

Chilmington Green & Discovery Park
22 July 2010 Stakeholder Workshop
October 2010



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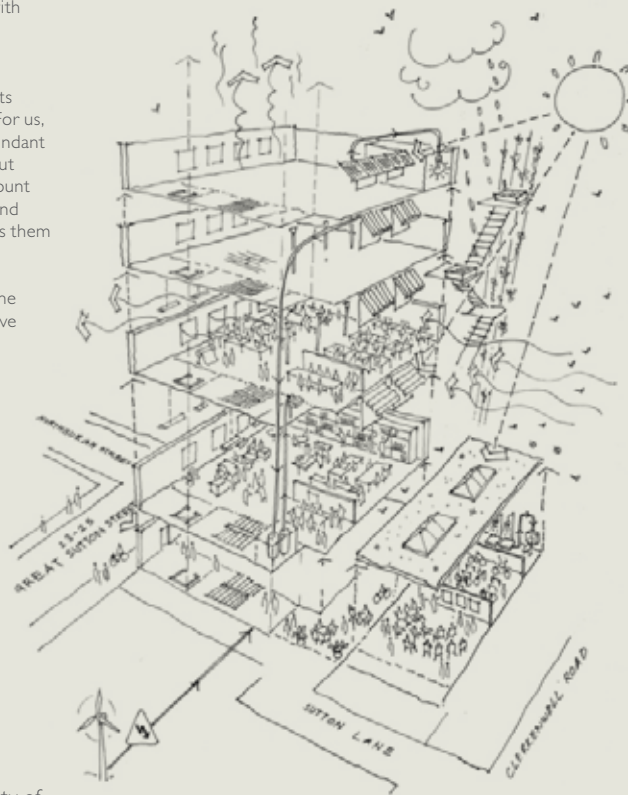
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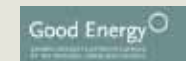
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PROJECT CODE
00122
ISSUE DATE
OCTOBER 2010

AGENDA

**Chilmington Green, Ashford
Masterplanning Options Workshop**

**Ashford International Hotel
Simone Weil Avenue , Ashford, TN24 8UX**

July 22nd 2010

AGENDA

9am	Registration at Ashford International Hotel, Ashford Tea/ coffee available		
9.30am	Welcome from the Strategic Development Portfolio Holder Cllr. Paul N Clokie, OBE	11.15 – 12.15	Workshop 1 Participants choose from six themed groups: 1 Places and movement 2 Sustainable community 3 Strategic park 4 Landscape & heritage 5 Carbon neutral 6 Sense of place
9.35am	Introduction to the event Kevin Murray, event facilitator		
9.45am	Overview and update Richard Alderton ABC <ul style="list-style-type: none"> ▪ A Vision for Chilmington Green ▪ Where we left off – the February 2009 workshop ▪ The AAP process – next key stages 	12.15 – 1.15	<i>Lunch- in the Horizon Restaurant</i>
10 - 11am	Review of key issues and options Clare San Martin JTP <ul style="list-style-type: none"> ▪ The High Street, key uses, transport and connectivity ▪ Sense of place, character, design quality & land take ▪ Open spaces, the strategic park and the countryside edges ▪ Q&A 	1.30 – 2.30	Feedback from workshop 1
11.00 – 11.15	<i>Break - Tea/ coffee</i>	2.30 – 3.30	Workshop 2 Participants to stay in same groups as workshop 1 for continuity or swap to another group
		3.30 – 4.15	Feedback from workshop 2
		4.15 - 4.30	Summary and way forward
		4.30pm	Close

Figure 1

ONE INTRODUCTION

This report documents the outcome of the Chilmington Green and Discovery Park Area Action Plan (AAP) stakeholder workshop held on 22nd July 2010 at the Ashford International hotel, Ashford.

Around 80 delegates participated in the workshops including elected Members, representatives from Ashford Borough Council, Ashford's Future, Great Chart with Singleton, Kingsnorth and Shadoxhurst Parish Councils, Kent County Council, Kent Highways, church groups and local residents. The consultant team appointed by the Chilmington Green landowners consortium also participated and assisted in facilitating the workshops. A full list of participants is included as Appendix A of this report.



