

Chilmington Green Area Action Plan - Issues and Options September 2007



Contents

1 Introduction	3
The purpose of the document	3
The role of the Area Action Plan	3
Policy Context	3
Consultation Process	4
Sustainability Appraisal	4
2 Key Issues and Options	5
Vision for Chimington Green	5
The Issues and Options	5
Consultation and Next Steps	42

1 Introduction

The purpose of the document

The main purpose of producing the Issues and Options Paper is to get your views on whether the key issues and potential options have been correctly identified.

At this stage, comments are not sought on which are the preferred options.

Any comments on whether any further issues or options should be tested should be received by Friday 2nd November 2007. Please use the separate comments form enclosed with this document.

The next stage will be to bring stakeholders and community representatives back together to consider all the issues and options set out in this paper, together with any others which result from this consultation, to work towards the preferred way forward for this site. A series of workshops are to be arranged for December 2007.

1.1 This Issues and Options Report summarises the outcomes from the community and stakeholder engagement programme undertaken to identify the key issues for this new development and the range of potential options available to successfully bring forward the new community of Chilmington Green at the south-western edge of Ashford.

1.2 In identifying the issues and options, account has been taken of national planning guidance, the emerging South East Plan and Ashford Borough Council's Core Strategy and the Community Strategy together with other relevant strategies. In particular, the evidence base for the Core Strategy has been used as a background for the Issues and Options stage.

The role of the Area Action Plan

1.3 An area action plan is a planning framework for areas where there is to be significant change. It focuses on the actions required to ensure that the change is achieved in line with the broad approach set out in the Core Strategy. The Chilmington Green Area Action Plan (AAP) forms part of Ashford's Local Development Framework, and will allocate the development area (for the period to 2021, but also with a view to the longer term) and will set out policies for residential, employment, open space and a wide range of community and infrastructure development within the area and set the timetable for the implementation of its proposals.

1.4 The Area Action Plan may be supplemented where needed by development briefs and design codes.

Policy Context

1.5 In 2003, the Office of Deputy Prime Minister (ODPM) produced the Sustainable Communities Plan which identified Ashford as a growth town with the potential to accommodate 31,000 more dwellings and 28,000 new jobs by 2031.

1.6 In February 2004, English Partnerships, on behalf of Ashford Borough Council and Ashford's Future, appointed a consultant team led by Urban Initiatives to commence work on the Greater Ashford Development Framework (GADF). Following a range of studies, and consultation events over the course of 2004 and early 2005, the GADF outlined a master plan to direct the growth and regeneration of Ashford.

1.7 The Ashford Core Strategy is the first of a number of documents to be produced under the new Local Development Framework (LDF) which will see it replace the current system of local plans. The Core Strategy sets out the overall vision and objectives for the Borough up to 2021.

1.8 The Core Strategy, which is the spatial representations of the Borough's Community Strategy, is the principal development plan document (DPD) for the Borough and all other documents within the LDF must be consistent with it. The Core strategy is currently going through an examination process to assess its 'soundness', which should eventually lead to the document being adopted towards the end of 2007. If the document is not found to be sound then the development of this AAP may be delayed.

1.9 Core Strategy Policy CS5 outlines the location of the proposed urban extension at Chilmington Green.

1.10 The Core Strategy also contains a number of other policies which influence the area including the broad housing and employment targets for Chilmington Green (3400 dwellings and 600 jobs by 2021 with potential for a further 3300 dwellings and 400 jobs after this date). Policies also aim for high quality and sustainable designs, 35% affordable housing and a range of dwelling types, a flexible high technology bus-based transit system serving the area (known as SMARTLINK), a range of community and other infrastructure and a way for developers to contribute towards this.

Consultation Process

1.11 A number of consultation events and meetings have been carried out over the past few months.

1.12 This has included a number of workshops and meetings with key stakeholders. The first workshop in January involved representatives from the public, private and voluntary sectors with Borough Council members from the area and the LDF Task Group. This workshop was an interactive session designed to encourage debate on a number of themes. The morning event started with an exercise in which all attendees independently wrote down the key issues which they felt needed further discussion. Following the collation of issues into themes, including design, transport, landscape and housing, all workshop attendees were then able to discuss these issues in greater detail in small groups and to identify options for tackling these issues. The outcomes of this workshop were circulated to all attendees.

