Ashford in the short to medium term and will be well located to cater for the needs generated by the Chilmington development itself in the longer term. It is recognised that additional secondary school provision will be required to serve the strategic needs of the town to 2030 and this will be addressed in the forthcoming Core Strategy Review.
- 10.4 When the secondary school facilities are needed will be mainly dependent on the anticipated pupil passing through the primary schools across Ashford. At present, the secondary school is expected to be required within either phase 1 or 2 of the Chilmington development (based on current modelling by the county council). The AAP indicates that site transfer to the relevant education authority (see paragraph 10.10) will be within the second phase of the development (see Appendix 3). However, there must be flexibility in this as it will need to respond to demand generated for places within the wider town and will therefore need to be made available at the county council's request, whether this is earlier or later than phase 2.

## Chapter 10 - Topic Policies

### ***Primary School Provision***

- 10.5 In response to evidence produced by Kent County Council, development at Chilmington Green (based on 5,750 homes) generates the need for four primary schools (in the form of three two-form entry schools, and an additional one-form entry school in the latter stages of the development (with the capability of subsequent expansion to two-form entry if required). These should all be located on-site as they are meeting a direct need from the development. Each primary school will need to be provided on a site of at least 2.05 ha, as stipulated by the Education Authority. It is anticipated that each school will include Early Years provision plus social care multi-agency facilities.
- 10.6 The requirement for the delivery of each primary school will be dictated primarily by the progress of development at Chilmington Green as it is principally locally generated needs that will be met. The precise trigger points for developers to transfer the sites to the education provider will need to be agreed with the county council and reflected in the Section 106 Agreement that accompanies any grant of planning permission for the development. Appendix 3 of this AAP provides a guide to the likely housing trigger points for the release of sites for primary school use, based on discussions with KCC.
- 10.7 The proposed distribution of primary schools is reflected on Strategic Diagram 1 of the AAP. The first primary school is proposed to support the planned District Centre. The second primary school (due to be delivered within phase 2) is proposed to be located near to Discovery Park. Its proposed location is central to a sizeable residential hinterland and is suitably removed from the other planned primary schools, so that a clear catchment can be created. The third and fourth primary schools are proposed to be located within easy walking distance of the two Local Centres (to serve phases 3 and 4 of the development). The primary schools will play a role in supporting these focal points for the community.

### ***Management and Maintenance***

- 10.8 At the time of writing this AAP, the education sector in the UK is undergoing significant changes, particularly in relation to how such facilities are funded and managed over time. These changes have resulted in numerous independent academies and free schools being formed, run by bodies which are independent of the county councils, thus moving away from the traditional governance model.
- 10.9 Although this scenario mainly arises with secondary schools, colleges, universities and other forms of high education, it is just as relevant to primary schools. In light of this, it is possible that the long term management and maintenance of the education provision at Chilmington Green may not ultimately be under the control of Kent County Council. Indeed, at the time of publishing this AAP, the borough council is aware that the developer consortium is in negotiations with a number of local and national bodies to explore the possibility of a free school running the planned secondary school at Chilmington Green.

- 10.10 Therefore, the secondary school site (8 ha) and the four primary school sites (each 2.05ha) will need to be transferred to Kent County Council, or alternative education provider, in line with their respective requirements<sup>30</sup>. Such a transfer will need to be made in sufficient time to ensure that the school is open for the start of the required academic year of opening.

### **POLICY CG15 - EDUCATION PROVISION**

**One minimum 6 form entry secondary school (on a minimum 8 ha site) shall be provided as part of the Chilmington Green development, in accordance with the allocation shown on the AAP Policies Map. The site will be made available for transfer to the relevant education authority or provider at the request of the county council.**

**In addition, sites for three 2 form entry primary schools, and one 1 form entry primary school with the capability for future expansion to 2 form entry (all on sites of minimum 2.05 ha), shall be provided at the locations indicated on Strategic Diagram 1. Each site will be transferred by the developers to the relevant education authority in line with trigger points to be agreed with the county council, and in a form which is consistent with the relevant site transfer requirements. The primary schools should be well connected by foot and cycle to the District Centre or the Local Centres.**

### **b) Indoor Sport and Community Provision**

- 10.11 The starting point for the approach proposed in this AAP is the council's Local Plan (adopted 2000) Policy LE8 'Leisure Facilities' which remains saved. Policy LE8 sets out that a suitable range and scale of indoor sports provision (relating to squash courts or equivalent), are required on a 'proportionate increase' basis to support development of over 1,000 dwellings. Policy LE8 also refers to bespoke 'community leisure buildings' being needed, again on a 'proportional increase' basis for larger developments.
- 10.12 As Policy LE8 was clearly not drafted with the scale of development proposed at Chilmington Green in mind, a more refined approach is necessary, to take into account:
- the nature of the development (in that it will deliver a critical mass of people in one location and provides the opportunity to deliver a range of uses and facilities in close proximity to each other),
  - the council's experience of what facilities can be sustainably supported over time,
  - what has been delivered by development at Ashford, and elsewhere,
  - the council's preferred approach to the delivery of such facilities.

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<sup>30</sup> For KCC this would relate to their 'general requirements for the transfer of a site' and their 'terms of school transfer' which covers, amongst other things, when the site needs to be transferred to KCC's ownership and how the site should be serviced prior to transfer

## Chapter 10 - Topic Policies

- 10.13 Based on these factors, the following is considered to represent an appropriate 'proportional increase' for indoor sports and community leisure provision at Chilmington Green:-
- An indoor sports building, capable of accommodating 4 badminton courts, changing facilities, a café and complementary active uses, as well as 500 sqm of community recreational / meeting space (e.g. dance studio, gym, meeting room, small hall)
  - A single multi purpose community leisure building of 1,000 sqm (GIA) at the District Centre (two badminton courts or equivalent)
  - 500 sqm (GIA) of community indoor space at each Local Centre
  - 250 sqm of community space at the proposed pavilion as part of the delivery of the cricket pitch

### ***Indoor Sports Provision***

- 10.14 Best practice suggests that the Sport England Sports Facilities Calculator is a useful and up to date means of establishing what indoor sports provision should be delivered to support new development<sup>31</sup>. Using the Calculator, an initial headline need for an indoor sports hall that is capable of accommodating 4 badminton courts is generated by Chilmington Green (assumptions based on a new community of 13,800 people). A range of associated uses such as changing facilities, cafes, community recreation / meeting space (500 GIA sqm) accommodating complementary active uses (such as a dance studio space, gym) should be provided as part of the indoor sports hall provision.
- 10.15 The AAP proposes that this facility should be located at Discovery Park. This location - close to where the majority of outdoor sports pitches and parks and recreational space will be (refer to chapters 6 & 7) - allows for the sharing of infrastructure for the facilities (such as car parking and changing rooms) and also helps to support and reinforce the role identified for that part of Discovery Park. Its location will also help serve the existing (and proposed) Brisley Farm development and the nearby Knights Park estate.
- 10.16 In terms of delivery, the AAP proposes that the indoor sports building (capable of accommodating 4 badminton courts or equivalent) should be delivered at the mid point of the development – i.e. on completion of the 2,875<sup>th</sup> dwelling.
- 10.17 Adopting this approach will:
- ensure that the indoor sports building can come forward at a time where there is a sufficient size of local population to support its provision, helping it to become a focal point for the community
  - ensure that an ongoing and significant deficiency of dedicated indoor sport provision throughout the build out period is avoided [up to this point the only such facilities will be a two court badminton hall (or equivalent) at the District centre (although this will have a 'community' function as well) and any facilities provided via the secondary school (which will not enjoy unfettered public access)]

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<sup>31</sup> The Sport England Sports Facilities Calculator has been used recently to support the Eastern Quarry development in Kent

- help define and shape Discovery Park as - by this point - a number of outdoor sports pitches, as well as parks and recreation space, will have been delivered here.

10.18 Given the importance of the indoor sports building, its exact location, layout, access arrangements, range of uses, phasing and delivery at Discovery Park should be explored and developed as part of the Discovery Park Masterplan (see Chapter 7).

10.19 In addition to the spatial requirements referred to in this section, the Sports England Calculator also suggests that a number of additional strategic off-site contributions to enhance existing facilities nearby (such as swimming pools, indoor bowls and artificial pitches) may be required for a development of 5,750 units. Any required off-site contributions will be agreed with the council and reflected in the Section 106 Agreement for the development.

### ***Community Leisure Provision***

10.20 Policy LE8 of the Local Plan advocates the role of ‘multi-purpose community leisure buildings’ to deliver community space within a development. However, too many similar buildings in one location would lead to undue competition, undermining their long term sustainability. In light of this, the AAP proposes the delivery of suitable space that will play a predominant ‘community service’ role at key locations around the development, rather than solely relying on multi-use ‘buildings’.

10.21 The AAP proposes that community provision should be delivered at important locations around the development, as follows:

- At the District Centre, a multi-purpose community leisure building (minimum 1,000 sqm GIA) is envisaged to reinforce the importance of this destination and generate patronage at different times of the day. As set out under Policy LE8 and supported by council policy, this ‘multi-purpose community leisure building’ should be designed in such a way that it can accommodate a range of community uses, such as meeting space for various community groups (including faith groups), as well as being suitable in size and height to provide space for indoor, leisure, social and sporting activities, such as aerobics and badminton.
- At the Local Centres, dedicated community space is envisaged (500 sqm GIA at each Local Centre), to support their local neighbourhood and ensure that these centres become focal points.
- Community space (250 sqm GIA) is also envisaged as part of the pavilion proposed to complement the cricket pitch, envisaged near the hamlet.
- In addition (as stipulated above) 500 sqm (GIA) of bespoke community space (in addition to the 4 court badminton area) is envisaged at the indoor sports hall at Discovery Park, to complement its role and the indoor sports activities that will be based there. In line with Policy LE8 ‘community space’ should be flexible (to cater for varying scales of community activity) and be available for general community use for most of the day and evening.

## Chapter 10 - Topic Policies

- 10.22 This need for flexibility is further reinforced as the end use of such space will be finalised and agreed after consultation with the local residents and clubs, as required by the council. This will ensure that local people can help shape and inform the community spaces that they want in their locality.
- 10.23 This overall approach to both indoor sports and community leisure provision at Chilmington Green ensures that suitable provision is being delivered in a variety of ways, and at a variety of locations. Such an approach also ensures that this various provision is delivered as the development evolves to support each phase of the build out period – a key requirement of this AAP. Each of these facilities will be designed to complement rather than replicate each other, in line with residents' aspirations.

### **POLICY CG16 - INDOOR SPORTS AND COMMUNITY LEISURE PROVISION**

#### ***A) Indoor Sports Provision***

**Proposals for development at Chilmington Green shall include for the provision of an indoor sports hall, capable of accommodating 4 badminton courts, changing facilities, 500 sqm of community space, a café and complementary active uses. The indoor sports hall shall be fully operational prior to the occupation of the 2,875<sup>th</sup> dwelling and shall be located within Discovery Park, near to the concentration of outdoor sports pitches proposed in this area.**

**The precise siting, layout, management and access arrangements and range of uses to be incorporated within the indoor sports hall should be explored and developed as part of the Discovery Park Masterplan (see Policy CG9) to be agreed with the council.**

**The council will also require developer contributions towards the provision or improvement of strategic off-site indoor leisure facilities, based on the Sports England Calculator model.**

#### ***B) Community Leisure Provision***

**Development at Chilmington Green shall also make provision for community leisure provision which should be distributed around the development at the following locations and in the following ways:-**

- A single multi purpose community leisure building of 1,000 sqm (GIA) at the District Centre (two badminton courts or equivalent)**
- 500 sqm (GIA) of community leisure space at each Local Centre**
- 250 sqm (GIA) of community leisure space at the pavilion proposed to serve the cricket pitch at Chilmington Green hamlet**

**In line with adopted council policy, the multi-purpose community leisure building will need to be designed in a way that allows for a variety of uses, ranging from bespoke community space to accommodating a number of indoor sport and leisure based activities.**

**The precise design, management and specification of each area of community space will need to be agreed with the council, in consultation with the local community and parish council so it can incorporate a variety and range of community activities.**

### C) Social and Community Facilities

- 10.24 What might be generically termed 'social and community' facilities provide the other main element of the community needs that will arise with the delivery of a major new urban extension. These services include adult education, youth facilities, library provision, family and social care services as well as primary health services (e.g. GPs) and the emergency services, as well as faith groups and places for worship.
- 10.25 How the need for these services arising from the Chilmington Green development is met will depend to a significant degree on the particular strategic model of provision of each service and whether this necessitates a requirement for space at Chilmington Green or not (and if so, broadly how much). Discussions have been held with the specific service providers in the preparation of this AAP and some key principles have been established which are reflected in this AAP.
- 10.26 Where an 'on-site' presence is required, this should ideally be located at the District Centre. This provides the most accessible location within the development and provides the greatest opportunity for co-location with other related services. This should be within a single 'community hub' building or in separate facilities in close proximity within the District Centre. This will ensure greater convenience for service users and allow for a more efficient and viable use of available space. For some services, there may be the opportunity to also use space at one or both of the two Local Centres.
- 10.27 Where 'on-site' space is required, this should, where possible, be provided in a form that allows flexibility for use by different services. This may also mean the phased delivery of space where demand for services is likely to build up incrementally over time as development at Chilmington Green progresses, including reserving land to enable the potential for the extension of premises at a later date.
- 10.28 The major space requirement at the District Centre is for accommodation for the families and social care services operated by the county council. A dedicated space of around 340 sq. m (net internal), with an associated Disability Discrimination Act (DDA) compliant kitchen facility, together with internal and external circulation space will be needed to serve a resident population of the size of that proposed at Chilmington Green. Co-location with primary health care facilities should also be delivered.
- 10.29 The delivery of primary health care facilities will need to take into account the legislative changes proposed by central government and the move towards multi-GP practices with capacity for related services such as dentistry and minor surgical procedures. Based on the likely eventual population of Chilmington Green, this suggests that suitable space provision for up to 6 GPs will be required, most if not all of which should be located at the District Centre. However, should additional GP facilities be required to serve the latter phases of the development, then provision should be made as part of the community space to be delivered at the two Local Centres.

## Chapter 10 - Topic Policies

- 10.30 If the model of service provision means that a more strategic form of delivery is preferred, then appropriate levels of funding should be provided by developers through a Section 106 Agreement. The phasing of such payments should be in line with meeting needs as they arise and be reflected in the Section 106 Agreement.
- 10.31 The Infrastructure Delivery Plan (Appendix 3) provides an indication of the scope of the requirement for social and community facilities for Chilmington Green and how they may be provided through the delivery of space, funding or both.

### **POLICY CG17- SOCIAL AND COMMUNITY FACILITIES**

**Social and community facilities at Chilmington Green shall be provided in accommodation at the District Centre which may be part of a combined community 'hub' or in separate facilities in close physical proximity. Where possible and feasible from a service provider's perspective, community and primary health care facilities may be shared by different service providers including social care providers where joint provision of services is encouraged. Exceptionally, additional space for community and social care facilities would also be acceptable at either of the proposed Local Centres.**

**The following specific space requirements shall be provided as part of the development:**

- 340 sq. m (net internal) of accommodation for families and social care services with associated suitably designed associated kitchen space and internal and external circulation space;**
- Primary health care accommodation sufficient for at least a 6GP practice and associated primary care services. Should additional demand determine a need for additional GP services to serve the development in the long term, accommodation should be made available as part of the community space at the Local Centres.**

**The phasing and delivery of social and community facilities and / or funding to support such services shall be agreed with the relevant service providers and included in an appropriate Section 106 Agreement.**

### **D) Affordable Housing and Special Needs Accommodation**

- 10.32 The starting point for the approach to providing affordable housing at Chilmington Green is Policy CS12 of the Core Strategy (2008) and the Affordable Housing SPD (2009). An overall development of 5,750 dwellings will generate a total requirement for 1,725 affordable housing units (30% of the total figure) with a required tenure split of 60% socially rented and 40% in other forms, such as shared ownership.
- 10.33 Since the adoption of the Core Strategy, the council has produced the 'Strategic Housing Market Assessment' (2010) and updated the 'Housing Needs Assessment' (2010). Both of these documents affirm the Core Strategy policy, both in terms of the amount of affordable accommodation to be sought and the proportionate split between social rented and other forms of provision.



- 10.34 However, the Government's approach to affordable housing policy has also changed since 2010 with the introduction of the Affordable Rents Scheme (as part of the Homes and Communities Agency Framework 2011-2015). In response, the council will shortly be reviewing the Affordable Housing SPD. In the interim, it is envisaged that the affordable rent requirement will substitute for the social rented element of Policy CS12 for most types of affordable housing provision.
- 10.35 Given the scale of affordable accommodation required at Chilmington Green and the length of time over which it would be delivered, it is necessary for this AAP to consider how a flexible approach to its delivery may be required.
- 10.36 For example, the quantity of affordable housing proposed to be delivered early in the development may be lower than the 30% policy target figure or a different split between affordable rent and shared ownership properties proposed, if justified by a robust and independently verified viability assessment (See paragraphs 1.19 – 24 and Policy CG22). In this case, the council would expect this deficit to be subsequently 'clawed back' as far as is reasonable. The initial deferral of affordable housing provision within a phase may also be clawed back within the same phase if house values increase sufficiently.
- 10.37 In these circumstances, the council would initially utilise its 'deferred contributions' policy so that, if sales values increase sufficiently, then this would help to subsidise additional affordable housing provision within that main phase of the development, subject to the consideration of alternative priorities for the use of deferred contributions where other infrastructure requirements have also been deferred on viability grounds.
- 10.38 To aid flexibility, the layout and housing stock proposed in phases 1 and 2 should be designed and managed in such a way that allows them to fulfil an additional affordable housing role later in the build out period, if required. Arrangements such as developer owned private rented properties that can then change tenure and be made available for affordable housing, as well as leaving undeveloped land parcels within phases 1 and 2 (which are unlikely to be fully built out until the end of the build out period) should be explored.
- 10.39 Should it not be viable, practical or desirable to 'claw-back' a deficit of affordable housing provision within a main phase of the development, then the council would seek this 'claw-back' over subsequent main phases of the development.
- 10.40 If, at the start of the next main phase of development, the developer considers that the provision of additional 'clawed-back' affordable housing would not be financially viable, then any such case will need to be tested by a development valuer appointed and instructed by the council, at the developer's cost, taking account of costs and revenues incurred to date and the anticipated infrastructure requirements (including any other requirements deferred from previous phases) and revenues for the next main phase. Where it is agreed that both anticipated and 'clawed-back' requirements cannot be met, the council will re-employ its deferred contributions policy.

## Chapter 10 - Topic Policies

- 10.41 In general, affordable housing should not be too clustered and should be well integrated across the development taking account of the nature of the stock, mix of tenures in any one area and the prevailing character of different areas as set out in Chapter 5. Care will be taken when applying any flexibility in the phasing of affordable housing in order not to undermine these key principles. In practice, this means that lower and upper percentages of affordable housing should be set for any of the main phases of development at Chilmington Green to avoid under provision or over-concentration in any one location. It is considered that a lower limit of 10% and an upper limit of 40% provides a reasonable balance between the need for flexibility and sound planning.
- 10.42 In accordance with Core Strategy policy, the affordable housing should be provided on-site. The council will only consider off-site provision as an alternative in very exceptional circumstances and where there is a clear and available opportunity to utilise such provision.