CONSULTANT TEAM

Discipline

Masterplanning
 Planning
 Landscape & Visual Impact Assessment
 Transport
 Ecology
 Heritage & Archaeology
 Utilities, Drainage and Sustainability
 Discovery Park

Sustainable Energy

Company

John Thompson & Partners
 Sellwood Planning & Bidwells
 Whitelaw Turkington
 WSP
 WSP
 WSP
 WSP
 Gillespies (commissioned by
 Ashford's Future)
 (Arup (commissioned
 by Ashford's Future))

Ashford strategic sites to 2021 identified in Core Strategy

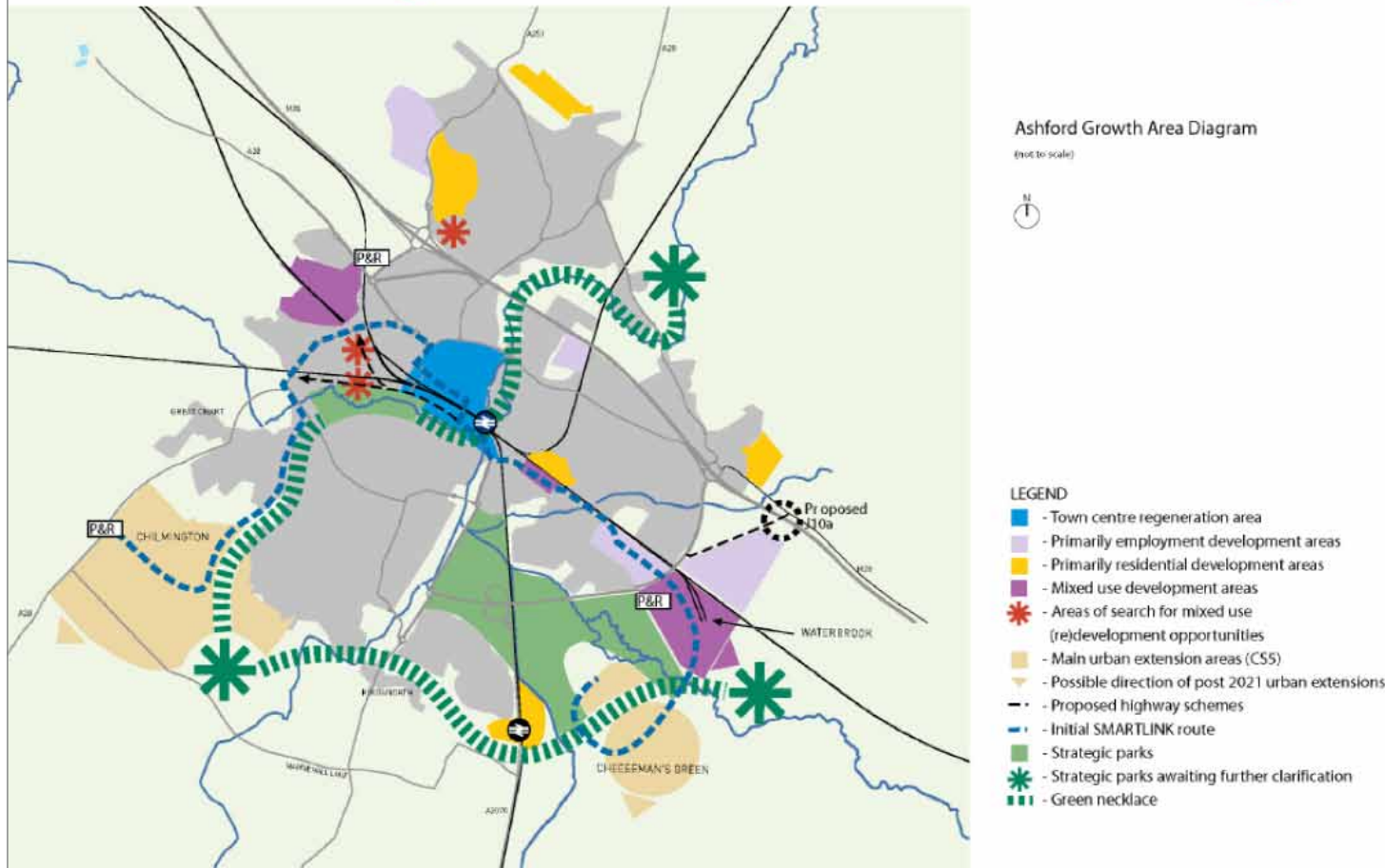


Image 1

TWO PRESENTATION

I. WELCOME

The day was introduced by Councillor Paul N Clokie OBE (Strategic Development Portfolio Holder) who emphasised the need to develop the masterplan within the context of recent changes to planning policy, the most significant of which being the removal of minimum density restrictions. However, Ashford is still legally recognised as a Growth Area with development sites identified in the adopted Core Strategy (Image 1), and the government is still emphasising the need for housing growth. As such, planning for the Chilmington Green urban extension as a sustainable new community is now underway.

Kevin Murray then explained the agenda (see figure 1 / page 4) and working methodology and reminded participants of the key outcomes of the previous workshops held in February 2009, which will be starting point for the masterplanning process.

Summary of February 2009 workshop

Five concepts emerged from this process. These concepts were informed by the GADF, the Core Strategy and subsequent Masterplanning developments and underpinned by the work of the Chilmington Green and Discovery Park Masterplanning and Design Workshop. These are listed below.

Concept 1:

Compact, sustainable settlement extension with viable local services

This concept evolved from the Greater Ashford Development Framework (GADF). The new housing oriented development is an expansion of Ashford, of mixed medium (rather than low suburban) density. It rests on the principles of using less land thereby generating less 'sprawl', while supporting a larger population with more local services and facilities due to their proximity.

Concept 2:

Vibrant, active and accessible high street

Linked to the compact extension model, the idea of a 'high street' also survives from GADF and is the basis of the Core Strategy, both as a form and with additional development, as a function. However, to capture more trade and raise enough visible profile to support local shops and services, the recommendation is to bring the A28 through the area in a north-south