1.13 To engage local representatives in the future development of Chilmington Green, a meeting was held for the local parish councils - Great Chart with Singleton, Kingsnorth and Shadoxhurst - and a number of Chilmington Green and Great Chart residents. It was an opportunity for local residents to raise their issues.

1.14 Alongside these consultations events, there have been a number of initial discussions with the developers/landowners. They have employed a number of consultants to work on producing a range of documents to help inform both the Area Action Plan and any future planning application.

1.15 Other consultation meetings have incorporated urban designers, sustainable design specialists, Ashford's Future Working Groups and local community groups.

1.16 The outcomes of all consultation exercises have contributed to the production of the Chilmington Green Area Action Plan Issues and Options Paper.

Sustainability Appraisal

1.17 The Chilmington Green AAP has to be accompanied by a Sustainability Appraisal. Following a statutory consultation process in January 2007, the Sustainability Appraisal Scoping Report has been amended.

2 Key Issues and Options

Vision for Chimington Green

2.1 The *submitted* Core Strategy sets out the core aims for the urban extensions, under Policy CS5, and this forms the starting point for the Chilmington Green Area Action Plan.

2.2 The vision statement underpins all the proposed options for Chilmington Green in this paper. The vision for Chilmington Green is:

'Chilmington Green will be developed as a new mixed-use urban community of real character, designed to maximise the potential use of public transport, walking and cycling with improved links to Ashford town centre and surrounding areas. It will act as a focus for growth in housing, employment and leisure. Chilmington Green's transformation will respect the area's existing built and natural heritage whilst also encouraging new and innovative development where appropriate. It will 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 through the strategic green necklace and Discovery Park'

2.3 As noted in Section 1.10, the Core Strategy contains a number of policies which, if found to be sound, will influence Chilmington Green.

2.4 These policies would mean that Chilmington Green would accommodate 3400 dwellings and 600 jobs by 2021 with the potential for a further 3300 dwellings and 400 jobs after this date.

2.5 Policies also aim for high quality and sustainable designs, 35% affordable housing and a range of dwelling types, a flexible high quality bus-based transit system serving the area (known as SMARTLINK), a range of community and other infrastructure and a way for developers to contribute towards this.

2.6 These policies will set the broad framework for the mix, type and phasing of development and, if found sound, determine a number of the options for the development of the area.

2.7 Nevertheless, there are a number of more detailed, site specific issues and options which remain to be resolved and these are set out below.

The Issues and Options

2.8 The key issues affecting development at Chilmington Green can be divided into four broad themes:

2.9 Layout of the site

○ **Issues include:**

- The extent to which the key constraints of the site could affect development,
- The location of neighbourhoods,
- The density of housing,
- The location of the principal access points,
- The incorporation of Greensand Way and other footpaths into the development,
- The location of Park and Ride,
- The types and location of open space

- The location of community facilities, and,
- The types of job opportunities and their location.

2.10 Phasing of the development of the site

- **Issues include the phasing of:**
 - Road access
 - Bus services and SMARTLINK
 - Strategic cycle routes
 - Park and Ride
 - Open space provision
 - Community facilities

2.11 Design

- **Issues include:**
 - Type of building materials,
 - The quality and safety of the public domain,
 - The type of community buildings,
 - The urban/rural fringe,
 - The potential uses for Discovery Park,
 - The form of the 'High Street'

2.12 Sustainability

- **Issues include:**
 - The housing mix,
 - Waste disposal options,
 - Water supply and disposal,
 - Renewable energy options,
 - The widening of the A28,
 - Car and cycle parking standards,
 - Community Management

Other issues which should be considered at the workshops:

(please use separate comments form)

2.13 A number of options are set out for tackling each of the identified issues.

2.14 Some options represent clear choices. However, other options are not mutually exclusive and sometimes there may be opportunities to combine elements from more than one option on any particular issue to establish the preferred option. Such compromises may mean that more objectives for developing a sustainable community can be met and a wider range of stakeholders satisfied .

THEME 1 - LAYOUT OF THE SITE

Issue 1

Key constraints to developing the site (illustrated in Map 1 in appendix. Please note: the site boundary is for illustrative purposes only)

Chilmington Green is predominantly a greenfield site with a small number of dwellings, including listed buildings.