### ***Special Needs Accommodation***

- 10.43 A proposed population of this size will include a sizeable and growing elderly community and others with special needs. An appropriate level of supported housing will be need to be agreed with the council, including extra-care sheltered housing and supported care for young people and wheelchair accessible housing.
- 10.44 For the older persons scheme, this should be based upon the recommendations/ findings of the Housing our Ageing Population - Panel for Innovation report (HAPPI). At this point, the evidence suggests that there should be at least 100 units in total. As a guide, the preference for this scheme would to be of mixed tenure - 60 affordable units and 40 units for outright sale. Of the 60 units of affordable accommodation the tenure split should be 60% rent (36) and 40% shared ownership (24).<sup>32</sup>
- 10.45 The provision for older persons, extra-care sheltered housing and supported care for young people, should be located in or close to the District and Local Centres to ensure that these residents enjoy excellent access to public transport, and the wider range of services provided here.

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<sup>32</sup> The new affordable rent model is unlikely to be applied for older person schemes. Applicants would be expected to enter dialogue with the council about pursuing this type of provision

### **POLICY CG18 - PROVISION OF AFFORDABLE HOUSING**

Development at Chilmington Green will aim to provide a total of 30% affordable housing (1,725 units) with a tenure split of 60% affordable rent and 40% other forms.

In all main phases, there shall be a mix of affordable dwelling types, sizes and tenures at Chilmington Green. The precise mix shall be determined in accordance with the most up-to-date housing needs information available and in consultation with the borough council prior to the submission of detailed schemes for approval in each main phase of the development.

Each main phase of the development is expected to meet these 'normal' requirements unless a robust and transparent viability case proving this is not possible is accepted by the council, in which case the policy may be applied with a degree of flexibility in line with the council's deferred contributions policy (see Policy CG22) to a minimum level where at least 10% affordable housing is delivered in any main phase and no less than 30% of affordable housing in any main phase is within the affordable rented sector.

If the application of the deferred contributions policy does not subsequently result in a main phase of the development meeting the 'normal' requirements, subsequent main phases of the development shall be expected to 'claw back' any reduced provision up to a maximum of 40% of housing in any main phase of the development being 'affordable'.

Supported housing schemes of a size to be agreed with the council shall be located at the District Centre or Local Centre. Proposals for affordable housing will be expected to accord with the council's Affordable Housing SPD, as well as other policies and supplementary guidance.

### **E) Sustainable Design and Construction**

- 10.46 The starting point for the policy approach proposed within this section remains Core Strategy Policy CS10 'Sustainable Design and Construction' which establishes that all major development in the borough must be 'carbon neutral'.
- 10.47 To achieve this, Policy CS10 establishes targets for the residential (Code for Sustainable Homes level 4) and non-residential (overall BREEAM<sup>33</sup> rating of excellent) elements of Chilmington Green, as well as setting out a minimum carbon reduction target of 30% to be achieved.

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<sup>33</sup> British Research Establishment Environmental Assessment Method

## Chapter 10 - Topic Policies

- 10.48 Since the adoption of the Core Strategy, there have been some significant changes within the field of sustainable design and construction. In 2010, changes to the Building Regulations meant that a far more stringent energy efficiency standard was applied to development than before. In addition, the Government have stated their intention to remove unregulated energy from the definition of what constitutes a zero carbon home by 2016. In light of the changes mentioned above, the council has reviewed its adopted Sustainable Design and Construction Supplementary Planning Document.
- 10.49 Nevertheless, the general thrust of Policy CS10 – in that the principles of sustainability and efficient use of resources, particularly energy, water and waste, must be applied from the outset and integrated into all aspects of design to ensure carbon neutrality – remains at the forefront of the council’s agenda for development, and it remains a policy requirement for development at Chilmington Green. Here, development will need to deliver a combination of both on-site design measures, and a range of on-site sustainable energy technologies, to meet the target requirements of Policy CS10.
- 10.50 On-site design measures will include the approach to the layout of the development, the delivery of highly energy efficient buildings, the use of sustainable construction materials and the planned orientation of buildings across the whole development to maximise solar gain, as the Concept Energy Strategy<sup>34</sup> illustrates.
- 10.51 In terms of low and zero carbon on-site technologies, a range of solutions could be used including solar thermal, photovoltaics, ground source heat pumps and air source heat pumps.
- 10.52 At a strategic level - due to the scale and mix of uses at Chilmington Green, the nature of the planned built form and the ability to comprehensively plan for sustainable energy solutions from the outset of the development - the council favours the use of a district heating network to meet at least some of the developments energy needs, on-site.
- 10.53 District heating networks, including combined heat and power facilities (CHP), can deliver significant energy efficiency and carbon savings across a multiple of non-domestic buildings and dwellings. Evidence prepared (Concept Energy Strategy) to support the AAP highlights potential carbon dioxide savings across the whole development site if CHP is integrated into the development as it allows heat demand to be managed across the network as demand for energy shifts throughout the day from residential use to commercial or civic uses. As such, a district heating network is the council’s preferred approach at the District Centre<sup>35</sup> to take advantage of the relatively higher density of residential development and mix of uses that will be delivered there.

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<sup>34</sup> Chilmington Green ‘Revised Concept Energy Strategy’ – by WSP Environment & Energy.

<sup>35</sup> The delivery of a district heating network/s is not limited to just the District Centre

- 10.54 Adopting this approach will ensure that the development starts to meet some of its own energy needs<sup>36</sup> early in the build out programme, as the District Centre will be delivered within Phase 1. The heating network, and any surrounding built form, should be designed in way that allows for expansion of facilities, to allow it to accommodate the rise in energy demand as development is built out over a number years.
- 10.55 To provide certainty to the market, and to allow carbon saving solutions to be properly planned from the outset of the development, the council intend to 'fix' the policy carbon reduction requirements for Chilmington Green at the outline planning application stage even though it is likely that over the course of the build out period there will be changes in the requirements for sustainable design and construction. However, most of the more significant changes are likely to come through any subsequent revisions to Building Regulations<sup>37</sup>, so it is not deemed appropriate to apply a fluctuating carbon energy saving target to the development.

### **POLICY CG19 - SUSTAINABLE DESIGN AND CONSTRUCTION**

**Development at Chilmington Green shall be carbon neutral, in accordance with the requirements of Policy CS10 of the Core Strategy and in line with the guidance contained within the Sustainable Design and Construction SPD.**

**These requirements will be achieved through the delivery of a range of on-site design measures, as well as through the delivery of low and zero carbon on-site technologies.**

**A district heating network, supported by a Combined Heat and Power system at the District Centre, is the council's preferred solution as part of the first phase of the development unless it is demonstrated that such a network is not feasible.**

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<sup>36</sup> Accepting that some of the developments energy requirements will already being met through the integration of renewable into the residential parts of the development as it evolves

<sup>37</sup> The government is proposing changes to the energy efficiency requirements of the building regulations in 2013 and 2016 to be more stringent

### F) Flood risk and Sustainable Drainage

- 10.56 In order to reduce the risk of flooding and maximise environmental gain, this section of the AAP focuses on the requirement for a Sustainable Urban Drainage System (SUDS) to be incorporated into the development scheme at Chilmington Green and the approach needed for its implementation and future management.
- 10.57 Given the importance of protecting areas from flooding and avoiding development patterns that may exacerbate flood risk, the council has prepared a Strategic Flood Risk Assessment (SFRA) in consultation with the Environment Agency to determine flood risk across the Chilmington Green site<sup>38</sup>. This has determined that, taking account of climate change, the flood risk to and from the development will be acceptably safe throughout the lifetime of the development. In order to fulfil this requirement the footprint of built development at Chilmington Green should be inline with national policy and Core Strategy Policy CS19 which requires that built development should avoid areas of the 1 in 100 year floodplain.
- 10.58 In order to avoid any increase in flood risk or adverse impact on water quality, the development should provide SUDS in accordance with Core Strategy Policy CS20 and the council's Sustainable Drainage SPD. This requires that SUDS are sensitively designed and located to promote improved biodiversity, enhanced landscape and good quality spaces that improve public amenity. In order to facilitate the above, a comprehensive SUDS strategy should be prepared and submitted at the outline planning application stage. In addition, individual phase masterplans will also need to be supported by a detailed SUDS strategy for that phase.
- 10.59 The Chilmington Green site is situated on the watershed of two main river catchments, the Stour and the Beult. The higher ground to the north creates two drainage regimes, flowing south to the Beult and north east to the Stour. This drainage is assisted by a number of permanent water bodies, including springs and drainage ditches. The area is underlain by clay soil (relatively impermeable Weald Clay) which means that the rivers can have a flash flood response to rain events. Despite this, only a small part of the Chilmington Green site lies within a 1 in 100 year flood risk area<sup>39</sup> - this area is outlined on the Policies Map that accompanies this AAP. Further information can be found in the Water Cycle Strategy Report<sup>40</sup>.
- 10.60 The location of where the main SUDS features should be sited is also shown on the AAP Strategic Diagram 1. This identifies that the strategic SUDS drainage ponds should be located on the southern boundary of the development. This location is seen as the most suitable, because the majority of water drains in this direction and it provides the opportunity to amalgamate SUDS features into a scheme which provides enhanced ecological habitat, away from the recreational pressures provided by the development.

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<sup>38</sup> Ashford Borough Council Chilmington Green Area Action Plan – Regulation 27 Version – Flood Risk Assessment (2012)

<sup>39</sup> Environment Agency's 2011 hydrological model for Ashford

<sup>40</sup> Chilmington Green, Ashford Water Cycle Strategy Report, WSP May 2011

- 10.61 Built development should avoid impacting on existing watercourses and associated corridors wherever possible, and these should be utilised as part of the SUDS scheme. An exception to this is the stream-fed watercourse that flows through the hamlet, which should be retained and not subjected to un-attenuated development run-off. Any new sustainable drainage channels should be appropriately designed and incorporated into the development in accordance with the objectives and principles of the Sustainable Drainage SPD (see paragraph 5.4).
- 10.62 Development proposals will be required to clearly state which drainage channels are capable of also being used for any public open space functions and which, due to their design, gradient or planting, will be fulfilling a predominantly ecological and drainage role. It is expected that the strategic SUDS features which have a predominantly ecological role will have restricted public access to ensure the protection of wildlife that reside there. Where smaller SUDS features are proposed, these should be designed in a way so that they integrate into streets and spaces and become an attractive feature of the urban environment.

### ***Management and Phasing***

- 10.63 Individual SUDS features located within the development itself should be constructed in full as part of each phase of development to ensure that phase is self-sufficient in respect of meeting appropriate run-off rates. The major SUDS features on the periphery of the development, including the strategic drainage ponds, should be delivered in accordance with the strategic infrastructure phasing requirements set out in Chapter 11 of the AAP.
- 10.64 Development proposals will need to demonstrate that the long term management and maintenance measures (paragraph 10 of the Sustainable Drainage SPD provides further guidance on adoption, management and maintenance) for all existing and new water bodies and water courses required to serve the development are in place to ensure their function as drainage, habitat and, where appropriate, public open space is retained and maintained for the long-term.

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### **POLICY CG20 - FLOOD RISK AND SUSTAINABLE DRAINAGE**

**All proposals for built development at Chilmington Green should avoid areas within the 1 in 100 year floodplain, and reduce flood risk through well designed, integrated sustainable urban drainage systems (SUDS). Proposals should:-**

- a) Locate most strategic drainage ponds on the southern boundary of the development;**
- b) Where appropriate, ensure SUDS are attractively integrated into streets and open spaces;**
- c) Re-use existing channels wherever possible, except for the stream-fed watercourse which flows through the hamlet;**
- d) Restrict public access to SUDS features which have been solely designated for ecological and wildlife mitigation and enhancement and ensure that they are designed to accommodate wildlife, and;**
- e) Agree a comprehensive, site wide schedule showing the principles of delivery, future management and maintenance, before the commencement of development.**

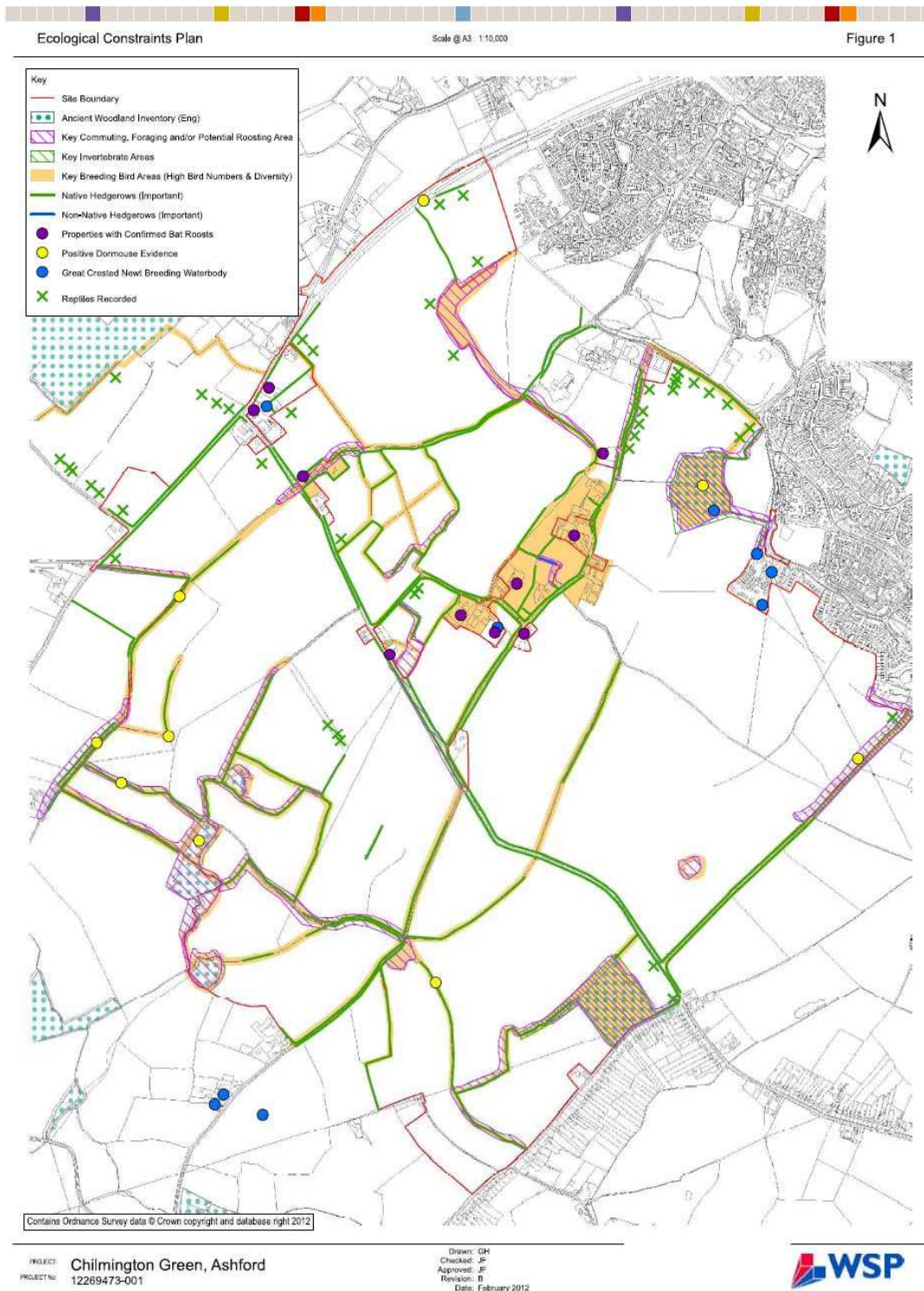
### **G) Ecology**

- 10.65 Core Strategy Policy CS11 'Biodiversity and Geological Conservation'; requires that development proposals should avoid harm to biodiversity and where practical, enhance and improve it by restoring or creating new suitable semi-natural habitats and ecological networks.
- 10.66 Chilmington Green lies within a mainly arable farmland landscape. There are no areas within the site that are statutorily designated for wildlife protection. However, various ecological and habitat surveys have been carried out to support the AAP (see Appendix 1) which have demonstrated the presence of a range of habitats and resources that are locally important.
- 10.67 These include;
- areas of ancient woodland and broad-leaved woodland at Coleman's Kitchen Wood, Roughet Wood, Willow Wood, Boyce's Wood and Stubbs Cross Wood;
  - a range of existing hedgerows, ranging in sensitivity and historic importance;
  - numerous ditches, watercourses and ponds most of which are located to the south of Chilmington Green Road; and,
  - extensive areas of semi-improved grassland that is mainly used for agricultural purposes.



10.68 In addition to these existing habitats, a number of protected species have been identified within the AAP boundary, including great crested newts, bats, breeding birds, invertebrates, reptiles, dormice and badgers.

**Figure 16: Ecological Constraints Map**



## Chapter 10 - Topic Policies

- 10.69 In response and in light of the environmental element of sustainable development, the policy approach proposed within the AAP seeks to:
- protect the existing important habitat and ecological areas, where possible;
  - propose a series of enhancement and mitigation approaches that ensures any lost habitat areas are suitably replaced, and the timing of any replacement matches the need; and,
  - establish the need for effective management arrangements, in perpetuity, for these important areas.

### ***Establishing the built footprint***

- 10.70 Based on the findings of the ecological enhancement and mitigation strategy which supports this AAP, the built footprint, shown in Strategic Diagram 1, avoids any direct impact on Coleman's Kitchen Wood, Boyce Wood, Roughet Wood, Willow Wood and Stubbs Cross Wood or any direct impact on breeding ponds of the Great Crested Newts which are present within and adjoining the site. It also avoids direct impacts on known bat roosts and trees assessed to have high potential to supporting roosting bats and any significant adverse impacts to existing watercourses.
- 10.71 Also shown on Strategic Diagram 1, the proposed built form for Chilmington Green includes a range of informal green corridors which transect the site. These enable the retention of existing features such as parts of the existing hedgerow network within the development and promote overall habitat connectivity within the landscape to enable movement and dispersal of flora and fauna.

### ***Mitigation and enhancement***

- 10.72 Policy CS11 of the Core Strategy stipulates that, where practical, development should enhance and improve semi natural habitats and ecological networks. Based on this requirement, the ecological mitigation and enhancement strategy proposed in this section of the AAP relies on two key aspects.
- 10.73 The first surrounds identifying an amount of land that is needed to enhance ecology and biodiversity on-site, as well as mitigate any lost (or disturbed) existing ecological and habitat areas whilst the second involves the safeguarding of suitably located land within the AAP boundary to allow these areas to fulfil their ecological role.
- 10.74 Based on the findings of the survey work conducted to support this AAP<sup>41</sup>, the following spatial requirements for four distinct habitat types present at Chilmington Green (woodland, wetland, open grassland / meadow and hedgerows/scrub) have been identified.