direction, calmed below its normal speed. This treats the centre of Chilmington Green more like a conventional village located on a movement corridor; thereby considerably increasing its chances of supporting a wider range of shops and services. Associated functions, like park and ride and hub / school were also to be located on or close to the high street to support animation and 'energy'.

Concept 3:

Street frontage based movement network

The developed parts of Chilmington Green are to be connected to each other and to the areas outside, by a network of streets, each with frontage development. The frontages, which are to include homes and other local services, are deemed important both for providing a strong sense of place and identity with no 'leftover' parts, and for enhancing safety and 'overlooking', moderating driving speeds, and also for accommodating the SmartLink public transport network on key routes. Such key streets would generally be of higher density than their surrounding neighbourhoods, with distinctive places at each intersection in the network, reflecting the low speed movement context.

Concept 4:

Distinctive, walkable neighbourhoods with viable facilities

This was a critical building block of the layout and design options developed in the workshops. The structuring principle is that homes in each part of a neighbourhood should be within around 5 minutes walk, or 400 metres distance, of local facilities and a public transport route (and stop), and with a catchment of around 3,000 people to support local facilities and public transport at least one basic shop. This is essential to provide local walking choices to viable everyday services and social contact within the community. The approach is also to minimise unnecessary vehicle trips, or total car dependency and carbon impacts. This approach tends to point to compact neighbourhoods, with a central focus on a local route.

Concept 5:

Viable green network and variety of spaces and roles

As in the earlier stage of the GADF work and reflected in the Core Strategy, the green space is seen to be a very important balancing part of the development concept, distinctively planned for and integrated, and not left over as a residual element. Discovery Park should be designed as a major open space, for community use, also in significant parts for ecology, and drainage runoff.

Importantly, drawing on the earlier Blue and Green Network concepts, there is planned design and management of both historic woodland and open space in positive distinctive areas that complement the more intensively occupied 'urban' areas. This approach provides for a wide range of natural and semi natural spaces, as well as more intensively used leisure space.

A number of options were developed using the 5 concepts which emerged from the process.

Masterplan Options

Two different configurations were devised – to match the different layouts of neighbourhoods.