Extending between Chilmington Green and Long Length are large 'prairie style' arable fields where hedgerow removal has been particularly marked between Chilmington Green and Long Length. The isolated former coppice woodland of Coleman's Kitchen Wood is a prominent feature in the generally open landscape, likewise the pollarded willows near Great Chilmington and the 'green tunnel' of Long Length with mature hedges are distinctive.

There are no designated sites of nature conservation importance but the site's hedgerows, trees, watercourses and ponds may well provide habitats for protected species.

Agricultural land quality at Chilmington Green ranges from Grade 2 to the north of the site to Grade 3 in the remaining areas.

An area generally to the east of Long length lies within an undefended floodplain.

There are elements of contaminated land at former landfill sites at the northern edge of the growth area. The Environment Agency advise that there should be no built development on or immediately adjacent (500m) to the site due to the ingress of landfill gas which may be generated by tipped material. If development is to occur strict guidelines should be followed.

To what extent should the existing buildings, including listed buildings, landscape features, high quality agricultural land, floodplain and wildlife habitat be protected when planning the initial layout?

Option 1

Existing buildings, including the main cluster at Chilmington Green, listed buildings, topography, hedgerows, trees, watercourses, ponds, etc should be protected to form a framework for the site layout

Option 2

Some features are sacrificed in order not to compromise the principles of the layout

Option 3

Government policy prevents the development of housing and most other forms of development in the functional floodplain. For this reason, the floodplain should remain free of development but may be used as open space

Option 4

Avoid built development on the areas of the site where there are concerns over contamination.

Issue 2

Hierarchy of neighbourhoods

Where neighbourhoods are located, and the density at which they are built, has a significant impact on whether a community is sustainable in relation to ease of movement and access to public transport, local services and employment.

How should the location of neighbourhoods be established?

Option 5

Create a hierarchy of area with:

- an accessible, distinct, higher density neighbourhood centre 'High Street' with the majority of community services such as the secondary school community hub, shops and services, and
- two other distinct smaller neighbourhood/character areas clustered around a primary school and other community services

Option 6

Create a series of local centres with no distinctive High Street centre

Option 7

Base neighbourhood areas on a 10-15 minute walking distance to make access easy and safe on foot and cycle without the need to use the car

Issue 3**Varying densities of housing and the 'High Street'**

The density of development plays an important part in landscape sensitivity, making the most efficient use of greenfield land and minimising distances between places.

Historical towns and villages were often built to high densities, particularly at the centre, making for attractive townscapes and the efficient use of land.

What housing density should be applicable for Chilmington Green?

Option 8

Achieve a range of densities without falling below the national indicative minimum of 30 dwellings per hectare ⁽¹⁾ with high densities at the centre (i.e. the 'High Street' area) and lower densities close to the countryside.

Option 9

Allow some development at lower than the national indicative minimum provided the average site density is at least 30 dwellings per hectare

Option 10

Limit the height of the neighbourhood centre/'High Street' buildings to less than Ashford town centre (normally 4 storeys) and the height of the surrounding neighbourhoods to correspondingly lower heights

Option 11

Allow a landmark building which exceeds town centre heights as a feature identifying the centre of Chilmington Green and the area from a wider perspective

Issue 4

Linking the site to Ashford and the surrounding countryside

The road, bus, cycle and footway connections into and from the site are critical to achieving a sustainable layout.

Where should road and bus access, and walking and cycling facilities be provided?

Option 12

Create a new vehicular link from the A28 into the site close to the Great Chart junction with access through the site to join Cuckoo Lane providing links into the town

Option 13

Create a network of safe and direct pedestrian and cycleway links throughout the development and to the town centre (including the rail station); adjoining established neighbourhoods and the public footpath network

Option 14

Create segregated footpaths and cycleways located away from roads through the green open space network

Option 15

Create shared surface streets where the pedestrian and cyclist use road space but have priority over cars

Issue 5

The Greensand Way

The Chilmington Green growth area is also home to part of the Greensand Way, a 108-mile walk through a varied landscape following the Greensand Ridge through Kent and Surrey. The route links the hamlet of Chilmington Green with Great Chart and Kingsnorth villages. The area is crossed by a number of other public footpaths.

How should the Greensand Way and other public footpaths be incorporated into the new development?

Option 16

Divert the alignment of the Greensand Way long distance footpath and incorporate as far as possible within the strategic green spaces such as the 'Green Necklace' and Discovery Park

Option 17

Retain the alignment of the Greensand Way long distance footpath and other public footpaths and create a footpath networks which retains some of the important rural characteristics of the existing routes.