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<sup>41</sup> The Chilmington Green ecological mitigation and enhancement framework, incorporating a range of surveys and strategies as well as discussion with officers from Natural England and the Kent Wildlife Trust through the evolution of the Chilmington Green Masterplan

**Table 3 - Calculation of Likely Area Requirement to Compensate for Habitat Loss**

Habitat of Value	Ratio for habitat loss	Compensation for loss	Ratio for habitat degradation	Compensation for degradation	Overall compensation required
Broad leaved woodland	2 - 1	0 ha	0.5 - 1	5.2 ha	5.2 ha
Scattered tree (excludes trees within hedgerows) with bat roost potential	Provision for scattered trees is included within the woodland habitat allocation above.				
Improved grassland	1 - 1	19.3 ha	0.5 - 1	7.7 ha	27.0 ha
Semi improved grassland	2 - 1	2.0 ha	0.5 - 1	0.7 ha	2.7 ha
Tall ruderal	1 - 1	1.2 ha	N/A	N/A	1.2 ha
Native hedgerow	2 - 1	4.84 km	0.5 - 1	11.51 km	16.35 km
Ditches <sup>42</sup>	1 - 1	3.81 km	0.5 - 1	2.08 km	5.89 km

10.75 The ecological mitigation and enhancement strategy identified the following areas within the AAP boundary where this space should be provided (see Figure 17 – page 107). These are required to be ‘safeguarded’ within the AAP boundary to allow these areas to play an important compensatory and enhancement role to improve the semi-natural habitats and ecological networks in line with Policy CS11 of the Core Strategy.

10.76 Based on the evidence which supports the AAP, these areas are sufficient in size and scale to suitably mitigate and enhance a number of existing habitats that are affected by development at Chilmington Green, including breeding birds, great crested newts, bats, dormice, reptiles, invertebrates and badgers<sup>43</sup>.

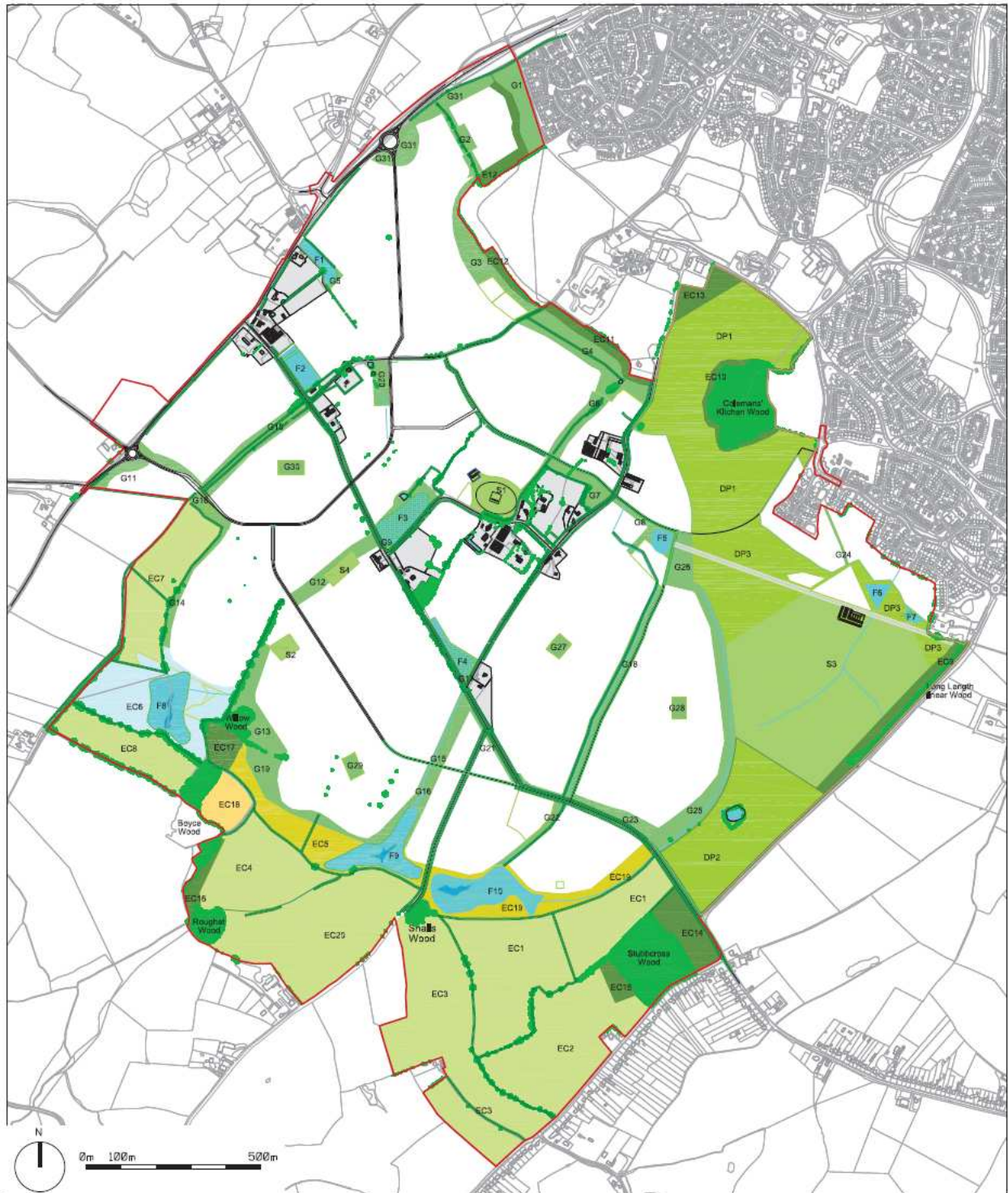
<sup>42</sup> Ditches may be compensated by provision of an equivalent area of wetland creation.

<sup>43</sup> Survey results remain confidential for badgers

## Chapter 10 - Topic Policies

- 10.77 The Ecological Enhancement and Mitigation Strategy 2012 highlights the need for a specific approach to mitigate the development's impact on skylarks - a red listed bird of conservation concern. The plots will be located in the grasslands and flooded meadow ecology park areas marked on Figure 17, as ecologically managed farmland. The area shown is larger than required to accommodate the 40 plots required to mitigate the impact on the skylark population (at a density of 2 per ha) which provides greater flexibility to selectively locate this provision in the most suitable areas. Other priority species may be present within the farmland which have differing habitat requirements and will also need to be mitigated.
- 10.78 Although a development of Chilmington's scale is likely to generate a significant number of domestic cats, it is considered that this is unlikely to place major pressure on future skylark breeding as most of the areas 'set aside' for skylark provision are separated from the development by a number of SUDS and water features that will effectively play a buffering role. At a detailed scale, the skylark plots can also be located to deter predator access – for example located away from tramlines within crops, or away from pathways through hay meadows which could otherwise facilitate predator access.
- 10.79 In addition, where roads or areas of hardstanding intersect the proposed green corridors or Discovery Park, it will be important to ensure that, wherever possible, there are suitable measures in place to allow for the safe migration of species to help reduce wildlife mortality rates. This will ensure that the underlying principle of promoting strategic links throughout the development and beyond, is delivered at Chilmington Green. The extent of the detailed measures required will be dealt with through the detailed planning application stage.

Figure 17: Ecological Enhancement and Mitigation Plan



- AAP Boundary
- DP Discovery Park
- EC Ecologically Managed Farmland
- EC Long and Open Grassland
- EC Species Rich Grassland
- EC Flooded Meadow Ecology Park
- Proposed Woodland
- F Flood Attenuation
- G Green Space
- S Outdoor Sports Pitches
- Existing Hedgerows
- Existing Woodland

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DRAWING TITLE: LOCATION OF HABITAT AREAS	DRAWN BY: HJ	DATE OF ISSUE: 14.03.2012
	APPX SIZE: A3	DESIGNED BY: JG
		APPROVED BY: MM
DRAWING NUMBER: W102496B31	REVISION: A	DATE OF APPROVAL: 14.03.2012

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- 10.80 As shown on Figure 17, a significant proportion of ecological mitigation and enhancement land is proposed along the southern boundary of the development. This allows a number of the mitigation and enhancement measures to complement the proposed strategic SUDS ponds (see Policy CG20). This benefits a number of habitats which are water dependent, as well as ensuring that these areas can share suitable management arrangements (both areas will enjoy limited public access (see paragraph 10.84). The southern area of the development abuts open countryside and as such will have limited recreational pressure which will limit any general disturbance effects associated with development, such as artificial lighting and noise from human activity.
- 10.81 Ecological and mitigation measures in the area will also complement the planned landscape measures proposed as part of the Southern Fringe Character Area (Policy CG6) which will help mark a suitable transition into the countryside, as well as providing a clear edge to the development.

### ***Phasing & Management***

- 10.82 The surveys conducted to support the AAP can only represent a snapshot of the ecological position at the time of the survey work and the baseline conditions at the time of publishing the AAP (April 2012). Therefore, in accordance with the relevant legislation, there may be a need to resurvey the site when planning permission is sought (both outline permission and reserved matters). This will ensure that suitable mitigation and enhancement measures - to reflect the species onsite at the time – are delivered to meet Policy CS11 of the Core Strategy.
- 10.83 A detailed ecological enhancement and mitigation strategy will be needed to support any planning application and this will need to be agreed by the council. This strategy will also need to identify the appropriate management arrangements that will be needed to support the different species and habitats present on-site. It will also need to demonstrate the anticipated timeframe required for mitigation and enhancement areas to become properly established in order to genuinely mitigate or compensate impacts resulting from development, in addition to setting out a clear approach to future monitoring to ensure the aims of the strategy are being met. Planning conditions and / or a suitable Section 106 Agreement will be used to define a deliverable management strategy, in the long term.
- 10.84 Management options could include tenant farming and / or a community development trust. Where particularly sensitive habitat areas are proposed for retention or creation, management arrangements which restrict public access will be needed. Where such areas are located next to SUDS, complementary management arrangements will be needed. As with other forms of social and physical infrastructure, ecological mitigation and enhancement measures will be provided in a way that meets the needs generated by each main phase of the development.

### **POLICY CG21 - ECOLOGY**

**Development at Chilmington Green will avoid the loss of locally important ecological networks and semi natural habitats and will need to demonstrate accordance with Policy CS11 of the Core Strategy.**

**An ecological enhancement and mitigation strategy will be needed, to be agreed with the council, prior to the approval of planning permission. This strategy will confirm how any required ecological enhancement and mitigation measures are to be implemented, managed, phased and maintained in the long term as well as setting out long-term ecological monitoring procedures for the site.**

**Where any part of the development would impact on important ecological assets, it will be necessary to demonstrate that appropriate mitigation is already in place and suitably established, prior to the commencement of that part of the development.**

**The provision of ecological enhancement and mitigation measures will be needed to support each phase of the development.**

# Chapter 11 - Phasing, Implementation and Quality Control

## Chapter 11 - Phasing, Implementation and Quality Control

11.1 This chapter covers important aspects of how Chilmington Green will be delivered in terms of phasing, implementation, construction and quality control.

### **A) Phasing**

11.2 In order for development at Chilmington Green to be delivered in a sustainable way over a long period of time, it is necessary to examine the way in which the development should evolve. This chapter sets out the proposed approach to the phasing of the development and how this should relate to the delivery of key infrastructure.

11.3 This approach is informed by the availability of existing infrastructure and the ability to deliver new infrastructure in a cost-effective and viable manner whilst ensuring that development remains sustainable in its own right at all stages – a key principle of this AAP, as established through Policy CG1. It is also guided by the desire to make the fullest possible use of public transport, walking and cycling, in line with the NPPF's eleventh planning principle.

#### ***The proposed approach to phasing***

11.4 Based on discussions with the developer consortium, and responding to the evidence base which supports the AAP, the proposed approach set out below divides the Chilmington Green development into four broad strategic phases.

11.5 In general terms, the phasing of Chilmington Green should start in the north-west and move to the south-east of the development area. This follows the implied pattern of delivery shown on Figure 2 of the Core Strategy but is also justified more specifically.

11.6 In particular, it is fundamental that the initial stages of the development are served from the A28 to avoid major new road infrastructure having to be provided and increasing the use of the local rural roads. By locating the first phase in the north-western part of the AAP area, this also ensures that new development is well related to existing development (and facilities) to give a more sustainable feel to this first phase.

11.7 In general, the proposed phasing approach seeks to avoid the delivery of isolated parcels of development which would require significant investment in infrastructure to properly support them, be costly to implement and would result in a scattered and random pattern of development.

11.8 The four broad phases are explored in more detail below, and are diagrammatically represented in Figures 18-21 (Pages 115-118).

#### ***Phase 1 – The District Centre Phase***

11.9 The initial phase of development is focused on the delivery of the critical elements of the District Centre and its surrounding area. Providing the District Centre and its facilities and services early in the programme will be crucial in establishing a sense of place for the new community and providing a 'heart' for the development as early as possible, thereby helping to achieve the social element of sustainable development. This phase will bring forward a range of 'community' uses which are needed to support the first phase of the development (such as the first primary school and community space).



## Chapter 11 - Phasing, Implementation and Quality Control

- 11.10 Its location, next to the A28 allows the development to utilise this existing and important route, and to provide easy access for public transport movements which will begin to serve the development within this phase from the early stages. Delivering development here also begins to establish the beginning of the east - west strategic pedestrian/cycle way that will link the District Centre and Discovery Park.
- 11.11 Residential development here provides a natural extension to the existing properties at Singleton located on the northern side and on top of the ridge line and enables connections between the two developments to be established at an early stage.
- 11.12 Development is also proposed in phase 1 around the hamlet. Delivering development here early on can utilise connections to the existing local road network and also provides the opportunity to deliver the early parts of the green corridor network in this location, alongside the cricket pitch and pavilion (a key community space), and parts of a strategic play space area. Its location enables good accessibility to the District Centre and provides more critical mass to this initial phase to support the viability of the services there. The early phasing of development in the hamlet area also provides the opportunity to deliver some very low-density housing stock at Chilmington Green to provide additional variety in the housing mix in this phase and to bring forward an important Character Area in its own right.
- 11.13 The extension to Brisley Farm is also proposed in phase 1. Development here can use the existing infrastructure and road network which is currently in place and would also utilise existing public transport and utility connections. The early delivery of development here also provides the opportunity to begin to frame Discovery Park and provide the eastern end of the strategic east-west pedestrian/cycle way as a number of sports pitches (to be delivered near here) would be needed to support the phase 1 development. This attractive link will be vital to encourage users of this recreational space early on. In total, phase 1 is expected to consist of around 1,450 dwellings, taking approximately 6 years to build out.

### ***Phase 2 – The Central Phase***

- 11.14 The second main phase of development at Chilmington Green should see building progress eastwards from the District Centre, north of the hamlet to create an initial section of the western boundary to Discovery Park. This will consolidate the strategic east-west pedestrian/cycle way from the District Centre to the initial elements of the Park as well as bringing forward the strategic highway link across Discovery Park connecting Brisley Farm with the main development area. This will serve the second new primary school site which is scheduled for delivery in this phase.
- 11.15 Phase 2 should also see development progress south from the District Centre. This will be served by the southern of the two new A28 junctions and is based around the site of the proposed secondary school, which is currently expected to be required during this phase of the development.
- 11.16 Phase 2 is expected to deliver around 1,200 dwellings over approximately a 5 year period.

## Chapter 11 - Phasing, Implementation and Quality Control

### ***Phase 3 – The Southern phase***

- 11.17 The third phase should see the creation of a large section of the southern fringe of the Chilmington Green development. This will establish a southern boundary to the built development and enable the ecological enhancement and mitigation areas to the south to be fully established. It will also bring forward the strategic green link through the southern half of the development that will create a full north / south pedestrian and cycleway link through the site from the Great Chart ridge to the open countryside to the south.
- 11.18 This phase should also be based around the establishment of the first 'local' centre that will supplement the facilities available in the District Centre. This includes the third primary school site within the Chilmington Green development.
- 11.19 Phase 3 is expected to constitute around 1,500 dwellings built over approximately a 6 year period.

### ***Phase 4 - The South-eastern phase***

- 11.20 The final main phase of development would see the scheme extend south-eastwards to form the remainder of the boundary of Discovery Park and the far south-eastern boundary north-west of Stubbs Cross Wood.
- 11.21 Development here would be based around the establishment of the second 'local' centre and the fourth new primary school site. This phase will also provide the final part of the main internal road 'loop' within the development giving the optimum internal accessibility for traffic and bus movements.
- 11.22 This phase is expected to deliver around 1,600 units over approximately a 7 year period.

### ***Flexibility within the approach***

- 11.23 Although this section of the AAP clearly indicates a preferred approach to phasing, it is important to ensure that the approach is sufficiently flexible – particularly as the development will take so long to fully build out. The need for plans to be flexible enough to adapt to rapid change is emphasised in the NPPF.
- 11.24 In light of this, it is important to not treat the areas shown under Figures 18 – 21 too rigidly. Although they provide a useful guide as to the areas which could come forward and constitute each 'main' phase of the development, the exact spatial area will be determined through the detailed planning stage (see section B – page 119).
- 11.25 In addition, a degree of overlap between one main phase and another may be acceptable, to allow continuity in the development. Providing the current 'main' phase of the development has been 'substantially completed' – in that the relevant infrastructure has been delivered (as referenced through Appendix 3 of the AAP), or is shortly to be delivered, and most of the development envisaged for that phase has been completed – then the subsequent 'main' phase of the development could commence.

## Chapter 11 - Phasing, Implementation and Quality Control

- 11.26 The precise point at which a 'main' phase would be considered as having been 'substantially completed' should be agreed through the relevant detailed masterplan, for each 'main' phase (see section B).
- 11.27 In addition there may be exceptional circumstances where the developer wishes to bring forward development located within a later phase to an earlier phase, this will need to be considered against the availability of relevant infrastructure and whether the area in question can be adequately serviced without causing unacceptable impact on the amenities of the existing residents at the time.
- 11.28 Similarly, any delay in the delivery of development from one phase to the next will need to be justified and any impacts appropriately mitigated. At the District Centre for instance, it is not anticipated that the whole of this area will be developed in Phase 1 as some shops and services come forward over the course of the whole development as the resident catchment population increases. As such, the phasing of District Centre itself will need to be flexible to a degree to cater for market pressures to open new shops and services.