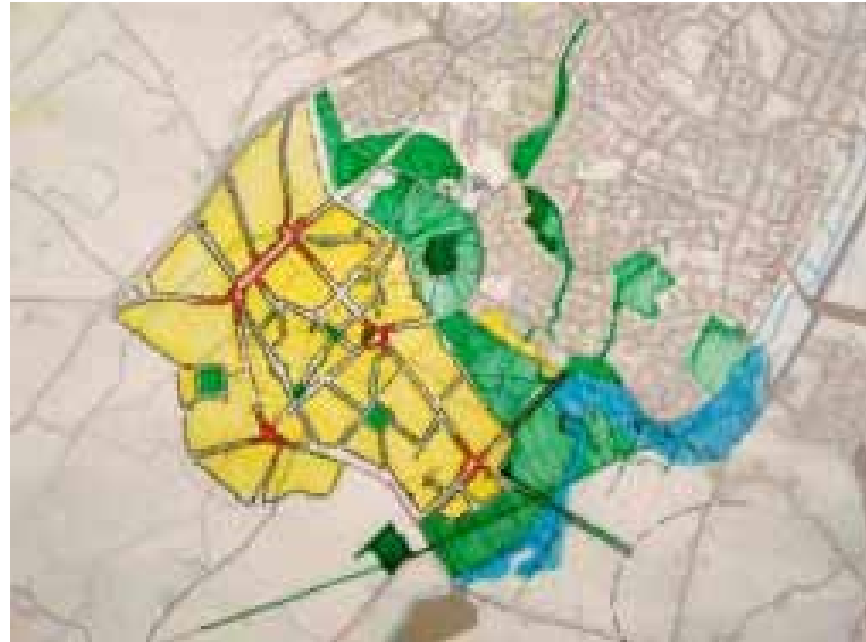


Image 2 "Option 1" - February 2009 workshop

Option 1 showed a residential Park 'neighbourhood' in the south east: effectively a development extension option south of 'Long Length' (a character area) to encourage an urban park context and facilities nearby to help sustain the community there.

PRESENTATION

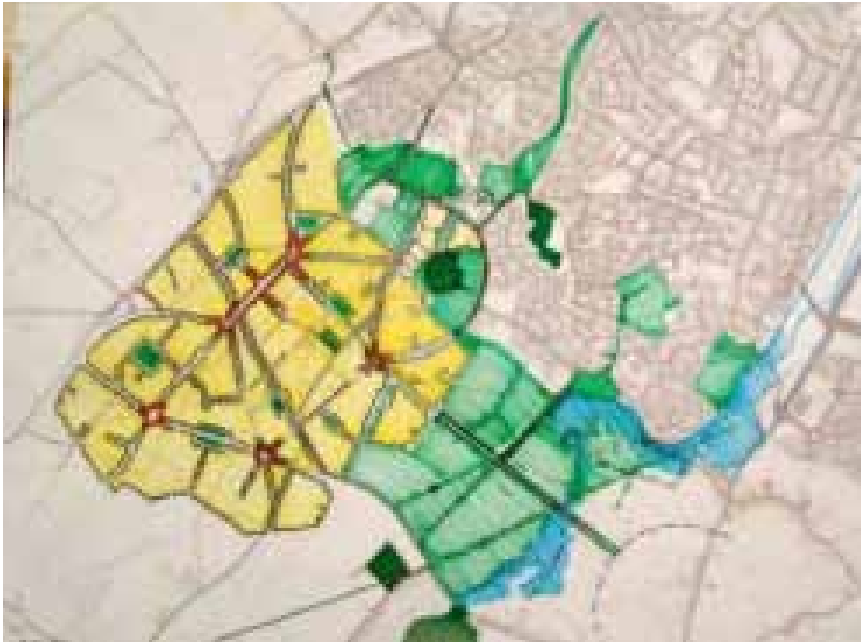


Image 3 "Option 2" - February 2009 workshop

Option 2 is the same basic idea as Option 1, but the critical mass of urban development moved much closer together with the high street, with a denser and slightly more compact core (and more clearly separate from a larger Park). 'Long Length' in this option is part of the park.