Issue 6

Park and Ride

The Park and Ride scheme at Chilmington Green is an initiative to discourage people to drive into the town centre. The scheme involves cars being left on the outskirts of town in a car park and continuing the remainder of their journey into town by bus creating less traffic on routes into town, Proposals outline a site to accommodate 500 spaces.

Landscape sensitivity and efficient operational reasons will determine the preferred location of this facility

Where should Park and Ride be located?

Option 18

A Park and Ride site to the west of the A28

Option 19

A Park and Ride site to the east of A28 within the Chilmington Green development

Issue 7

Distribution of open space

Open space, sport and recreation facilities can make a major contribution to quality of life. It is important to ensure that Chilmington Green has sufficient open space which is well located in relation to housing and other development and which makes the most of existing landscape features. There is also a need to ensure that they are of high quality, attractive to users and well managed and maintained.

How should open space be provided for the community?

Option 20

Children's play areas close to home (400 metres walking distance)

Option 21

Urban parks and gardens, allotments and young people's facilities (e.g. skate and BMX parks, all weather kick about areas) provided within each neighbourhood

Option 22

Strategic open space serving the whole community

- a 'Green Necklace' threading through the area and linking facilities (natural & semi-natural areas also containing children's play areas and sustainable transport);
- Discovery Park (sports pitches; natural & semi-natural areas), and countryside buffer zones

Issue 8

Location of community facilities

To optimise the best use of community services, where should they be located?

Option 23

Provide a hierarchy of community hubs to serve the development including:

- a principal hub in the 'High Street' centre of development which is well served by public transport, containing, for example, a primary school, a secondary school and convenience store, and
- two secondary hubs based around, for example, a primary school, community hall and smaller shop facilities

Option 24

Dispersing the community provision throughout the development

Issue 9

Job Creation

600 additional jobs have to be created at Chilmington Green by 2021 with the potential for a further 400 jobs after this date.

What type of employment opportunities should be created and where at Chilmington Green?

Option 25

Community services will create a number of jobs e.g. secondary and primary schools, shops, health care facilities, community halls, libraries, places of worship and indoor and outdoor recreation facilities to be located and phased in line with distribution and phasing of facilities.

Option 26

Commercial services e.g. shops, pubs and local services will create additional jobs to be located and phased in line with distribution and phasing of facilities.

Adaptable dwelling units which could convert to ground floor shop or professional service office units could be constructed within the 'High Street' area to allow local retail/service provision to be introduced as the population and the need for local services grows.

Option 27

Small scale light industrial or office starter units may be located within the 'High Street' or the adjoining area close to public transport

Option 28

Live/work units or adaptable homes could be provided within each neighbourhood as they are developed

THEME 2 - PHASING OF DEVELOPMENT

Issue 10

Road Access

One of the first events in opening up the area for development will be the creation of new accesses into the site

How should the first road link be phased?

Option 29

From the outset, a link road should be constructed between the A28 and Cuckoo Lane to provide:

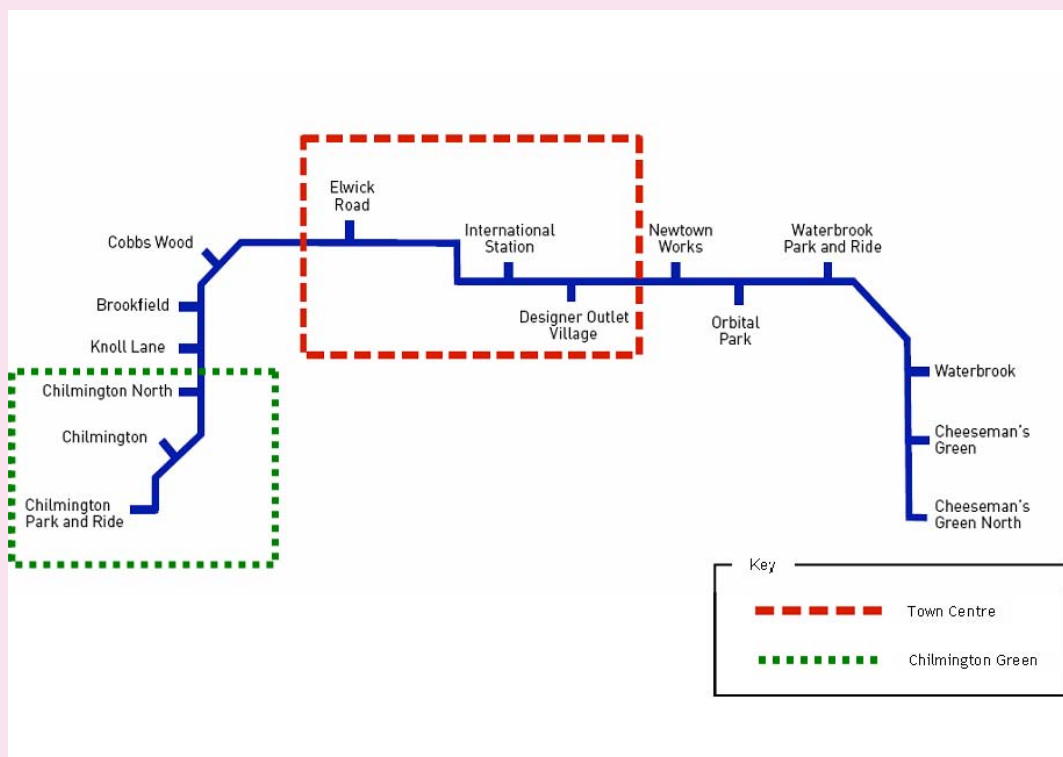
- a link into the site for construction traffic, and
- road, bus and cycle access into the town from the site for the occupants of new homes and businesses

Issue 11

Bus Services

For environmental and road capacity reasons, a range of sustainable means of transport should be available from early in the site's development.

The SMARTLINK service will be a flexible, high technology bus-based transit system to serve the two proposed major growth areas of Chilmington Green and Cheeseman's Green/Waterbrook via the town centre and the railway stations incorporating existing urban areas along the route.



Option 30

Provide SMARTLINK bus services into the town centre at the early stages of development (say 500 dwellings)

Option 31

An extension to existing bus services into the town centre provided at the early stages of development (say 500 dwellings) to be followed by a SMARTLINK service as the majority of first neighbourhood is completed (say 1000 dwellings)

Issue 12**Strategic Cycle Routes**

For environmental and road capacity reasons, a range of sustainable modes of transport should be available from early in the site's development.

The construction of key cycle way routes would allow cycle access to the town.

When should strategic cycle routes be phased?**Option 32**

Incorporate a cycle route within the road access through the site (completed at the outset of development) and linked with the town's cycle network.

Option 33

Create a segregated strategic cycle route away from roads to link the first phase of development with the town's cycle network.

Issue 13

Park and Ride

The Park and Ride scheme at Chilmington Green is an initiative to discourage people to drive into the town centre. The scheme involves cars being left on the outskirts of town in a car park and continuing the remainder of the journey into the town by bus creating less traffic on routes into town. With three Park and Ride sites proposed for Ashford, Chilmington Green would be the last one to come forward for development as studies ⁽ⁱⁱ⁾ show its catchment area from the A28 is considerably less than the other two. Proposals outline a site to accommodate 500 spaces.

Option 34

A Park and Ride service linked to the introduction of the SMARTLINK bus service to increase patronage.

Option 35

A Park and Ride service which is independent of SMARTLINK and introduced later in the development (around 2017)

ii Ashford Park and Ride Study (2005)

Issue 14**Phasing of open space provision**

The phasing of open space is important in protecting and enhancing existing site features, providing an attractive and healthy environment for new residents and ensuring that development is well integrated into the surrounding countryside.

When should open space/strategic planting provision be implemented?**Option 36**

Provide local open space such as children's play areas at the same time as the development it serves.

Option 37

Provide no neighbourhood open space facilities until neighbourhoods are nearing completion allowing new residents to have an input into the design and content of the areas.

Option 38

Provide some advanced strategic planting (e.g. Discovery Park and the green necklace) to establish a green framework and early screening

Option 39

Provide temporary/basic open space facilities at an early stage (say after the building of 250 dwellings)

Issue 15

Phasing of community facilities

One of the most common complaints in any new development is the absence of community facilities to serve new inhabitants.

When is the best time to incorporate community services into the community?