### ***Infrastructure phasing***

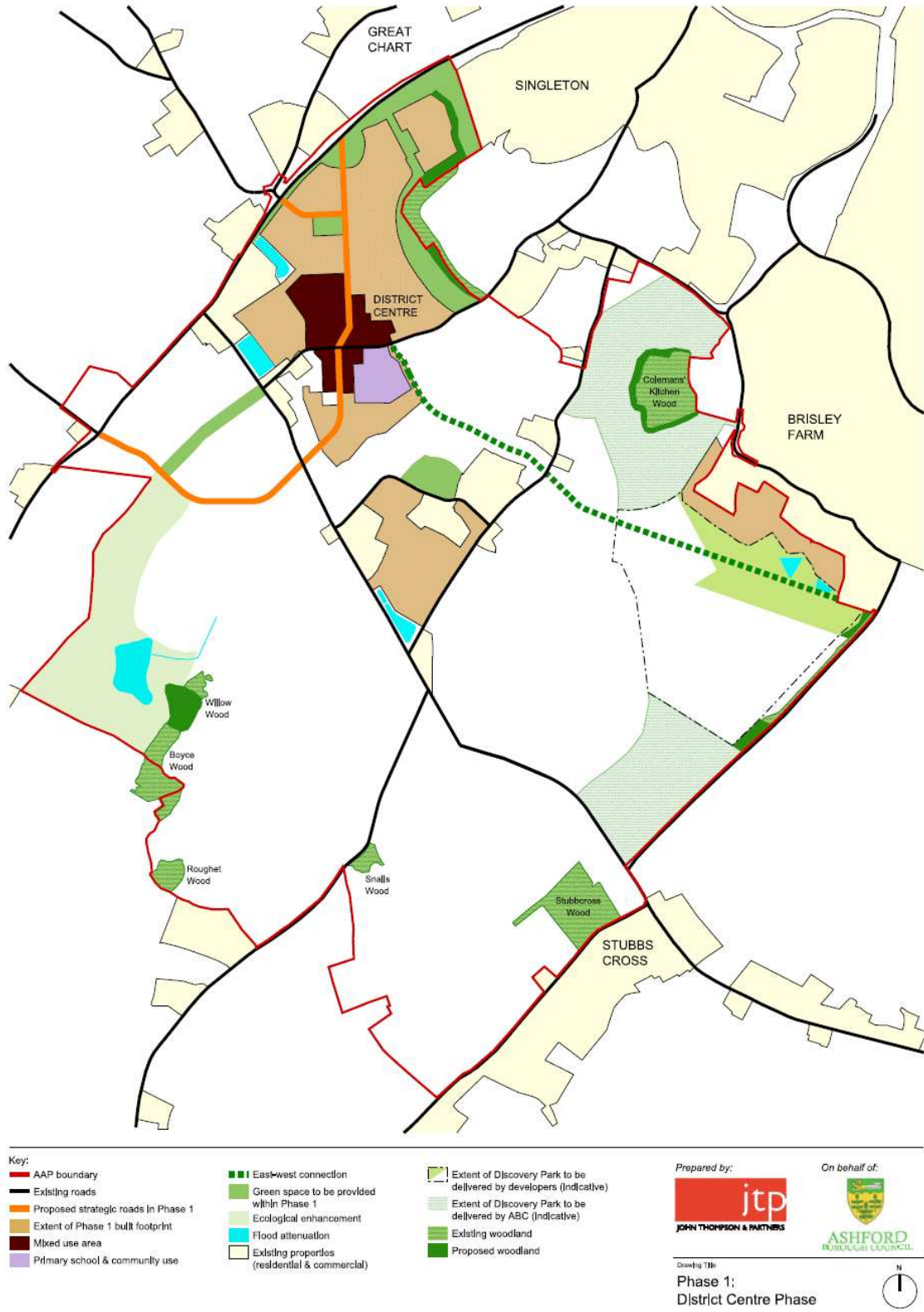
- 11.29 Development at Chilmington Green will need to be supported by an array of both social and physical infrastructure that will be required to be delivered over a period of about 25 years. Therefore, in order to ensure that the right amount of social and physical infrastructure is provided to meet the needs of the residents as the community evolves and takes shape, a comprehensively planned approach to infrastructure phasing is required.
- 11.30 Policy CG1 of the AAP has established that one of the key principles of the AAP is that each phase of the development of Chilmington Green is sustainable in its own right. This requires that properly planned infrastructure delivery is achieved alongside the development of new housing and that any significant gaps or shortfalls in provision are avoided.
- 11.31 The phasing of infrastructure at Chilmington Green has been informed through discussions with the county council, various service providers, and the developer consortium as part of the evolution of the Chilmington Green Masterplan. This has taken account of several factors, including the forecast pace of housing completions, the likely housing mix, the capacity of the road network, the location and capacity of existing facilities and viability and cash flow. This includes assessments of the location, scale and likely implementation of development elsewhere in Ashford where the requirements for new strategic infrastructure will be influenced.
- 11.32 This has provided an understanding of when particular infrastructure and facilities are likely to be required whether arising as a direct result of the Chilmington Green development, or whether arising from more strategic town-wide pressures.

## Chapter 11 - Phasing, Implementation and Quality Control

- 11.33 Based on this understanding, the AAP includes a phased Infrastructure Delivery Plan (IDP) (see Appendix 3) which sets out when key infrastructure will need to be delivered and how it is anticipated this will occur. The IDP will provide the basis for the Heads of Terms within the Section 106 Agreement for the development and for the use of planning obligations attached to any grant of outline planning permission to control the implementation of the development.
- 11.34 The council will also require a phasing strategy for the implementation of the development to be agreed with developers which adheres to the principles set out in this chapter. This shall be used to guide the implementation and delivery of the development as it is brought forward over time.
- 11.35 The council's approach to dealing with variations in the viability of the development and its ability to fully deliver all infrastructure requirements at the right time is set out in paragraphs 1.19 – 24 of this AAP. It is acknowledged that a flexible approach may be necessary and, where it can be justified by independent assessment, the deferral of some infrastructure requirements may be considered.
- 11.36 Where this occurs, the application of the council's deferred contributions policy shall seek the subsequent provision of any deferred infrastructure provision, including affordable housing, within the same main phase. If this is not subsequently achieved, then the deferred infrastructure provision shall be provided in the next 'main' phase in addition to the 'normal' requirements of that phase. If viability concerns remain, a new viability assessment (taking account of previous and future costs and revenues, the 'normal' infrastructure requirements of the next main phase and any outstanding deferred infrastructure requirements) shall be agreed with the council prior to the approval of the first reserved matters for the next main phase of the development and the council's deferred contributions policy re-employed if necessary.
- 11.37 Where this is the case, the council will agree with any relevant service providers (e.g. KCC) which deferred infrastructure should be provided first during that main phase of the development, should any deferred contributions be triggered.

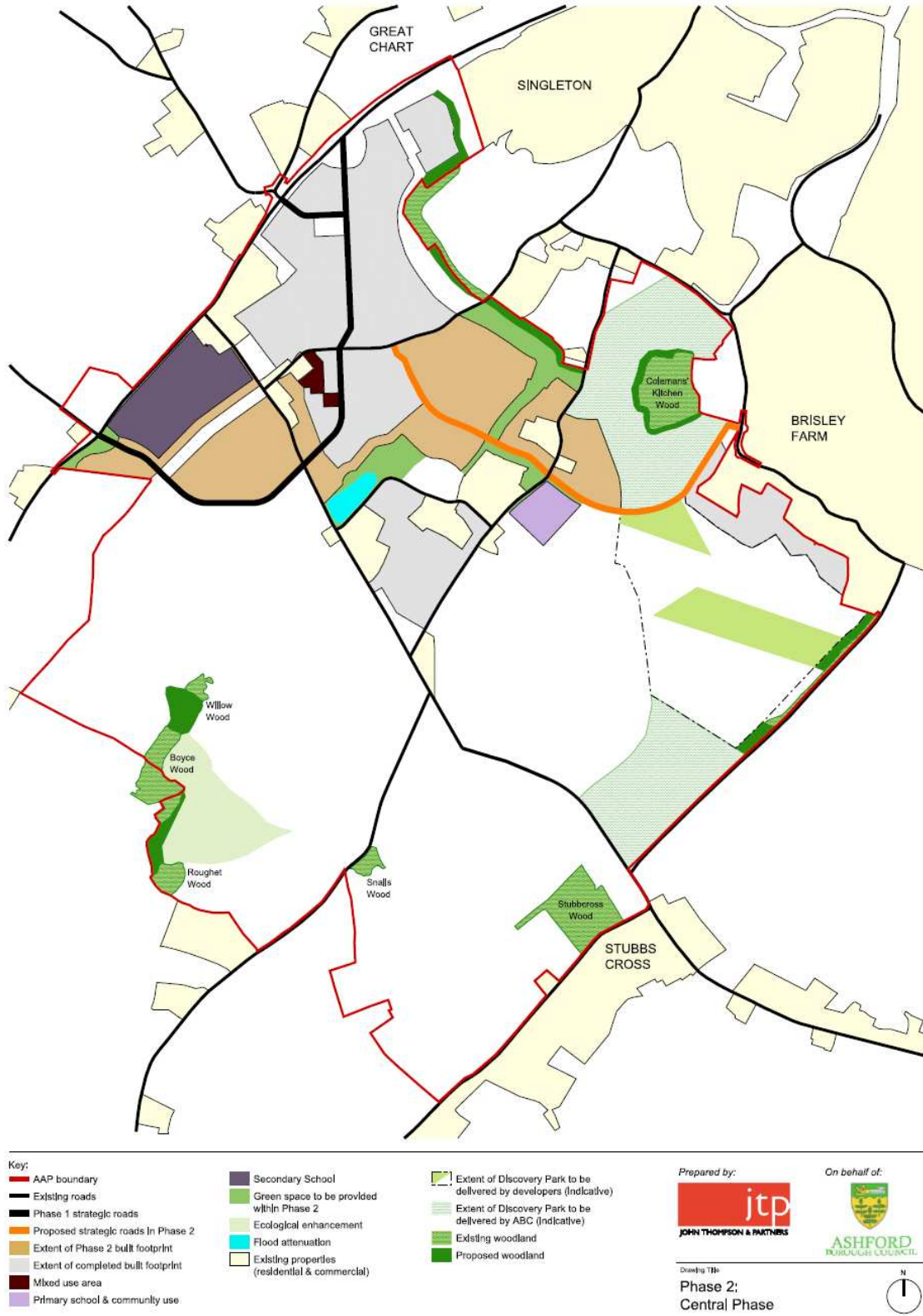
# Chapter 11 - Phasing, Implementation and Quality Control

Figure 18: The District Centre Phase



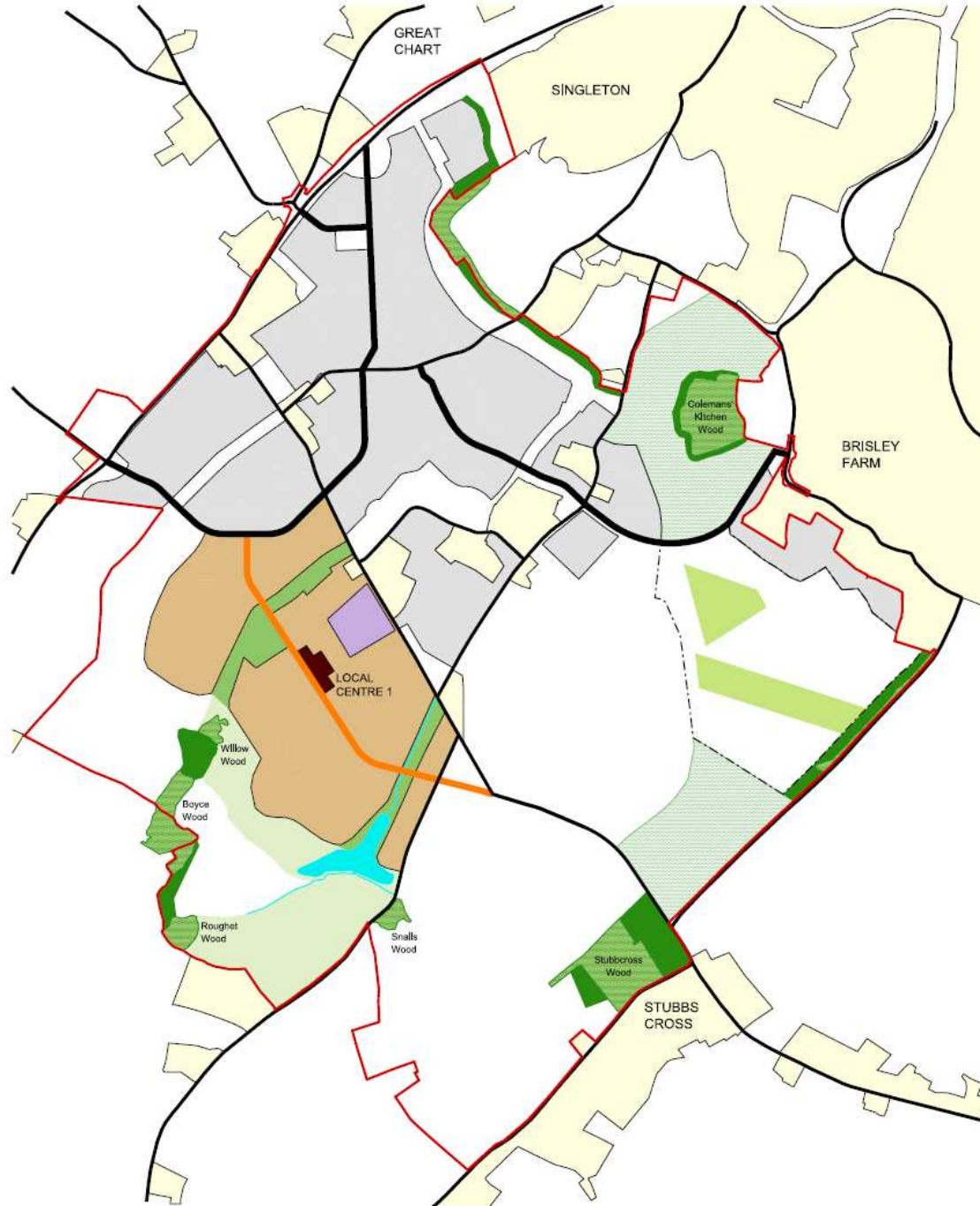
# Chapter 11 - Phasing, Implementation and Quality Control

Figure 19: The Central Phase



# Chapter 11 - Phasing, Implementation and Quality Control

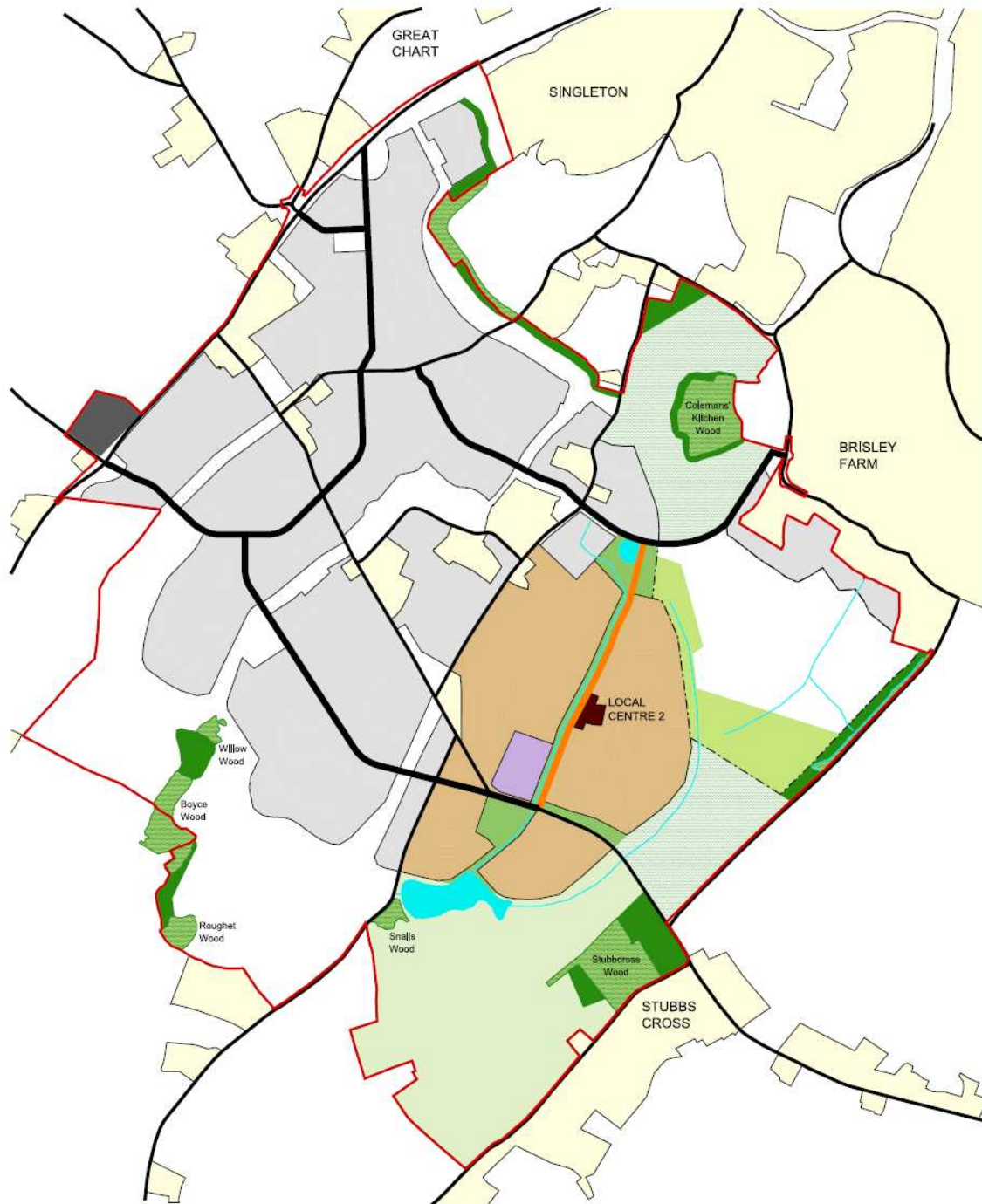
Figure 20: The Southern Phase



<p><b>Key:</b></p> <ul style="list-style-type: none"> <li><span style="color: red;">—</span> AAP boundary</li> <li><span style="border-bottom: 1px solid black; width: 20px; display: inline-block;"></span> Existing roads</li> <li><span style="border-bottom: 1px solid black; width: 20px; display: inline-block; margin-left: 5px;"></span> Phase 1 &amp; 2 strategic roads</li> <li><span style="border-bottom: 1px solid orange; width: 20px; display: inline-block;"></span> Proposed strategic roads in Phase 3</li> <li><span style="background-color: #d2b48c; width: 20px; height: 10px; display: inline-block;"></span> Extent of Phase 3 built footprint</li> <li><span style="background-color: #cccccc; width: 20px; height: 10px; display: inline-block;"></span> Extent of completed built footprint</li> <li><span style="background-color: #800000; width: 20px; height: 10px; display: inline-block;"></span> Mixed use area</li> <li><span style="background-color: #ccccff; width: 20px; height: 10px; display: inline-block;"></span> Primary school &amp; community use</li> </ul>	<ul style="list-style-type: none"> <li><span style="background-color: #90ee90; width: 20px; height: 10px; display: inline-block;"></span> Green space to be provided within Phase 3</li> <li><span style="background-color: #c8e6c9; width: 20px; height: 10px; display: inline-block;"></span> Ecological enhancement</li> <li><span style="background-color: #e0ffff; width: 20px; height: 10px; display: inline-block;"></span> Flood attenuation</li> <li><span style="border: 1px solid black; width: 20px; height: 10px; display: inline-block;"></span> Existing properties (residential &amp; commercial)</li> </ul>	<ul style="list-style-type: none"> <li><span style="background-color: #d9ead3; width: 20px; height: 10px; display: inline-block;"></span> Extent of Discovery Park to be delivered by developers (indicative)</li> <li><span style="background-color: #d9ead3; width: 20px; height: 10px; display: inline-block;"></span> Extent of Discovery Park to be delivered by ABC (indicative)</li> <li><span style="background-color: #90ee90; width: 20px; height: 10px; display: inline-block;"></span> Existing woodland</li> <li><span style="background-color: #008000; width: 20px; height: 10px; display: inline-block;"></span> Proposed woodland</li> </ul>	<p>Prepared by:</p> <p><b>jtp</b> JOHN THOMPSON &amp; PARTNERS</p> <p>On behalf of:</p> <p><b>ASHFORD</b> BOROUGH COUNCIL</p> <hr/> <p>Drawn by:</p> <p><b>Phase 3: Southern Phase</b></p> <div style="text-align: right;"> </div>
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# Chapter 11 - Phasing, Implementation and Quality Control