Today's objectives & workshop

Having recapped on the outcomes from the February 2009 workshop, Kevin then defined the key objectives of the day as follows:

- Update participants on progress at Chilmington Green Timeframes
- Progress since February 2009
- Convey the key issues, opportunities & challenges
- Progress the AAP masterplan approach by presenting a series of options for consideration & discussion
- Explore and reconcile key issues
- Gain consensus on the way forward

2. CONTEXT & VISION

Richard Alderton stated that, whilst Ashford Borough Council are not wedded to achieving a total of 7,000 homes, around 5,000 homes are required to achieve a critical mass capable of supporting a High Street, a range of services and a good quality public transport network. The scale of development at Chilmington will be driven by the need to achieve high quality, well-designed housing development.

He further explained that the role of the Area Action Plan was to set out the planning framework to define:

- Development quantum & phasing
- Development & design principles
- Policies for land use, density, design and character

The Area Action Plan will be informed by a masterplan, the initial work on which will be presented during the course of the workshop.

A Vision for Chilmington Green was presented (see the text box on the right). This has been developed through discussion with the Chilmington Green Community Stakeholder Group, Ashford Borough Council, the developers and Ashford's Future and to set the aspiration for Chilmington.

Richard explained that many elements are important to building a sustainable community. Chilmington Green urban extension will include a strategic park which will serve the community at Chilmington, as well as south Ashford. The concept for the park includes a range of facilities and attractions and landscape characters, ranging from open space for ball games, to more natural areas parkland.

VISION

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 of local peoples' 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 high speed, high quality bus connections
- has its own, strong, identity in a landscape setting, but closely linked to the urban area and 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 and wildlife habitats as part of a well planned layout
- fosters local pride and a strong community that develops a strong sense of pride and local 'ownership' and 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 somewhere that it feels good to be a part of – a community of choice for new and existing residents

PRESENTATION

Development Principles

Some of the more detailed aspects of the vision are:

- Chilmington Green will grow in a phased way over time to form a strong centre based around a High Street with a series of distinctive, linked neighbourhoods. Detailed briefs and design codes will be drawn up so that a benchmark for high quality design and a strong sense of place is established from the outset. Existing homes and important habitat and heritage features will be carefully accommodated in the designs. The masterplanning and layout will create a positive and well-designed edge to the town that relates well to the surrounding countryside and Chilmington Park, with a range of densities across the site appropriate to the character and context of its setting.
- New homes will be designed for life, meet demanding standards of sustainability, meet the community's needs for affordable and special housing and be diverse in character from the contemporary to the traditional. A wide range of densities will be used to cater for all elements of market demand and help provide changes in character from well spaced, detached homes to the more compact mix of homes and other uses on the High Street.
- The approach to masterplanning and detailed design will lead to proposals that adapt to climate change and mitigate its impact; are economic in the use of resources in the build and future operation; aim to deliver viable, carbon neutral development (including onsite – and potentially off-site - low carbon energy generation); and reduce flood risk and improves water quality through well designed, integrated sustainable drainage (SUDS).
- SmartLink will provide a high quality, public transport system as the defining travel choice for residents being a frequent, reliable, comfortable and fast trademark of Chilmington – in due course anchored by a Park and Ride site. A network of cycleways, footpaths and green routes will serve all areas and link to the surrounding countryside.
- Health, education, recreation and other public and voluntary sector services will be delivered from an integrated 'community hub' of aspirational design to meet the needs of local people in a convenient and cost efficient way. The community hub will kick-start development on the High Street and provide a nucleus for the community
- A new, strategic park – Chilmington Park – will be planned from the outset and delivered as Chilmington grows to provide a large area of open space and high quality leisure and recreation facilities for residents of Chilmington and Ashford as a whole to enjoy, fronted by homes benefiting from views over the park.
- A strong community spirit and sense of 'ownership' will be encouraged from the outset with support for community development and a management structure which provides for local influence and, potentially, local management of open spaces and local facilities.

Richard explained the four stages of developing the AAP

- Stage 1: Evidence gathering
- Stage 2: Masterplan options development
- Stage 3: Preferred option
- Stage 4: Final masterplan for AAP

He explained that the consultant team had completed the majority of the Stage 1 evidence gathering stage.

He also outlined a timetable for adopting the AAP and for submitting the outline planning application for the first phase of development. (Image 4)

3. EVIDENCE BASE & OPTIONS

Clare San Martin of JTP made a presentation summarising the results of the Stage 1 evidence gathering and explained the development options that participants were asked to consider during the workshops.