Option 40

Providing no community facilities until neighbourhoods are nearing completion so that the new community can have an input into the design and content of the buildings

Option 41

Provide temporary or basic level community infrastructure facilities at an early stage (say after 500 dwellings are completed)

THEME 3 - DESIGN

Issue 16

The Design

The quality of design is fundamental to creating an attractive environment for the new community and integrating the development successfully into the context of the site

What type of building materials should be used to develop Chilmington Green?

Option 42

Use existing local designs and the predominant materials (e.g. ragstone with brick detailing and weatherboarding) as a basis for the palette for creating distinct new neighbourhoods with different designs and materials used in each area

Option 43

Use the predominant existing materials across the Chilmington Green area to give a sense of identity to the whole community

Option 44

Ignore local materials and employ different styles which allow greater freedom and innovation

Issue 17

Community Safety and accessibility

Secured By Design is a police initiative to encourage the building industry to adopt crime prevention measures in the design of developments to assist in reducing the opportunity for crime, creating a safer and more secure environment.

It has been shown ⁽ⁱⁱⁱ⁾ that secured By Design estates suffer from 50% less burglary and 25% less vehicle crime and criminal damage.

How should the public realm be designed and managed?

Option 45

Create a high quality, well maintained and safe public realm which is based on quality materials and is well lit and overlooked with sufficient provision for long term maintenance

Option 46

Accept standard designs and materials for highways, footpaths/cycleways and open spaces without sufficient provision for long term maintenance and security

Issue 18

Community Infrastructure Buildings

A 'Community Hub' is a group of buildings which include educational provision, health facilities and community space which allow more efficient use of land, buildings and staff. By sharing space, higher quality buildings, that would otherwise be unaffordable, could be incorporated and new collaborative methods of working could be developed. It is hoped the concept would encourage better social inclusion by providing more effective service delivery and easier access for the local community

What would be the best option to operate community services?

Option 47

Providing a full range of facilities in separate buildings

Option 48

Focusing combined services in a 'community hub' building

Issue 19**Urban/Rural fringe**

New development is being introduced into a greenfield site which is visible from existing development and surrounding public footpaths

What treatment should be given to new development where it abuts the countryside?

Option 49

Screen development by a wide and continuous landscape belt

Option 50

Provide a less structured edge including block planting (with gaps), lower density, well designed housing with landscaping within the curtilage

Issue 20

Potential use(s) of Discovery Park

Discovery Park has been identified through the growth area studies as a 21st Century park that meets local needs and attracts national attention. The use(s) of the park are still open to debate.

What use(s) would you like to see at Discovery Park?

Option 51

A	A space for open air concerts/entertainment space
B	A large sports field
C	A natural, uninterrupted landscape
D	A park with a tourist attraction which enhances the environment, i.e. a conservation attraction
E	A boating/fishing lake
F	Public art throughout
G	A combination of all of the above

Issue 21**The form of the 'High Street'**

The centre of Chilmington Green is the potential location for the area's main facilities and services, higher density development and the focus for SMARTLINK.

There are opportunities to create a high quality space which is highly attractive to local residents who make this a vibrant centre of the new community.

How should the 'High Street' be designed?**Option 52**

Create a linear central 'High Street' of regular form

Option 53

Create a central square or less regular space within the centre (e.g. a series of spaces such as Tenterden)

THEME 4 - SUSTAINABILITY

Issue 22**Housing Mix**

Sustainable communities should achieve a mix of housing.

A local housing needs survey ^(iv) has shown a high demand for affordable housing and the Core Strategy policy looks for 35% for all new housing in Chilmington Green to be provided as affordable housing (with 60% of these for rent and 40% provided as shared ownership homes).

The evidence of the wide range of types (semi-detached, detached, terraced, flat/maisonette, bedsit/studio/room only, bungalow, sheltered housing, residential care/nursing home, extra care housing) and size (1 to 5+ bedrooms) required to meet local needs is illustrated within the local housing needs study.

Lifetime Homes is an initiative which incorporates design features that together create a flexible blueprint for accessible and adaptable housing in any setting. Its purpose is to increase choice, independence and allow people to continue to live in their home even if their needs change through age, illness or disability.

A self build home is for people who want to plan, design and build their own homes.