Figure 21: The South Eastern Phase

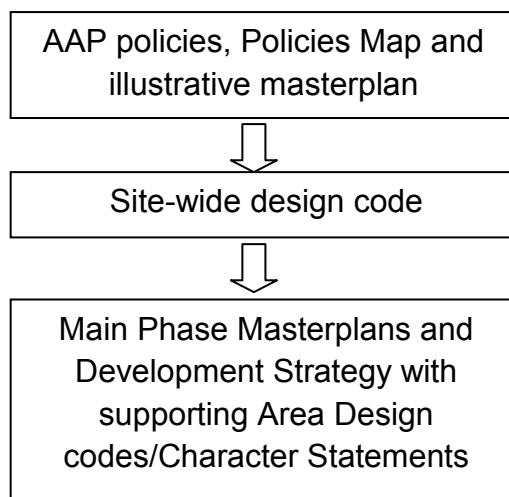


<p><b>Key:</b></p> <ul style="list-style-type: none"> <li><span style="color: red;">—</span> AAP boundary</li> <li><span style="color: black;">—</span> Existing roads</li> <li><span style="color: black;">—</span> Phase 1, 2 &amp; 3 strategic roads</li> <li><span style="color: orange;">—</span> Proposed strategic roads in Phase 4</li> <li><span style="color: brown;">—</span> Extent of Phase 4 built footprint</li> <li><span style="color: grey;">—</span> Extent of completed built footprint</li> <li><span style="color: darkred;">—</span> Mixed use area</li> <li><span style="color: purple;">—</span> Primary school &amp; community use</li> </ul>	<ul style="list-style-type: none"> <li><span style="color: green;">—</span> Green space to be provided within Phase 4</li> <li><span style="color: lightgreen;">—</span> Ecological enhancement</li> <li><span style="color: cyan;">—</span> Flood attenuation</li> <li><span style="color: grey;">—</span> Park &amp; Ride</li> <li><span style="color: yellow;">—</span> Existing properties (residential &amp; commercial)</li> </ul>	<ul style="list-style-type: none"> <li><span style="color: lightgrey;">—</span> Extent of Discovery Park to be delivered by developers (indicative)</li> <li><span style="color: lightgrey;">—</span> Extent of Discovery Park to be delivered by ABC (indicative)</li> <li><span style="color: green;">—</span> Existing woodland</li> <li><span style="color: darkgreen;">—</span> Proposed woodland</li> </ul>	<p>Prepared by:</p> <p><b>itp</b> JOHN THOMPSON &amp; PARTNERS</p> <p>On behalf of:</p> <p><b>ASHFORD</b> BURIAL &amp; CEMETERY AUTHORITY</p> <p>Drawing Title: <b>Phase 4: South Eastern Phase</b></p>
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## B) Detailed Design / Approval of Phases

- 11.38 This AAP includes a Policies Map which seeks to fix some key aspects of the development, such as the extent of the development area, the AAP boundary and the locations of both the secondary school and Discovery Park – both strategic infrastructure delivered by the development.
- 11.39 The AAP is also supported by a number of Strategic Diagrams which help justify the policy approach proposed within the plan. These diagrams are indicative in the way that they indicate the pattern of proposed land uses and the broad layout of the development but they give enough certainty to adequately steer any subsequent detailed planning applications within the AAP boundary. These diagrams are derived from the Chilmington Green Masterplan which underpins the AAP and has evolved through much testing and community input.
- 11.40 However, precisely fixing various components of the development (such as the exact location of the District Centre and the exact housing density that will come forward within each distinct ‘parcel’ of land) would be too inflexible, at this stage. Therefore, it is necessary to establish a process for handling the detailed proposals for Chilmington Green with each ‘part’ being designed in way that is consistent with the policy approach proposed within this AAP.
- 11.41 This will be crucial to ensuring that the level of quality sought in the AAP is delivered on the ground and that local stakeholders, including the borough council, maintain a strong influence through the detailed design of Chilmington Green. The following establishes how detailed planning proposals are intended to be dealt with, to help support detailed design work:



## Chapter 11 - Phasing, Implementation and Quality Control

- 11.42 A site-wide design code (for the whole Chilmington Green development area) will be needed first and this will deal with common standards and approaches to issues such as parking, highway design for the 'hierarchy' of street types, footpaths and cycleways, sustainable construction, sustainable drainage, waste storage and collection facilities, and public realm including open spaces. The public realm work will identify the key public spaces, streets and landscaped areas where codes will apply and the general palette of materials and specification for key components such as front garden enclosure & boundary treatments; lighting; signage; street furniture, play equipment; and public art. The relationship of the code to existing regulatory and policy guidance will also be set out with a clear distinction between mandatory and discretionary guidance.
- 11.43 Prior to any reserved matters applications being submitted for a main phase, a detailed masterplan and accompanying development strategy for that phase will be agreed with the council. This will show a more detailed development strategy supported by design codes and Character Statements for all Character Areas within that main phase. These main phase masterplans will show how things like key views, landmarks and landscape features are being reflected in the local design. It will also show the alignment of streets, the pattern of development blocks and how this relates to green space provision and pedestrian and cycle routes. The way the main phase is divided into sub-phases, or development parcels, that will be brought forward will be explained as will how, when and where associated infrastructure is provided.
- 11.44 Design codes supporting the main phase masterplan will be needed for each character area within the phase. For phase 1, for example, codes will be needed for the following areas: Chilmington Green Hamlet; District Centre, and; Brisley Farm/Discovery Park Edge North. Exceptionally, there may be additional sensitive areas where design codes are required. These may include Northern Gateway and Avenue; Rural Edge (North), and; Great Chart Ridge.
- 11.45 The codes will be clear and succinct and avoid being too prescriptive or detailed – but will need to convey the distinctiveness of each area. Codes will deal with issues such as housing types and typical designs responding to the character areas; density, form, scale and massing; frontages and facades, including building lines/ set-backs, window arrangements (transparency ratios) and door locations, balconies, and other features; parking; and a palette of materials (colours and textures).
- 11.46 It is crucial that there is both expert and public involvement in the detailed design and delivery of Chilmington Green, as stated in the NPPF. The Regional Design Panel in Ashford will be asked to continue its role and review key stages of the process, developing a close awareness of local issues and bringing expert, independent design guidance to bear. Local people, service providers and other stakeholders will be involved in the creation of the site-wide design code; the phase masterplans and their supporting design codes. As the local resident population grows people will be able to be closely involved in the detailed planning of future phases of development. Equally important, the quality of delivery will be kept under review by a steering group comprising local representatives, local politicians, officers and the developer team.

11.47 A key role for this group will be learning from early phases of the development to help shape later phases and continue to strive for the highest possible quality of place-making at Chilmington Green. This, or a related group, will also monitor practical construction management issues<sup>44</sup> to make sure that the impact on local people of construction over such a long period is minimized.

### C) Construction Strategy

11.48 The phased construction of Chilmington Green will occur over a 25 year time period. This will require the careful management of construction related activity and impacts, including construction traffic, noise and dust. The planning application will require planning conditions or suitably worded Section 106 Agreements, prior to approval. These will cover:

- An indicative programme for carrying out the works
- Management of traffic visiting the site, including which roads can be used for haulage and what areas can be used as holding areas
- Off-site signage
- Measures to minimise and mitigate dust on site
- Measures to minimise the noise generated by the construction process
- Design and provision of site hoardings
- Provision of off road parking
- Measures to prevent the transfer of mud and other materials onto the public highway
- Measures to minimise the potential for the pollution of ground and surface water; monitoring of groundwater
- Measures to manage waste produced on site (whether through demolition/site clearance or of new building materials) and to maximise the recycling and reuse of such materials
- Measures to minimise the impact of vibration from the construction processes
- Location and design of site offices and construction vehicle access points
- Arrangements for consultation and liaison during the construction process with the residents and businesses near and adjoining the site
- An assessment of the impact on water quality, habitat management and aftercare of assets
- Measures to minimise impacts on biodiversity, including habitats and species along with connections with the wider environment

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<sup>44</sup> In line with the Construction Management Plan that will be needed for the site – this will need regular updates as development proceeds

## Chapter 11 - Phasing, Implementation and Quality Control

### D) Quality Control

- 11.49 Delivering a high quality new community at Chilmington Green over 25 years and beyond will require a collaborative arrangement between the borough council, other public sector partners, local representatives and the community, as well as the developers. All have a vested interest to ensure that the quality aspirations for Chilmington Green, as stipulated within this AAP, are actually delivered on the ground and maintained.
- 11.50 The planning process itself has an important role to play. As established above, the council are committed to ensuring that suitable arrangements are in place to deal with any detailed planning applications made within the AAP boundary. This approach will ensure that each component part of the development works as a whole and is consistent with the aspirations of this AAP, the standards established through the Building for Life process, and the council's locally determined planning policy approach. This includes the clear drive for quality placemaking, as established through the council's promotion of suitable residential space and layout standards, alongside suitable arrangements for residential parking<sup>45</sup>.
- 11.51 This process will be supplemented by various initiatives, to ensure that the highest possible standards in new homes, businesses and communities are established. These initiatives will include design workshops, best practice learning trips, annual visits to completed developments, implementation of the Design Awards Scheme and our Ashford's Design Charter, as well as the continued involvement of the Regional Design Panel for Ashford.
- 11.52 In addition, the council and the Chilmington Green development consortium are currently preparing a Quality Agreement which will shortly be signed by both parties. This Agreement will underpin the detailed planning for Chilmington Green and support the site-wide design code. It will be a firm commitment – from the outset- that quality will be at the heart of development at Chilmington Green. It will build upon the objectives, vision and policies contained within this AAP and will also take on board the garden suburb principles, particularly in terms of the need for a clear and legible street hierarchy, the importance of well-designed green spaces and strong tree provision in a variety of different forms and with an appropriate variety of scale that supports hierarchical place-making and helps soften and complement street character and built form.
- 11.53 It is just as important that the quality aspirations are actually delivered on the ground. Here, various related council services, such as Building Control can play an important role. They ensure that the Building Regulations are adhered to (and where possible surpassed) and that the council's strong commitment to sustainable design and construction is delivered.

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<sup>45</sup> As established through the Council's adopted Residential Space Standards and Layout SPD (2011) and Residential Parking SPD (2010)

## Chapter 11 - Phasing, Implementation and Quality Control

- 11.54 In addition, the role of the local community itself, including the parish council and any bespoke community management vehicle (if pursued), will also play a crucial role in maintaining quality once development is in place, whether this be through direct governance, the establishment of forums, associations or community groups, or simply maintaining a strong voice and retaining ownership of the area in which they live.
- 11.55 Monitoring will also play an important role in maintaining quality at Chilmington Green. As set out in Chapter 12 of this AAP, there are various locally derived indicators and targets for the development to adhere to. Monitoring in this way will establish whether any interventions from the council are required, and when any swift and decisive action is needed.
- 11.56 In combination, the approaches referred to above will ensure that there is no degradation in the eventual built product from the quality aspired to through this AAP, whoever the developer is and however long the development takes to fully build out.

## **Chapter 11 - Phasing, Implementation and Quality Control**

### **POLICY CG22 - PHASING, DELIVERY AND IMPLEMENTATION**

The development of the Chilmington Green area shall be implemented in accordance with the four main phases identified on Figures 18- 21 and the Infrastructure Delivery Plan at Appendix 3, unless it can be demonstrated that relevant infrastructure is readily available and the development can be adequately serviced.

Should a deficit in the infrastructure provision necessary to serve any main phase of the development be accepted, following an independently assessed viability exercise, then the council will employ its deferred contributions policy in order to claw back any deficit, should market conditions improve sufficiently.

A degree of overlap between one main phase and another may be acceptable, providing it can be demonstrated that the previous phase of the development has been 'substantially completed'.

Proposals which would deliver unsustainable and isolated development that would require extensive and isolated infrastructure to serve them will not be acceptable.

In order to ensure an appropriate quality of development is achieved at detailed design stage, the following requirements shall apply:-

- a) Prior to the approval of any reserved matters or grant of detailed planning permission for development within the AAP area, a detailed site-wide design code will be required to be agreed by the council, and,
- b) Prior to any reserved matters or detailed planning application being approved for development within any of the main phases, a detailed masterplan, accompanied by a development strategy, for the relevant main phase will need to be agreed by the council.

In order to meet the requirements of (a) and (b) above, as well as any further guidance presented to support any reserved matters or detailed planning applications, proposals will need to demonstrate that they accord with the various development principles and policies contained within this AAP.

The council, other key local stakeholders, will monitor the delivery of development at Chilmington Green against established qualitative benchmarks and other agreed plans, briefs and codes, to ensure that the quality aspirations established within this AAP are delivered and maintained.

### Chapter 12 – Monitoring and Review

- 12.1 The Localism Act 2011 has enabled councils to be responsible for their own performance management and choose which targets and indicators to include in their monitoring reports as long as they are in line with relevant UK and EU legislation. The primary purpose of reporting is to share the performance and achievements of the planning service with the local community, but it also provides an opportunity to make interventions, if necessary (see the Quality Control section of this AAP, Chapter 11).
- 12.2 The Authority Monitoring Report (AMR) will continue to be the primary means of monitoring the targets set out within Development Plans. It will focus on locally important issues and include indicators designed to monitor these. Many of these indicators deal with borough-wide issues and originate from Core Strategy policies; however, each DPD/AAP includes local indicators to enable area specific reporting.
- 12.3 Monitoring the results of the policies contained within this AAP on a regular basis will enable early action to be taken to overcome any barriers to delivery of the Plan's objectives and policies. Borough-wide targets will be broken down and applied to this AAP area, so the contribution to wider targets can be seen on a local scale.
- 12.4 The AAP also includes a number of policies that set their own targets and these will also be monitored annually. These include the delivery of housing and job targets, and the specific community, education and leisure facilities that are required by the plan.
- 12.5 An ecological enhancement and mitigation strategy will be agreed with the council prior to the approval of planning permission. This strategy will set out long-term ecological monitoring procedures for the site that will be undertaken by the developers in consultation with Kent Wildlife Trust.
- 12.6 The following table lists all the local indicators that will be monitored specifically for the Chilmington Green AAP area.

Indicator	Target
Number of net additional dwellings completed at Chilmington Green	5,750 dwellings
Number of additional jobs created at Chilmington Green	1,000 jobs
Total number of new affordable dwellings delivered at Chilmington Green	1,725 dwellings

## Chapter 12 – Monitoring and Review

Indicator	Target
Percentage of new homes to meet relevant Code for Sustainable Homes standards as established through Policy CS10 (Core Strategy) and supported through the Sustainable Design and Construction SPD	100%
Percentage of new buildings to meet relevant BREEAM standards as established through Policy CS10 (Core Strategy) and supported through the Sustainable Design and Construction SPD	100%
Percentage of Carbon Dioxide Emissions (regulated) reduced from:  1) residential development 2) non-residential development	At least 15% At least 10%
Percentage of new development to meet the relevant maximum run off rates as established through Policy CS20 (Core Strategy) and the Sustainable Drainage SPD	100%
Additional amount of public open space delivered at Chilmington Green:  Informal / Natural Green Space Equipped play space Outdoor sports space Allotment provision Strategic Parks	Ongoing provision leading to:  At least 27.6 ha At least 6.9 ha At least 22.08 ha At least 2.76 ha At least 4.41 ha
Amount of indoor sports / community provision delivered at Chilmington Green:  Com/Leisure building at District Centre  Community space at cricket pitch Community space at Local Centres  Indoor sports building at Discovery Park	2 badminton courts (or equivalent) 250 (GIA) sqm 500 (GIA) sqm at each Local Centre  4 badminton courts (or equivalent), 500 GIA sqm of community space & associated uses



## Chapter 12 – Monitoring and Review

Indicator	Target
Amount of retail/ employment space provided at the District Centre:  Supermarket General A1 – A5 B1 uses	3,100 sqm (Gross) 4,595 sqm (Gross) 6,910 sqm (GIA)
Amount of retail/ employment space provided at Local Centres (combined totals):  General A1 – A5 B1 uses	850 sqm (Gross) 1,700 sqm (GIA)
Education provision at Chilmington Green:  Primary school 1  Primary school 2  Primary school 3  Primary school 4  Secondary school	Sites transferred:  On commencement of development  By completion of 1,050 <sup>th</sup> unit  By completion of 2,800 <sup>th</sup> unit  By completion of 4,550 <sup>th</sup> unit  Within phase 2
Public transport	20% of modal share to be monitored every 3rd year
Percent of development to meet the council's adopted minimum Residential Space & Layout standards, including 'Building for Life'	100%

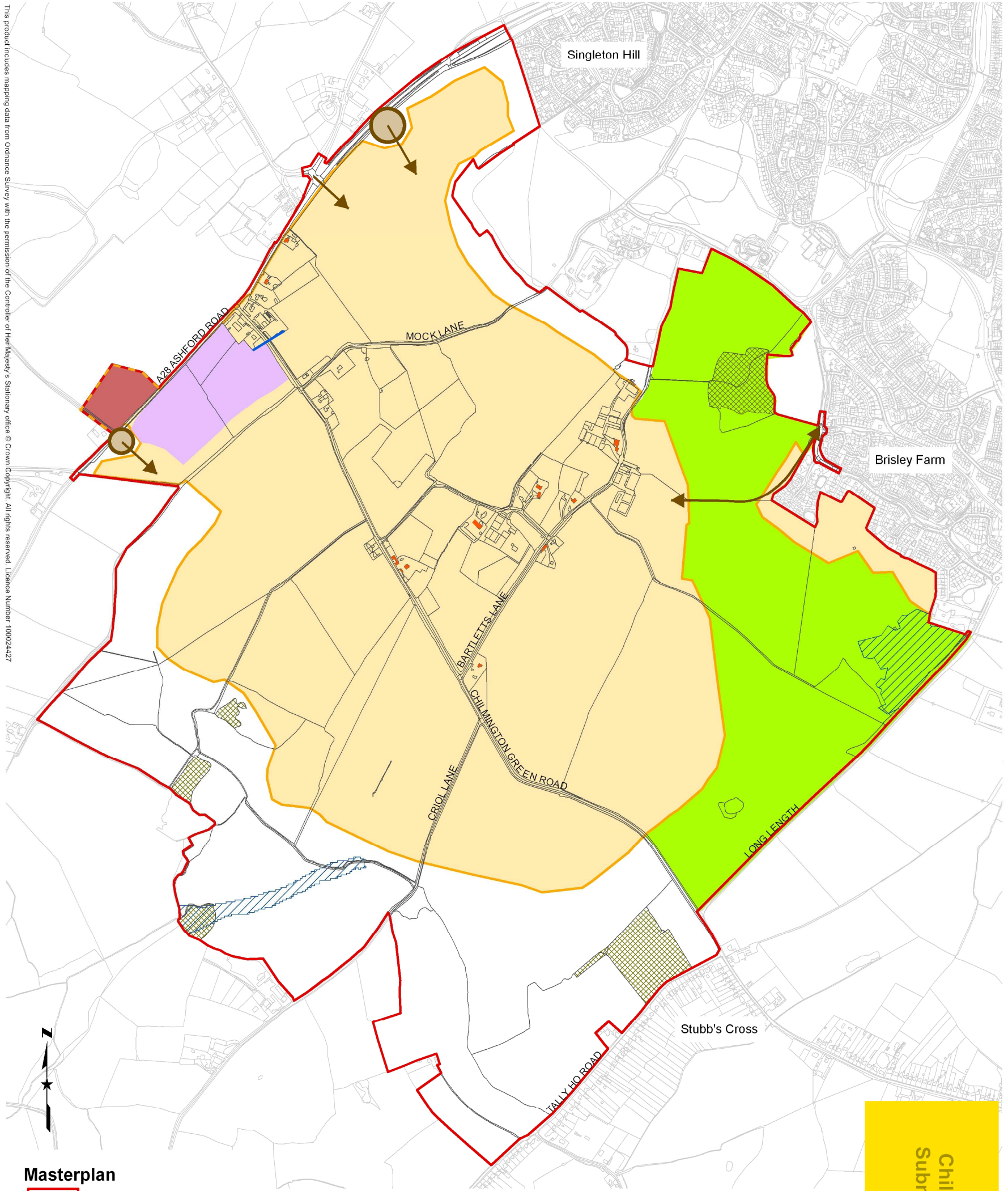
### Review

12.7 The AAP will be formally reviewed every 5 to 7 years to ensure that the wider policy position is up to date. This will include a consequential review of the monitoring indicators and targets set out above.