Accommodation needs for gypsies and travellers will also be assessed (in Ashford Borough as a whole)

What mix of housing should be provided for Chilmington Green?**Option 54**

The mix of housing includes 35% affordable housing and a broad range of dwelling types and sizes including lifetime homes in accordance with the Core Strategy

Option 55

Ensure the mix of housing reflects the specific need identified within the recent Housing Needs Survey including sheltered housing and care homes

Option 56

Encourage an element of self build housing for within a dedicated area

Issue 23

Waste Disposal Options

The disposal of waste is a critical capacity issue which needs to be considered in new development.

Facilities to promote and enable the re-use and recycling of waste should be an essential component of infrastructure at the neighbourhood and local level. Waste should be disposed of/managed close to the point at which it was generated to avoid vehicle collection movements.

What waste disposal initiatives could we incorporate into a development the size of Chilmington Green?

Option 57

Recycling facilities on site and within the design of individual buildings

Many recycling initiatives exist both at a local and strategic level. These include:

- *Use of recycled materials and locally sourced materials during construction stage,*
- *Site Waste Management Plans produced by developers in the aim to reduce the amount of waste produced on construction sites and to prevent fly-tipping,*
- *An on site recycling centre,*
- *The 'Rocket' in-vessel composter^(v) is designed for on-site residential, commercial and industrial use where between 50-7000 litres of food/garden waste is produced,*
- *Recycling banks in all neighbourhoods*

Option 58

Evacuated waste systems

An underground waste collection system that is incorporated into development just like any other infrastructure. The system significantly reduces vehicle movements and therefore carbon emissions. For a development of at least 150 dwellings/ha the capital cost will be around £1,000 per dwelling, handling two separate waste fractions. Although upfront capital costs are high, evacuated waste systems compare favourably on a cost/revenue assessment against other waste storage and handling alternatives

Option 59

Traditional weekly waste collection with recycling elements

Continue along the traditional route of weekly waste collection but with special collections for recyclable materials such as glass, garden waste, paper, etc

Issue 24**Water supply/Disposal**

What initiatives can we use to help reduce water consumption and help prevent the potential risk of flooding?

Option 60**SUDS – Sustainable Drainage Systems**

The move towards sustainable drainage recognises that conventional separately drained systems of Greenfield sites may not be acceptable in the 21st century, as development generally increases the proportion of 'impermeable' surfaces through the roofs, roads and similar impermeable surfaces in any development. This results in a higher proportion of runoff being collected and conveyed to adjacent watercourses; this runoff also occurs more rapidly, resulting in 'peaky' runoff.

Sustainable drainage is a design philosophy that uses a range of techniques to manage surface water as close to its source as possible. To produce a workable and effective scheme, SUDS must be incorporated into developments at the earliest site-planning stage. Such initiatives include:

- *Permeable Pavements*
- *Infiltration trenches along roadsides*
- *Ponds and Wetlands*
- *Swales and Basins along kerbs*

Option 61**Rainwater Collection and Grey Water Recycling**

The use of rainwater and greywater recycling by installing systems to reduce the burden on mains water supplies should be encouraged. Domestic water from baths, showers and washbasins can be re-used for toilet flushing but requires filtration and disinfecting. Its main benefit will not just be less pressure on the mains water supply but to help reduce the risk of flooding by storing rainwater before it reaches the drains.

Option 62**Water saving technologies incorporated into early building design**

This includes the fitting of water efficient toilets, taps, showers, dishwashers and washing machines. Saving water can also be promoted by installing water meters from the outset.

Issue 25

Renewable Energy

The Government's energy policy, including its policy on renewable energy, is set out in the Energy White Paper. This aims to put the UK on a path to cut its carbon dioxide emissions by some 60% by 2050, with real progress by 2020, and to maintain reliable and competitive energy supplies. The development of renewable energy, alongside improvements in energy efficiency and the development of combined heat and power, will make a vital contribution to these aims. The Government has already set a target to generate 10% of UK electricity from renewable energy sources by 2010. The White Paper set out the Government's aspiration to double that figure to 20% by 2020.

The Ashford Core Strategy has outlined a Code for Sustainable Homes Level 4 to be achieved for residential dwellings in the urban extensions and greenfield sites. Non-residential dwellings need to achieve an overall BREEAM level of excellent ^(vi)

What is technically and economically viable for Chilmington Green to achieve its renewable energy standards?

Option 63

Wind Turbines (or equivalent)

Wind energy is a mature technology capable of generating power at prices only marginally above those of fossil fuels. Wind turbines can be deployed singly, in small groups or clusters, and at "farm" scale. Across the South East in general, and Ashford in particular, individual turbines and small clusters will be the most appropriate scale of deployment for the majority of circumstances.

There are different options, depending on scale:

- *Large wind turbines (50kW-3.0MW)*
- *Small scale free standing turbines (2-15kW)*
- *Small scale building-mounted turbines (0.4-6kW)*

Option 64

Solar Panels (or equivalent)

These systems include the familiar solar panels that collect heat by the passage of water through matt-black pipes in a shallow glazed box, mounted on buildings so as to maximise exposure to the sun. Solar panels provide hot water, and are typically roof-mounted to achieve the best solar exposure. An emphasis on southerly orientation facilitates the effective use of this technology.

Option 65

Biomass

Organic materials such as straw, wood, energy crops and agricultural waste can be used as a source of heat. The technology is well proven and has widespread applications from a domestic level through to large-scale district heating of CHP systems. The availability of large volumes of wood chips from the maintenance of woodlands, parks and roadside vegetation in Ashford could provide a ready source of fuel for such systems.

Option 66

CHP (combined heat and power)

A CHP Plant is an installation where there is simultaneous generation of useable heat and power (usually electricity) in a single process. The basic elements of a CHP plant comprise one or more 'engines' usually driving electrical generators and where the heat generated in that process is utilised via suitable heat recovery equipment for a variety of purposes including: industrial processes, community heating and space heating. The electricity produced can then be internally distributed to users on a private network or can be exported to be used via a public electricity network. The heat generated has to be distributed via a localised heating network, normally in the form of hot water.

Issue 26

The widening of the A28

Accommodating new development does not necessarily mean extensive road widening if modes of transport other than the car are successful.

The A28 itself will inevitably have to adapt to accommodate the additional traffic the Chilmington Green development will bring. How the A28 is adapted is fundamental to future traffic flows both on the A28 and The Street in Great Chart which can on occasions be seen as a fast route avoiding the A28 approach to the 'Matalan' roundabout.

How should the A28 accommodate the traffic levels from the new development?

Option 67

Comprehensive widening of the A28 to dual carriageway from principal access to the Chilmington Green development to the 'Matalan' roundabout

Option 68

Comprehensive widening of the A28 to include provision for bus lane(s) and cycleway from principal access to Chilmington Green development to the 'Matalan' Roundabout

Option 69

Limited and partial widening of A28 from principle access to the Chilmington Green development to the 'Matalan' roundabout

Option 70

Not to widen A28 but put measures in to control congestion (to avoid using 'The Street' in Great Chart village as a rat run)

Issue 27**Car/Cycle parking standards**

Chilmington Green will help to encourage greater use of public transport, walking and cycling. Placing a limit on car parking spaces may encourage people to use alternative, more sustainable modes of transport.

The occupancy of new dwellings varies considerably, not least with the size of dwellings, and the appropriate parking provision also depends on the choice of transport available and the location of the development. The Kent standards ^(vii) take into account the type of development as follows:

Maximum Vehicle Parking Standards

- 1 bedroom: 1 space per dwelling,
- 2 and 3 bedrooms: 2 spaces per dwelling,
- 4 or more bedrooms: 3 spaces per dwelling
- Sheltered Accommodation: 1 space per resident warden +1 space per 2 units,

Minimum Cycle Parking Standards

- Individual residential dwellings: 1 space per bedroom,
- Flats and maisonettes: 1 space per unit,
- Sheltered accommodation: 1 space per 5 units

What should the car and cycle parking standards be within Chilmington Green?**Option 71**

Use KCC car and cycle parking standards

Option 72

Use lower car parking standards in certain locations such as the 'High Street' and the A28.

Issue 28

Community Management

How should community facilities be managed?

Consultation and Next Steps

2.15 If you would like to discuss your particular response with a planning officer, please contact:

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Planning Policy Officer, Strategic Planning Department
Tel.No. 01233 330638
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2.16 What happens next?

The additional Issues and Options which result from this consultation will be added to the agenda for debate at the workshops for stakeholders and community representatives in December.

These workshops will work towards the preferred way forward for the site. This will form the basis of a preferred options document on which there will be further consultation in the new year.

APPENDIX - MAP 1, KEY CONSTRAINTS