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**POLICIES MAP**

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**Masterplan**

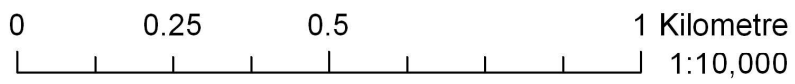
- AAP Boundary
- Extent of Development
- Discovery Park
- Secondary School
- Park and Ride
- N

S

 Site Access Point
- Chilmington Green Road Closure

**Constraints**

- Listed Buildings
- Ancient Woodland
- Floodzone 3 (1 in 100yr return period)

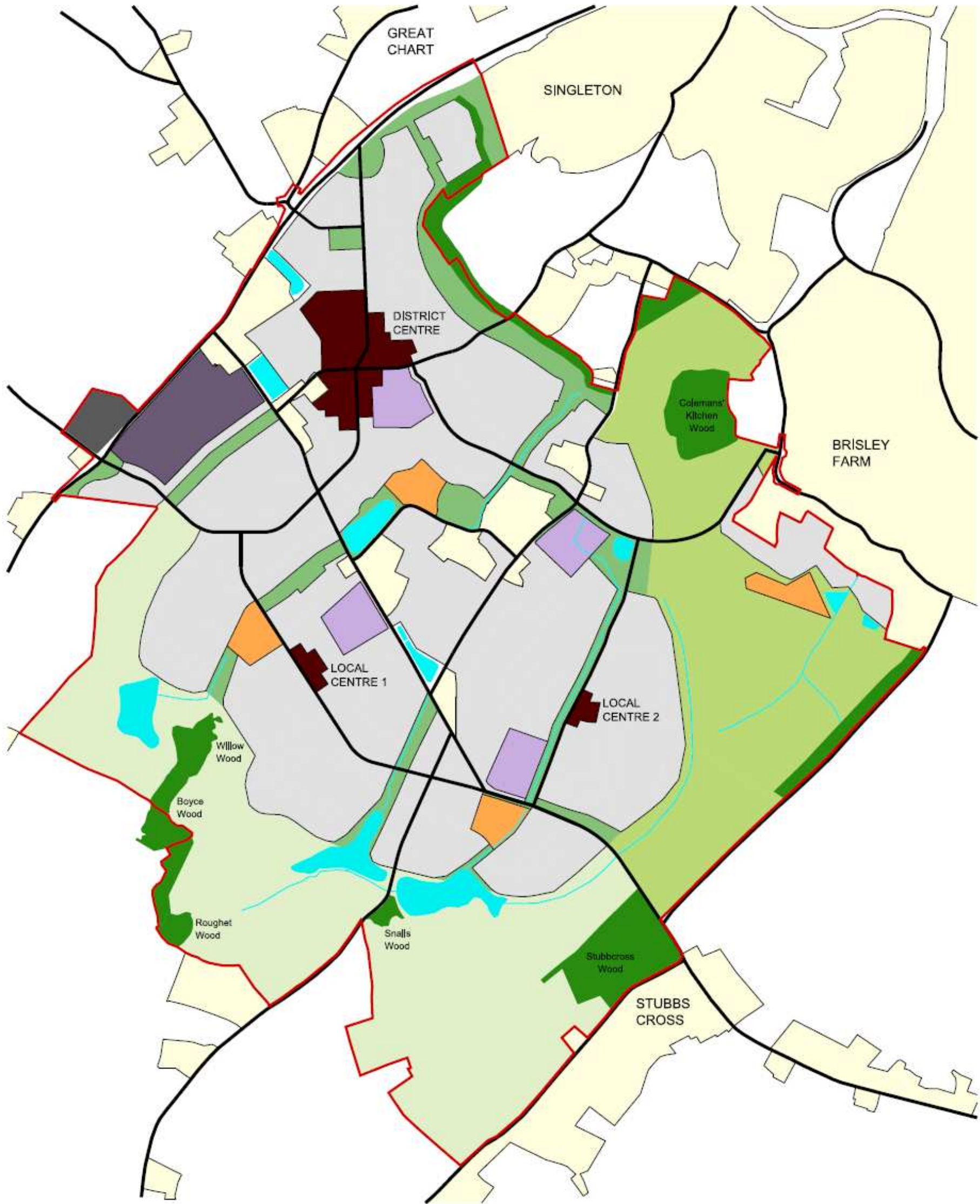


  
**ASHFORD**  
 BOROUGH COUNCIL  
 October 2012

**Chilmington Green AAP  
 Submission Policies Map**



**STRATEGIC DIAGRAM 1 - LAYOUT AND LAND USES**



**Key:**

AAP boundary	Flood attenuation
Existing & Proposed roads	Mixed use area
Extent of built footprint	Primary school & community use
Discovery Park	Secondary School
Green space	Strategic play space areas
Ecological enhancement	Existing properties (residential & commercial)
Existing & Proposed woodland	
Park & Ride	

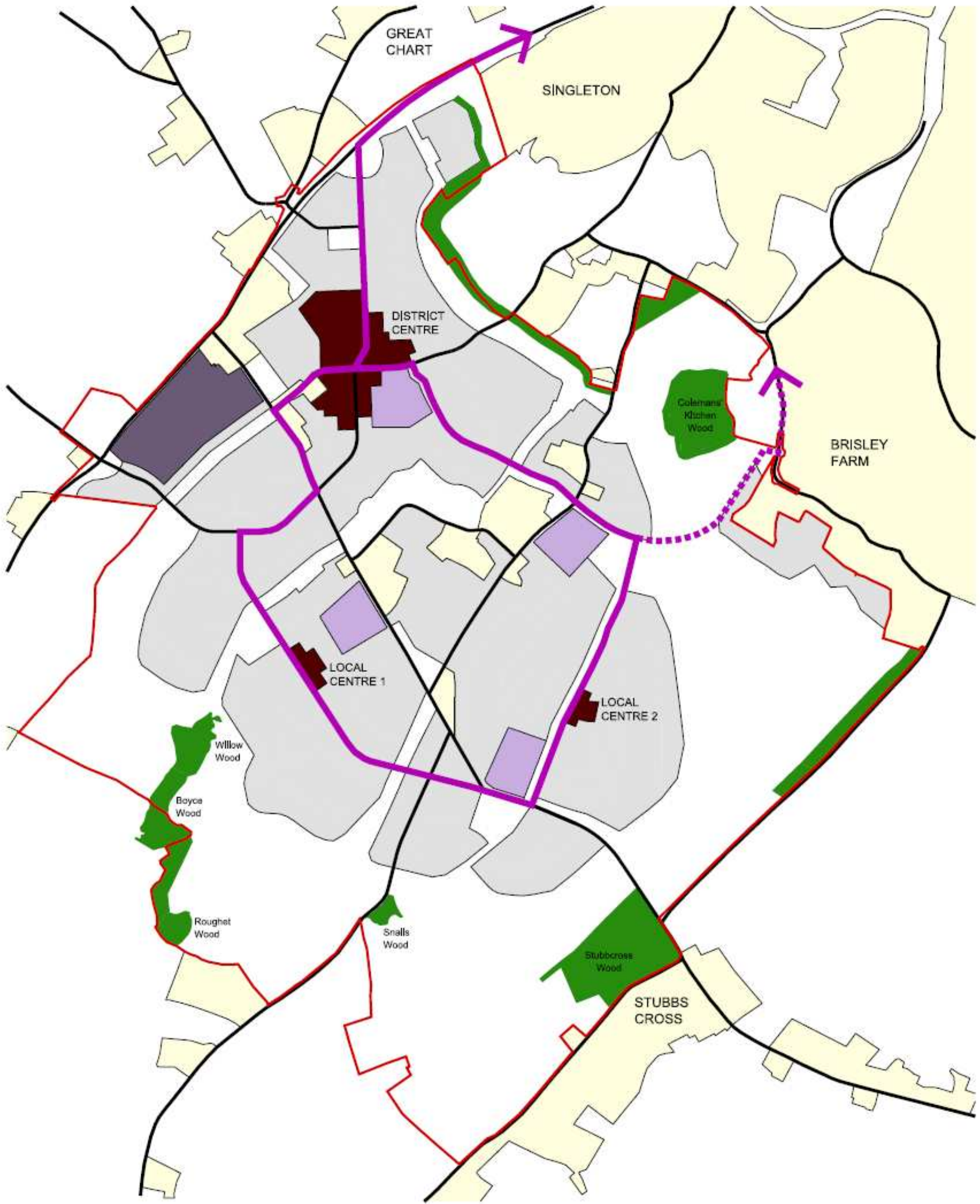
Prepared by:  
**JOHN THOMPSON & PARTNERS**

On behalf of:  
**ASHFORD BOROUGH COUNCIL**

Drawing Title:  
**Strategic Diagram 1:  
 Layout & Land Use**







- Key:
- AAP boundary
  - Existing & Proposed roads
  - Extent of built footprint
  - Proposed bus route
  - Potential bus route
  - Existing & Proposed woodland
  - Existing properties (residential & commercial)
  - Mixed use area
  - Primary school & community use
  - Secondary School

Prepared by:  
  
 JOHN THOMPSON & PARTNERS

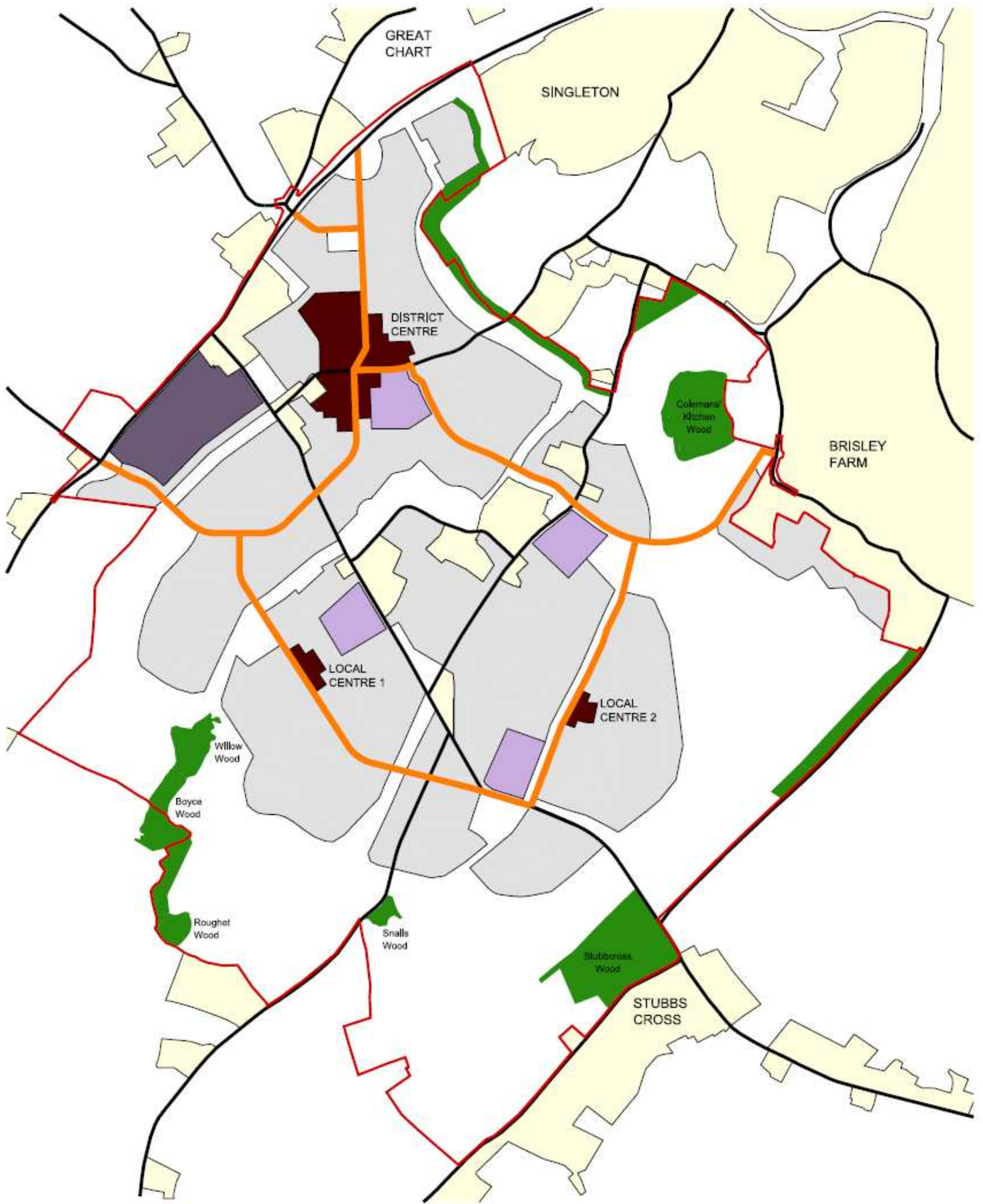
On behalf of:  
  
 ASHFORD  
 BOROUGH COUNCIL

Drawing Title  
 Strategic Diagram 2:  
 Movement Framework - a)









- Key:
- AAP boundary
  - Existing & Proposed roads
  - Extent of built footprint
  - Proposed strategic roads
  - Existing & Proposed woodland
  - Existing properties (residential & commercial)
  - Mixed use area
  - Primary school & community use
  - Secondary School

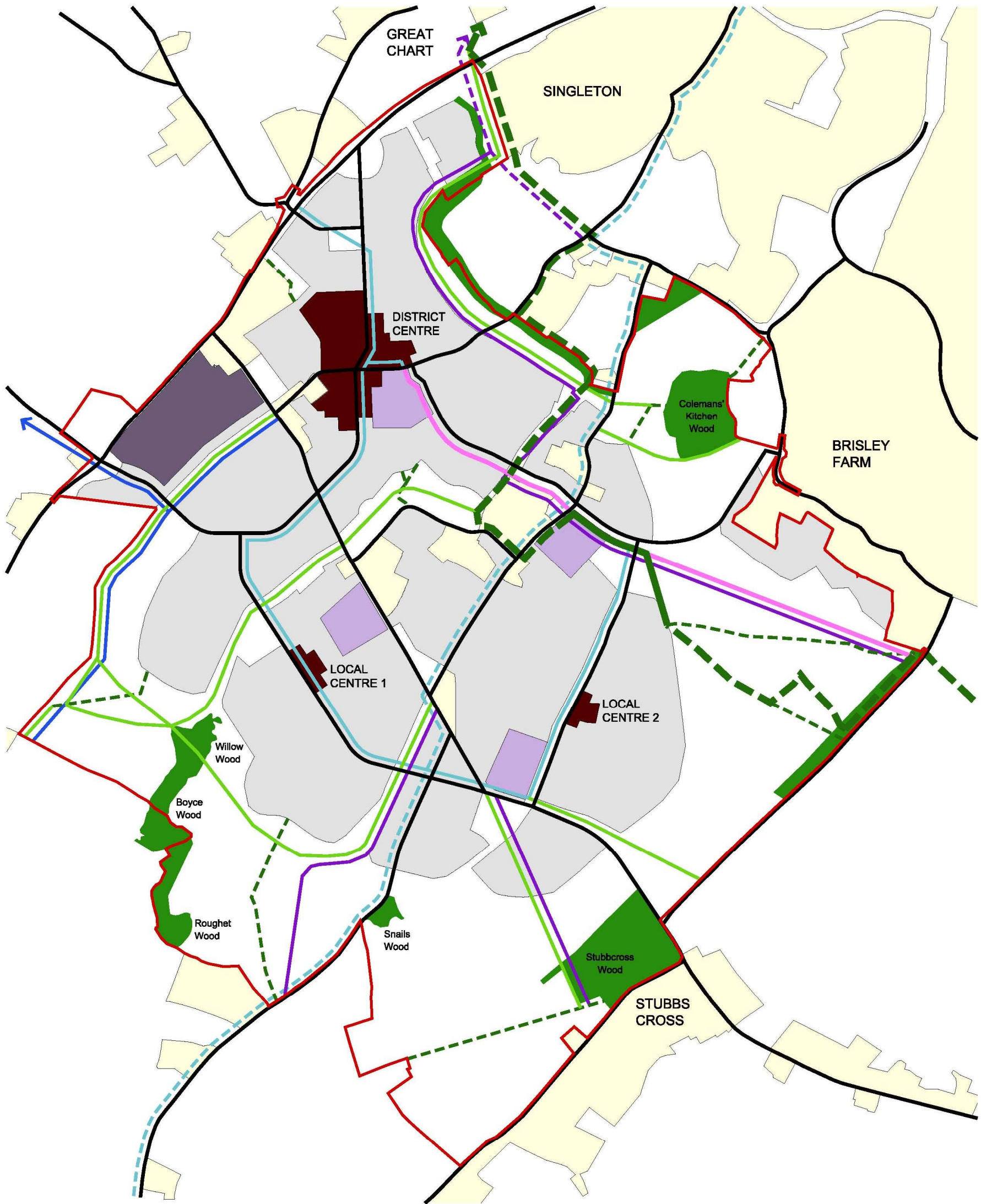
Prepared by:  
  
 JOHN THOMPSON & PARTNERS

On behalf of:  
  
 ASHFORD  
 BOROUGH COUNCIL

Drawing title:  
 Strategic Diagram 2:  
 Movement Framework - b)







**Key:**

- |  |   |  |
|--|---|--|
| AAP boundary                                   | Mixed use area  | Strategic west to east pedestrian/cycleway |
| Existing & Proposed roads                      | Primary school & community use                        | Proposed cyclepath                         |
| Extent of built footprint                      | Secondary School                                      | Existing cyclepath to be retained          |
| Proposed strategic roads                       | National footpath to be retained (Greensands Way)     | Existing bridleways to be retained         |
| Existing & Proposed woodland                   | Proposed National footpath diversion (Greensands Way) | Potential bridleways                       |
| Existing properties (residential & commercial) | Existing footpaths to be retained                     | Existing byway                             |
|  | Proposed pedestrian & cycle routes                    |  |

Prepared by:



On behalf of:

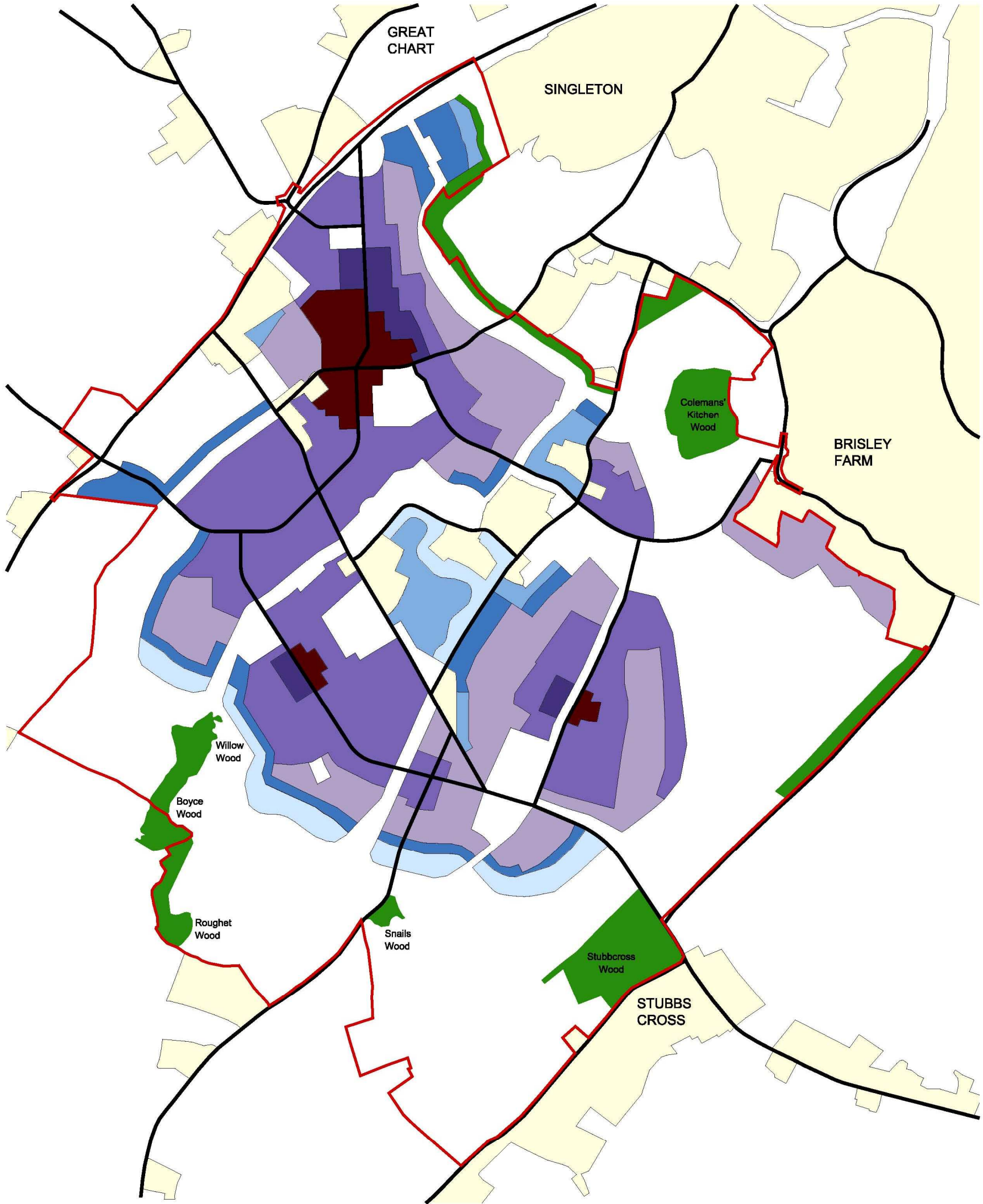


ASHFORD  
BOROUGH COUNCIL

Drawing Title

**Strategic Diagram 2:  
Movement Framework - c)**





- Key:**
- AAP boundary
  - 10d/Ha or less
  - 15 d/Ha or less
  - average 21 d/Ha
  - average 33 d/Ha
  - average 43 d/Ha
  - average 62 d/Ha
  - Mixed use areas
  - Existing & Proposed roads
  - Existing & Proposed woodland
  - Existing properties (residential & commercial)

Prepared by:  
  
 JOHN THOMPSON & PARTNERS

On behalf of:  
  
 ASHFORD  
 BOROUGH COUNCIL

Drawing Title  
**RESIDENTIAL DENSITY**





**Affordable Housing** - Affordable housing is subsidised non-market housing, provided to those whose needs are not met by the market. See Core Strategy Policy CS12 for more information.

**Authority Monitoring Report (AMR)** - The council produces an AMR each year to assess the performance and effects of all the documents and policies contained within the Local Development Framework/Local Plans. (Formerly known as the Annual Monitoring Report)

**Area Action Plan (AAP)** - A development plan document focused on a specific location or area, in this case, Chilmington Green. AAPs form part of the statutory development plan. All AAP's are subject to rigorous procedures of community involvement, consultation and independent examination. Once adopted, development control decisions must be made in accordance with them unless material considerations indicate otherwise.

**Biodiversity** - The diversity of plant and animal life in a particular habitat or area.

**Borough Local Plan (BLP)** - The Ashford Borough Local Plan was formally adopted by the borough council in June 2000. It sets out a framework of plans and policies to guide the development and use of land in the Borough. It is in the process of being replaced by the Local Development Framework, but some policies remain 'saved'.

**Community Management** - A delivery body such as parish council, local residents association or management company/trust that manage the local community's assets, such as open space and community facilities.

**Core Strategy** - Sets out the overall vision and objectives for the delivery of Ashford's Local Development Framework between 2006 and 2021. The Core Strategy is the principal Development Plan Document (DPD) for the Borough and all other documents within the Local Development Framework (LDF) must conform to it. The Core Strategy was adopted in July 2008, but will be reviewed in 2013/2014. Policy CS5 of the Core Strategy sets out the over-arching policy approach that is the starting point for this AAP.

**Council** – references in this document to 'ABC', 'the council' or 'borough council' are identifying Ashford Borough Council. References to 'KCC' or 'county council' are identifying Kent County Council.

**Design Code** - A Design Code is a set of specific rules or requirements to guide the physical development of a site or place. The aim of design coding is to provide clarity as to what constitutes acceptable design quality, and thereby a level of certainty for developers and the local community.

## Glossary

**Development Plan Document (DPD)** - A key local planning document forming an essential part of the Local Development Framework. DPDs include the Core Strategy, site-specific allocations of land, Area Action Plans and the Policies Map. DPDs form part of the statutory development plan. All DPDs are subject to rigorous procedures of community involvement, consultation and independent examination. Once adopted, development control decisions must be made in accordance with them unless material considerations indicate otherwise.

**Discovery Park** - A strategic park to be provided within the AAP area that will include Informal / natural green spaces, play equipment, sports pitches, Indoor Sports Hall and other uses that benefit the whole borough.

**District Centre** - District Centres are locations which *'usually comprise groups of shops often containing at least one supermarket or superstore and a range of non-retail services, such as banks, building societies and restaurants as well as local public facilities such as libraries'*. In this development it will include the Chilmington Green High Street which will include a range of services, whilst also being the primary route through the new development for vehicular traffic, pedestrians and cyclists.

**Employment Land Review (ELR) 2008** - The ELR was commissioned by Ashford borough council to form part of the evidence base for its Local Development Framework (LDF). The main purpose of the study is to provide forecasts of future employment land needs in the Borough by sector up to 2021.

**Examination in Public (EIP)** - The public examination of the soundness of the AAP by an independent Planning Inspector.

**Greater Ashford Development Framework (GADF)** - This document was the main supporting document to the Core Strategy and sets out options for the growth of the town up to 2031.

**Green & Blue Grid Strategy (2008)** - The Green & Blue grid is the overarching strategy for the approach to the living network of green and blue spaces for people and nature across the borough.

**Growth Area** - The Growth Area is the urban areas of Ashford, the town centre and the proposed urban extensions. It does not apply to Tenterden and the rural areas of the borough.

**Infrastructure** - A summary term for facilities and services required to support development, including water supply, sewage and waste water treatment, electricity, highways, cycle routes, public transport, health and social care, education services, community facilities, open spaces, parks, sports pitches, play areas, etc.



**Landscape Character** - Assets of the site including: historic buildings, listed buildings, views and vistas, topography, woodland, ecologically sensitive areas, footpaths, bridleways and hedgerows. Landscape Character Assessment (LCA) provides a method to identify and assess landscapes, landscape change, and a framework for developing landscape quality objectives.

**Listed Building** - A building of special architectural or historic interest. Listed buildings are graded I, II\* or II with grade I being the highest. Listing includes the interior as well as the exterior of the building, and any buildings or permanent structures within the curtilage. English Heritage is responsible for designating buildings for listing in England.

**Local Centre** - Local Centres deliver basic services which meet the localised everyday needs of residents. They include a variety of small scale retail and employment uses, alongside local community, leisure and education facilities

**Local Development Framework (LDF)** - A term used to describe a folder of documents, which includes all the local planning authority's Local Plan Development Documents, including the Core Strategy and other Development Plan Documents, Supplementary Planning Documents, and the Statement of Community Involvement amongst others.

**Localism Bill / Act** - The Localism Bill was given Royal Assent in November 2011, becoming an Act. The Localism Act includes key measures that underpin the Government's approach to decentralisation, including neighbourhood planning and housing.

**Masterplan** - The AAP has been supported and influenced by the Chilmington Green Masterplan which should be read in conjunction with the AAP. It was produced by a team of consultants and was led by a number of relevant stakeholders, including the landowners/ developers, the council, alongside other public sector organisations. Where there is conflict between the AAP and the Masterplan, the policy approach in this AAP takes primacy.

**National Planning Policy Framework (NPPF)** - The NPPF (March 2012) sets out the new national planning priorities. The NPPF has superseded the suite of national Planning Policy Statements and Guidance (PPS and PPG).

**Policies Map** - An essential component of a Local Development Framework which shows the location of proposals in all current DPD's, AAP's and Local Plans on an Ordnance Survey base map.

**Public Green Spaces & Water Environment SPD** - An adopted Supplementary Planning Document that provides quantitative and qualitative standards for all open spaces in the borough, including strategic parks, allotments, play areas, sports pitches, cemeteries and informal green spaces.

## Glossary

**South East Plan** - This plan was the Regional Spatial Strategy for the South-East. However, the Secretary of State for Communities and Local Government revoked the South East Plan on the 25th March 2013. Therefore, in relation to this AAP, the SE Plan no longer carries any planning weight and is no longer a material planning consideration.

**Sustainability Appraisal (SA)** - The SA, incorporating the Strategic Environmental Assessment (SEA), has been carried out as an integrated part of the AAP preparation. The Sustainability Appraisal has demonstrated how masterplan options and reasonable alternatives have been developed, refined and appraised during the development of the Plan using a Sustainability Framework. The SEA includes an environmental assessment of the plan. The SA is a supporting document to this AAP.

**Sustainable Design and Construction SPD** - This SPD provides guidance on the measures and opportunities available to developers and householders to integrate sustainability into their development. The document sets out guidance on how to meet the requirements for achieving the relevant Code for Sustainable Homes / BREEAM standards and carbon dioxide reduction targets set out in policy CS10 of the adopted Core Strategy.

## Appendix 1 - List of Supporting Studies

**ABC Strategic Flood Risk Assessment (2006):** Prepared collaboratively by the Environment Agency and ABC. Underpinned the Core Strategy proposals, taking into account the likely impact on the floodplain.

**Ashford Borough Council Open Space Audit (2008):** Produced by Graham Stewart consultancy. Reviews the council's amount of open space and recreational areas, as had been required by PPG17.

**Ashford Employment Land Review (2008):** Produced by Nathaniel Litchfield and Partners . Provides forecasts of future employment land needs in the Borough, by sector, up to 2021.

**Ashford Green and Blue Grid Strategy (2008):** Produced by Shiels Flynn. Sets out the aspiration for an integrated network of green and blue spaces to be provided in the Borough, in response to development.

**Ashford Housing Needs Survey Update (2010):** Commissioned by ABC's Housing Services, this survey provides an updated position to the Housing Needs Survey (HNS) undertaken in 2005.

**Ashford Integrated Water Management Study (2005):** Undertaken by Black and Veatch Consulting Ltd. The Study was a background report to the Ashford Core Strategy, which examines water management issues in relation to the Ashford Growth Area. It looks at the demand for potable water; the provision of wastewater services and the impact of treated effluent on receiving waters.

**Ashford Landscape Character Study (2005):** Produced by Studio Engleback. Provides a detailed assessment of areas on the urban fringe of Ashford and establishes their main landscape features.

**Ashford Strategic Housing Land Availability Assessment (SHLAA) (2009):** Produced as background evidence to the LDF by ABC. Assessment identifies and assesses various sites which could have the potential for housing; setting out when such sites could be developed. The SHLAA builds on existing Urban Capacity Studies (UCS) and data previously contained in the council's Annual Monitoring Report.

**Ashford Strategic Housing Market Assessment (SHMA) (2010):** Produced by ABC. Forms part of the evidence base needed to support housing and planning policies within the Borough and the wider LDF. Establishes the mix of different households likely to require housing in the future (e.g. age, type and size) and estimates the likely need for different forms of tenure.

## Appendix 1 - List of Supporting Studies

**Ashford's Sustainable Communities Strategy (2008):** Produced by ABC. Sets out a shared vision for the Borough that reflects local aspirations and agree priorities moving forward.

**Chilmington Archaeology Report (2010)** [*A Programme of Archaeological Evaluation Comprising Fieldwalking and Recorded Gradiometer Scanning Survey*]: Produced by Wessex Archeology. This report sets out the level of archaeological potential across the site following field-walking and recorded geophysical gradiometer survey work.

**Chilmington Green Appropriate Assessment (2012):** Produced by ABC with co-operation from Natural England. Under Regulation 48 of the 'Habitats Regulations 1994' an Appropriate Assessment is required to test whether a DPD is likely to have an adverse impact on the integrity of any Natura 2000 sites.

**Chilmington Green Concept Energy Strategy (2011):** Produced by WSP. Sets out how the proposed development of Chilmington Green intends to comply with Core Strategy Policy CS10 'sustainable design and construction'.

**Chilmington Green Consultation Strategy (2012):** Strategy prepared by ABC. Sets out the various consultation events / community engagement exercises that have been undertaken as part of the preparation of the Chilmington Green AAP.

**Chilmington Green Ecological Enhancement Strategy (2011):** Produced by WSP. This strategy summarises the main issues in relation to ecology and habitat mitigation, based on up to date survey work of the site.

**Chilmington Green Employment Report (2011):** Produced by Sellwood Planning. Demonstrates that the AAP proposals meet the Core Strategy objective for job creation at Chilmington Green.

**Chilmington Green Flood Risk Assessment (2012):** Produced by ABC with collaboration from the Environment Agency. Sets out how development will respond to Government guidance on flooding matters and establishes issues associated with drainage and water run-off.

**Chilmington Green Historic Landscape and Built Heritage Appraisal (2011):** Produced by Wessex Archaeology, this appraisal considers the extant and visible heritage assets located within the Chilmington Green Study Area, and those within the wider setting that could be affected by it.

## Appendix 1 - List of Supporting Studies

**Chilmington Green Infrastructure Phasing Plan (2012):** Produced by WSP. Plan sets out how a range of social and physical infrastructure will be delivered at Chilmington Green.

**Chilmington Green Issues and Options Report (2007):** Produced by ABC. Represents an early stage in the AAP's production, setting out what the likely issues and options might be for development here. Was subject to a period of consultation.

**Chilmington Green Landscape and Visual Impact Assessment (2012):** Produced by Grotmji. Assessments explores the key landscape and visual impact issues associated with the site and establishes how the built footprint should respond.

**Chilmington Green Masterplan (2012):** Produced by JTP on behalf of ABC. Key supporting document for the AAP. Sets out how a range of site constraints and opportunities have been taken into account to help shape and evolve the proposals for development in this area.

**Chilmington Green Retail Evidence Report (2011):** Produced by GL Hearn. Establishes the potential retail capacity at Chilmington Green, taking into account the size of the development and the impact on the town centre.

**Chilmington Green Sustainability Appraisal and SEA (2012):** Prepared by ABC with assistance from Tony Fullwood Associates. Establishes how the plans and proposals of the AAP have been appraised and assessed, throughout their evolution, to ensure they accord with the aims of sustainable development.

**Chilmington Green Transport Strategy (2012):** Produced by WSP. Tests the likely traffic impact generated by development at Chilmington and sets out what mitigation measures may be required. Also covers issues associated with public transport and non-vehicular movements.

**Chilmington Green Utilities Appraisal Summary (2012):** Produced by WSP. Sets out the strategic utility requirements of the Chilmington Green development.

**Chilmington Green Water Cycle Study (2011):** Produced by WSP. Sets out the opportunities and constraints associated with a number of different water cycle options for the development, including SUDs, drainage and run-off rates.

## Appendix 1 - List of Supporting Studies

**Chilmington Green, Phase 1 Geo-Environmental Assessment (2010):** Produced by WSP. Sets out the geo-environmental and geo-technical issues associated with the ground conditions of the site

**Community Trust for Chilmington Green (2012):** Prepared by Mark Patchett consultancy. Establishes the principles needed for the establishment of a community development trust type model to support development at Chilmington Green.

**Discovery Park Concept Report (2010):** Produced by Gillespies on behalf of Ashford's Future. Report develops a concept masterplan for Discovery Park and establishes a range of uses and functions that might come forward within the Park area.

**Greater Ashford Development Framework (2005):** Prepared by Urban Initiatives on behalf of ABC. Main supporting background document for the Core Strategy. Establishes a framework for the council's then growth aspirations.

## Appendix 2 - Links to the Sustainable Community Strategy

Sustainable Community Strategy Objectives	Relevant Chilmington Green AAP content
<b>Learning for Everyone</b>	
<p>We will work together to make sure that pre-school, junior and secondary school facilities are designed and operated as an integral part of new and existing communities in Ashford. Schools need to work alongside other local facilities such as health centres, community buildings, shops and leisure uses to make up multi-purpose local centres where everyday needs can be catered for. This helps to build a stronger sense of community and, by grouping local services, reduces the need for people to drive.</p>	<p><b>Policies CG3 and CG4</b> sets out that the planned District and local centres will become focal points for the community and will encourage a variety of uses, including education, community and retail.</p> <p><b>Policy CG15</b> sets out the required education provision at Chilmington Green in the form of one new secondary school and four primary schools.</p> <p><b>Policy CG17</b> sets out the requirement for a range of social provision to be delivered at Chilmington Green.</p>
<b>Economic Success – Opportunities for All</b>	
<p>We will work with landowners and developers to ensure that new and expanding businesses have access to a range of flexible workspaces and we will provide a package of business support services to help businesses to expand and compete effectively through engagement, involvement and community ownership.</p>	<p>The <b>Vision</b> of the AAP states that development: will- 'offer a range of local jobs'. Also, <b>Policy CG1 (d)</b>: sets out the need to provide a range of land uses for job creation purposes.</p> <p>In addition, <b>Policy CG2</b> establishes that over 1,000 jobs will be created at Chilmington Green. <b>Policies CG3, CG4</b> are also relevant to job creation.</p>
<p>We will look to develop Ashford as a 21<sup>st</sup> Century town with 21<sup>st</sup> Century telecommunications infrastructure to support jobs growth and community benefits.</p>	<p>The provision of high-speed broadband and communication technology is supported in the AAP under <b>section 5</b> which sets out that development should be designed in way that allows for such technology to be delivered here.</p>

## Appendix 2 - Links to the Sustainable Community Strategy

Sustainable Community Strategy Objectives	Relevant Chilmington Green AAP content
<b>Improving Health &amp; Wellbeing</b>	
We will ensure that health and social care facilities are provided in line with housing growth and maximise the wider benefits for improvements in health arising from new housing and job opportunities.	<b>Policy CG17</b> sets out that a primary health care facility (including 6 GP's and associated primary care services (dentist etc)) will be provided at Chilmington Green.
<b>Promoting Environmental Excellence</b>	
Our aim is to protect the Borough's environment and, even where development is needed, to set and achieve high environmental standards in areas such as water supply and quality; protecting important landscape and habitats and making sure there is no increase in the likelihood or severity of flooding.	<b>Policy CG20</b> requires the development to avoid areas of flood zone and reduce flood risk through well designed, integrated SUDS & <b>Policy CG21</b> requires that the development will avoid the loss of locally important ecological networks and semi natural habitats.
Where major development is planned we will make sure that places of real quality are created with attractive open spaces that contribute to the 'green necklace' of spaces around the town, along with major new resources like the Willesborough Dykes Nature Park and the Discovery Park.	<b>Policy CG8</b> requires accessible informal and natural greenspace areas within the development to add interest, variety and distinctiveness within the development.  <b>Policy CG9</b> establishes how Discovery Park will be delivered.
Provide accessible open spaces for existing and new residents, which relate well to existing rural uses and activities and promote biodiversity by for example, using low intensity agricultural practices.	<b>Policy CG8</b> sets out how development will meet the recreational needs of residents of Chilmington Green.
We will ensure that there is adequate open space for sports and recreation associated with new educational facilities.	As above, as well as <b>Policy CG15</b> is also relevant.



## Appendix 2 - Links to the Sustainable Community Strategy

Sustainable Community Strategy Objectives	Relevant Chilmington Green AAP content
<p>We will lead by example in setting and delivering high standards of sustainability in projects and services that we are responsible for. This will help to reduce our impact on the environment and encourage the community to play its part in meeting the carbon challenge.</p>	<p><b>Policy CG19</b> requires the development at Chilmington Green to be carbon neutral by using on-site design measures and through the delivery of low and zero carbon on-site technologies.</p>
<p><b>Securing stronger and safer communities</b></p>	
<p>We will work with developers to ensure that the layout and design of major new developments facilitates the emergence of strong communities with a clear sense of identity and a readiness to work together.</p>	<p><b>Policy CG2</b> sets out the aspiration to deliver a truly sustainable development at Chilmington Green. In addition, <b>Policy CG10</b> establishes that community governance will be key to ensuring this aspiration is delivered in the long term.</p>
<p>We will continue to work with local communities, parish council, community groups and others throughout the borough to enhance and extend local community facilities and other services.</p>	<p><b>Policy CG10</b> establishes the importance of community governance and how any arrangements for Chilmington Green will need to work alongside existing Parish Councils.</p>
<p><b>Enjoying Life</b></p>	
<p>We will seek to expand cultural, leisure and sporting facilities in line with the growth in the population, negotiating vigorously with Government and its agencies and with developers to meet the initial capital costs.</p>	<p><b>Policy CG8, CG9 &amp; CG16</b> all establish the range of sporting and recreational uses that will come forward as part of the development, including indoor sports, green corridors and sport pitches.</p>

## Appendix 2 - Links to the Sustainable Community Strategy

Sustainable Community Strategy Objectives	Relevant Chilmington Green AAP content
<b>Keeping Ashford Moving</b>	
We will enhance the already good cycle network and make sure that new developments make adequate provision for cycle ways and footpaths.	<b>Policy CG13</b> requires a strategic network of pedestrian, cycleway as well as equestrian routes, throughout the site.
<b>Achieving High Quality Homes</b>	
We will demand high design standards in new housing or mixed use developments and promote the use of innovation in construction. We will continue to promote extensive stakeholder engagement during the preparation of Development Briefs and other planning documents.	<b>The Vision, Policies CG1 and CG2</b> set out the aspiration for high quality design standards across the development. <b>Policy CG21</b> establishes a number of quality control measures to ensure this aspiration is delivered on the ground and maintained in perpetuity.
In line with housing needs, at least 30% of the housing units in major developments will be social rented units or available on a low cost shared equity basis. Appropriate provision will be made to meet the housing needs of the elderly and other disadvantaged groups.	<b>Policy CG18</b> sets out the requirements for affordable housing at Chilmington Green, this includes provision for a total of 30% affordable housing (1,725 units), with a tenure split of 60% affordable rent and 40% other forms.
We will insist on high environmental standards for all new dwellings.	<b>Policy CG1, CG2 &amp; CG 19</b> all establish the need for high quality design for development at Chilmington Green.

## Appendix 3 - Infrastructure Delivery Plan

### PHASE 1 - THE DISTRICT CENTRE PHASE

*(indicative 1,450 units - 3,480 residents – 6 years)*

<b>Type of provision</b>	<b>Quantum / trigger point</b>	<b>Cumulative Quantum</b>
<b>a) Green and Blue Infrastructure</b>		
1) Informal / Natural Green Space - ongoing provision, complemented by pathways and cycle routes where appropriate	Leading to 6.96 ha of space	6.96 ha
2) Equipped play space – delivering (0.5ha) at District Centre and part of Play Space area (1.2ha) proposed adjacent to the Hamlet	Leading to 1.70 ha of space	1.70 ha
3) Outdoor sports space – ongoing provision, to be located as part of the early evolution of Discovery Park  Cricket pitch adjacent to the Hamlet delivered (1.85 ha)	Leading to 5.57 ha of space  Cricket Pitch 1.85ha	5.57 ha  Cricket Pitch 1.85ha
4) Allotments – ongoing provision	Leading to 0.7 ha of space	0.7 ha
5) Strategic Parks – ongoing provision, located as part of the early evolution of Discovery Park	Leading to 1 ha of space	1 ha
6) Ecological mitigation and enhancement – area located west of Willow Wood sized for mitigation and enhancement in respect of impact from development in phase 1.  Early establishment of any areas needed to support latter phases of the development to ensure these areas are suitably established	To be agreed	-
7) SUDS – ongoing delivery of SUDS network, including the delivery of the strategic SUDS pond to the west of Willow Wood	To be agreed	-

## Appendix 3 - Infrastructure Delivery Plan

<b>Type of provision</b>	<b>Quantum / trigger point</b>	<b>Cumulative Quantum</b>
8) Strategic landscaping / advance planting – provision needed to complement the delivery of the southern strategic SUDS area, as well as to support development fronting Discovery Park at Brisley Farm	To be agreed	-
<b>b) Education / community and social provision</b>		
1) First primary school transfer of site (2.05 ha) to the relevant education authority	Commencement of development	-
2) Second primary school transfer of site (2.05ha) to the relevant education authority	Completion of the 1,050 <sup>th</sup> unit	-
3) Community leisure provision – 2 court badminton hall (or equivalent) to be delivered at the District Centre	Completion of the 1,300 <sup>th</sup> unit	-
5) Community space (250 sqm GIA) as part of the delivery of the cricket pitch pavilion	Completion of the 1,400 <sup>th</sup> unit	-
6) Social / health facilities – ongoing provision	In line with emerging requirements generated by the development	
<b>c) Movement Network</b>		
1) Establishment of two main vehicular accesses, and additional secondary access onto the A28.  Completion of the link road between the two primary A28 access points through the District Centre.	Northern access completed prior to the commencement of development on the rest of the site.  Southern access and link road to be agreed	-

## Appendix 3 - Infrastructure Delivery Plan

<i>Type of provision</i>	<i>Quantum / trigger point</i>	<i>Cumulative Quantum</i>
<p>2) Bus service provision – commencement of new bus service from Chilmington Green to Ashford Town Centre</p> <p>Implementation of appropriate bus priority measures and bus related infrastructure</p>	Precise timing to be agreed (but should be prior to occupation of the 200 <sup>th</sup> dwelling at latest)	-
3) Establishment of the strategic east / west pedestrian/cycleway connecting the District Centre to Discovery Park – including any needed landscaping and planting	To be in place to serve the sports pitches at Discovery Park	
4) Pedestrian, cycle, equestrian routes – ongoing	Implementation alongside development in accordance with agreed network plan.	
<b><i>d) Other Infrastructure</i></b>		
1) Sewerage – connection to sewerage network (off-site) at point of adequate capacity as defined by Southern Water	Prior to occupation	

## Appendix 3 - Infrastructure Delivery Plan

### **PHASE 2 - THE CENTRAL PHASE**

*(indicative 1,200 units -2,880 residents – 5 year.*

*Cumulative, 2,650 units – 6,369 residents)*

<b><i>Type of provision</i></b>	<b><i>Quantum / trigger point</i></b>	<b><i>Cumulative Quantum</i></b>
<b><i>a) Green and Blue Infrastructure</i></b>		
1) Informal / Natural Green Space - ongoing provision, complemented by pathways and cycle routes where appropriate	Leading to 5.76 ha of space	12.72 ha
2) Equipped play space – ongoing provision, delivering the remaining parts of the play area next to the Hamlet (0.3ha) and part of the play space area (1.14 ha) in Discovery Park.	Leading to 1.44 ha of space	3.14 ha
3) Outdoor sports space – ongoing provision, to be located as part of the early evolution of Discovery Park	Leading to 4.6 ha of space	10.17 ha
4) Allotments – ongoing provision	Leading to 0.57 ha of space	1.27 ha
5) Strategic Parks – ongoing provision, located as part of the early evolution of Discovery Park	Leading to 0.86 ha of space	1.86 ha
6) Ecological mitigation and enhancement – area located between Willow Wood and Roughet Wood sized for mitigation and enhancement in respect of impact from development in phase 2.  Early establishment of any needed areas to support latter phases of the development to ensure these areas are suitably established	To be agreed	-

## Appendix 3 - Infrastructure Delivery Plan

<b>Type of provision</b>	<b>Quantum / trigger point</b>	<b>Cumulative Quantum</b>
7) SUDS – ongoing delivery of SUDS network	To be agreed	-
8) Strategic landscaping / advance planting – provision needed to complement the continued delivery of the southern strategic SUDS area, as well as to support development fronting the western side of Discovery Park.  Advance planting needed to complement the planned development within the southern fringe character area	To be agreed	-
<b>b) Education / community and social provision</b>		
1) Secondary school - transfer of site (8 ha) to the relevant education authority	When required by relevant education provider	-
2) Delivery of indoor sports hall (4 badminton hall or equivalent) and associated uses (including 500 sqm GIA community space) within Discovery Park	Prior to the completion of 2,875 <sup>th</sup> unit	-
3) Social / health facilities – ongoing provision	In line with emerging requirements generated by the development	
<b>c) Movement Network</b>		
1) Strategic vehicular routes –completion of the strategic vehicle route connecting the District Centre with Brisley Farm via the northern part of Discovery Park	Prior to the completion of 1,700 <sup>th</sup> dwelling	-

## Appendix 3 - Infrastructure Delivery Plan

<i>Type of provision</i>	<i>Quantum / trigger point</i>	<i>Cumulative Quantum</i>
2) Bus service provision – ongoing subsidy subject to commercial viability of service.	-	-
3) Continued establishment of the full strategic east /west pedestrian/cycleway connecting the District centre to Discovery Park – including any needed landscaping and planting	Prior to the completion of 1,700th dwelling	-
4) Pedestrian, cycle, equestrian routes – ongoing	Implementation alongside development in accordance with agreed network plan.	-
<b>d) Other Infrastructure</b>		
1) Sewerage – connection to sewerage network (off-site) at point of adequate capacity as defined by Southern Water	Prior to occupation	



## Appendix 3 - Infrastructure Delivery Plan

### **PHASE 3 - THE SOUTHERN PHASE**

*(indicative 1,500 units -3,600 residents – 6.5 year.*

*Cumulative, 4,150 units – 9,969 residents)*

<b><i>Type of provision</i></b>	<b><i>Quantum / trigger point</i></b>	<b><i>Cumulative Quantum</i></b>
<b><i>a) Green and Blue Infrastructure</i></b>		
1) Informal / Natural Green Space - ongoing provision, complemented by pathways and cycle routes where appropriate	Leading to 7.2 ha of space	19.92 ha
2) Equipped play space – ongoing provision delivering play space area to support southern phase (1.5 ha) and rest of play space area envisaged within Discovery Park (0.3 ha)	Leading to 1.8 ha of space	4.94 ha
3) Outdoor sports space – ongoing provision, to be located as part of the early evolution of Discovery Park	Leading to 5.76 ha of space	15.93 ha
4) Allotments – ongoing provision	Leading to 0.72 ha of space	1.99 ha
5) Strategic Parks – ongoing provision, located as part of the early evolution of Discovery Park	Leading to 1.08 ha of space	2.94 ha
6) Ecological mitigation and enhancement – area located east of Roughet Wood and along southern fringe of development sized for mitigation and enhancement in respect of impact from development in phase 3.  Early establishment of any needed areas to support latter phases of the development to ensure these areas are suitably established.	To be agreed	-
7) SUDS – ongoing delivery of SUDS network	To be agreed	-

## Appendix 3 - Infrastructure Delivery Plan

<b>Type of provision</b>	<b>Quantum / trigger point</b>	<b>Cumulative Quantum</b>
8) Strategic landscaping / advance planting – provision needed to complement development fronting the western side of Discovery Park and continued landscaping for the southern fringe of the development.  Advance planting needed to establish treatment for the western development edge of Discovery Park.	To be agreed	-
<b>b) Education / community and social provision</b>		
1) Third primary school - transfer of site (2.05ha) to the relevant education authority.	Prior to the completion of the 2,800 <sup>th</sup> unit	-
2) Community space provision (500 sqm GIA) as part of the local centre which will support this phase.	Prior to the completion of the 4,000 <sup>th</sup> unit	-
3) Social / health facilities – ongoing provision.	In line with emerging requirements generated by the development	-
<b>c) Movement Network</b>		
1) Strategic vehicular routes –implementation of part of the strategic vehicle route, connecting the planned first local centre with Chilmington Green Road.	To be agreed	-
2) Bus service provision – ongoing subsidy subject to commercial viability of service.	-	-
3) Pedestrian, cycle, equestrian routes – ongoing	Implementation alongside development in accordance with agreed network plan.	-
<b>d) Other Infrastructure</b>		
1) Sewerage – connection to sewerage network (off-site) at point of adequate capacity as defined by Southern Water	Prior to occupation	

## Appendix 3 - Infrastructure Delivery Plan

### **PHASE 4 - THE SOUTH EASTERN PHASE**

*(indicative 1,600 units -3,840 residents – 7 year.*

*Cumulative, 5,750 units – 13,800 residents)*

<b>Type of provision</b>	<b>Quantum / trigger point</b>	<b>Cumulative Quantum</b>
<b>a) Green and Blue Infrastructure</b>		
1) Informal / Natural Green Space - ongoing provision, complemented by pathways and cycle routes where appropriate.	Leading to 7.68 ha of space	27.6 ha
2) Equipped play space – ongoing provision, delivering play space area that will support south eastern phase (1.5 ha) and play space area (0.5ha) proposed near the western part of Discovery Park.	Leading to 1.92 ha of space	6.9 ha
3) Outdoor sports space – ongoing provision, to be located as part of the early evolution of Discovery Park.	Leading to 6.2 ha of space	22.08 ha
4) Allotment provision – ongoing provision	Leading to 0.77 ha of space	2.76 ha
5) Strategic Parks – ongoing provision, located as part of the early evolution of Discovery Park.	Leading to 1.20 ha of space	4.14 ha
6) Ecological mitigation and enhancement – area located west and south of Stubbs Cross Wood sized for mitigation and enhancement in respect of impact from development in phase 4.	To be agreed	-
7) SUDS – ongoing delivery of SUDS network	To be agreed	-

## Appendix 3 - Infrastructure Delivery Plan

<i>Type of provision</i>	<i>Quantum / trigger point</i>	<i>Cumulative Quantum</i>
8) Strategic landscaping / advance planting – provision needed to support western built elevation to Discovery Park	To be agreed	-
9) Cemetery provision – potential delivery of small scale cemetery as part of the proposals within Discovery Park.	Up to 1.6 ha	-
<b><i>b) Education / community and social provision</i></b>		
1) Fourth primary school transfer of site (up to 2.05 ha) <sup>46</sup> to relevant education authority.	Prior to the completion of the 4,550 <sup>th</sup> unit	-
2) Community space (500 sqm GIA) provision as part of the local centre which will support this phase.	Prior to the completion of the 4,700 <sup>th</sup> unit	-
3) Social / health facilities – ongoing provision	In line with emerging requirements generated by the development	-
<b><i>c) Movement Network</i></b>		
1) Strategic vehicular routes –implementation of part of the strategic vehicle route, connecting the planned local centre with Brisley Farm route to the north and Chilmington Green Road to the south.	To be agreed	-
2) Bus service provision – ongoing subsidy subject to commercial viability of service.	-	-

<sup>46</sup> Depending on whether a single form entry or a two form entry school is required

## Appendix 3 - Infrastructure Delivery Plan

<i>Type of provision</i>	<i>Quantum / trigger point</i>	<i>Cumulative Quantum</i>
3) Pedestrian, cycle, equestrian routes – ongoing	Implementation alongside development in accordance with agreed network plan.	
<b>d) Other Infrastructure</b>		
1) Sewerage – connection to sewerage network (off-site) at point of adequate capacity as defined by Southern Water	Prior to occupation	

In the tables above, references to the on-going provision of infrastructure refer to those areas where infrastructure requirements build up over time in line with the progression of the development and the increasing population resident there. Where this is the case, specific pieces of infrastructure may be implemented in different timescales and at different trigger points within any main phase of the development.

This is also likely to be the case where financial contributions are required. In these cases, contributions should generally be paid in equal tranches across the development's build-out.

The strategic off-site highway improvements referred to in the Transport and Movement chapter of the AAP are not included in the tables above as these are improvements not directly related to the progression of the Chilmington Green development. However, as the chapter makes clear, developers at Chilmington Green will need to make appropriately scaled and timed contributions towards these improvements – the details of which shall need to be agreed with the borough and county councils and contained within a Section 106 Agreement.

Similarly, any utility requirements needed to serve the development are not specifically expressed in the tables above. Developers at Chilmington Green will need to fund and procure the necessary connections and infrastructure with the utility companies.

## Appendix 4 : Chilmington Green Area Action Plan Housing Trajectory 2014 - 2038

**2014 - 2025**

2014/15	2015/16	2016/17	2017/18	2018/19	2019/20	2020/21	2021/22	2022/23	2023/24	2024/25	TOTAL
150	225	250	275	275	275	240	240	240	240	240	2,650

**2025 - 2038**

2025 – 2029	1150
2030 – 2034	1030
2035 – 2038	920
<b>TOTAL</b>	<b>3,100</b>

## Appendix 5: Ashford Borough Local Plan Saved Policies

None of the remaining 'saved' Ashford Borough Local Plan 2000 policies will be deleted on the adoption of this AAP, as those affected by this AAP all remain relevant outside the AAP boundary.

Specifically, Ashford Borough Local Plan saved policy **S20 - Singleton** is superseded within the AAP boundary, but continues to apply outside the AAP boundary, namely in the Urban Area (where it is preserved in force by the Urban Sites & Infrastructure DPD 2012).

Generally, paragraph 7 of the Introduction to the Ashford Borough Local Plan defines "Ashford" as including the planned major developments around it, and "The countryside" as the area outside "Ashford". Following the adoption of this AAP, the area to which this AAP applies becomes a "planned major development" and no longer part of "The countryside". The remaining saved Ashford Borough Local Plan policies relating to The countryside will be interpreted accordingly.

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The Chilmington Green Area Action Plan is a Local Plan,  
adopted on 18th July 2013

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