The land available for development was identified along with a number of constraints and opportunities, shown by Image 5 and 6.

These include the distinctive topography with a strong ridgeline to the North, woodland blocks, landscape features, views, listed buildings, the historic field network, existing roads, footpaths, water courses and utilities easements. The work includes a landscape and visual impact assessment, the 'visual envelope' and views of which are shown in images 7 - 10.

Clare explained that the heritage and archaeology assessment would not be completed until Autumn 2010 and the ecology work will be completed in early 2011, however the intention was to progress the masterplanning work based on reasonable assumptions and to amend the plan to reflect the outcome of the surveys once they became available.

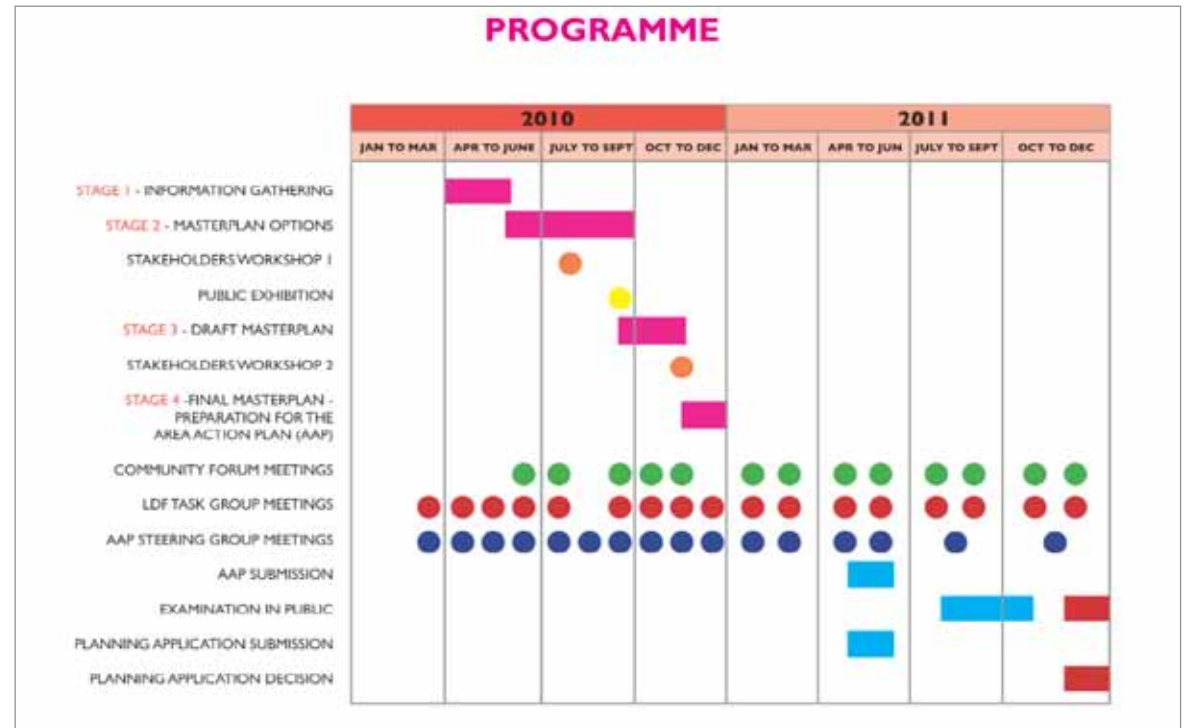


Image 4

PRESENTATION

OPPORTUNITIES & CONSTRAINTS OF THE SITE TOPOGRAPHY



Image 5

OPPORTUNITIES & CONSTRAINTS OF THE SITE WATER & DRAINAGE

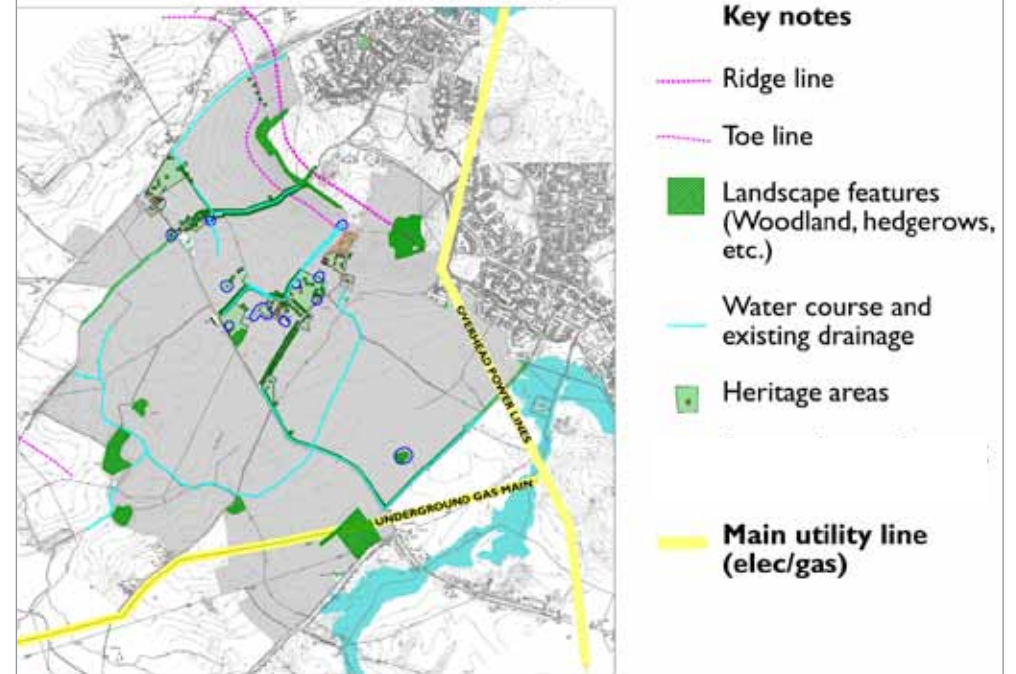


Image 6

OPPORTUNITIES & CONSTRAINTS OF THE SITE ACCESSIBILITY

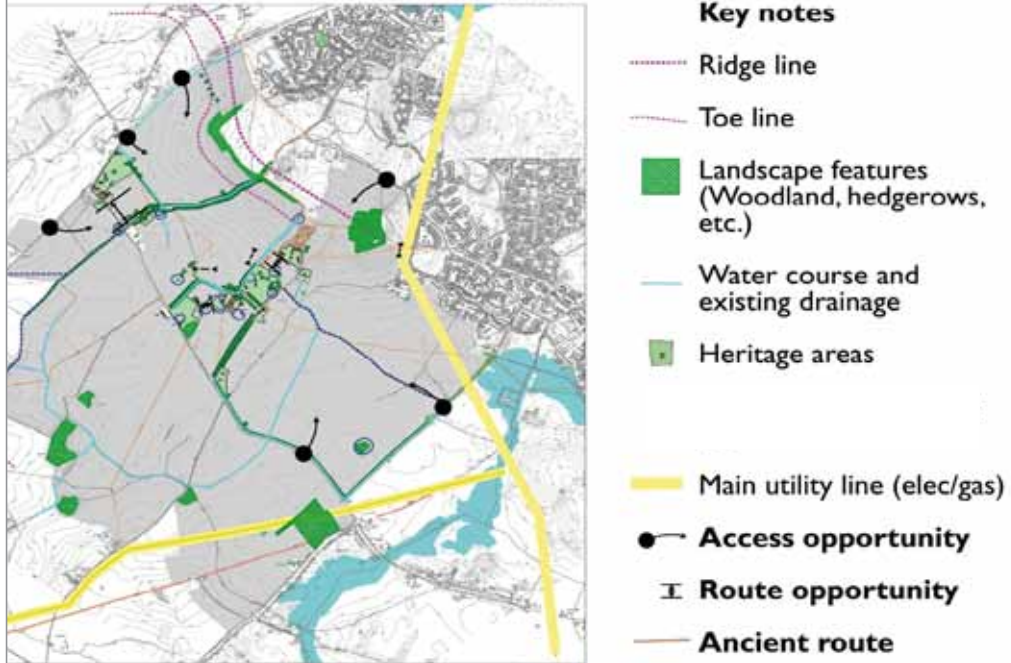


Image 7

LANDSCAPE VISUAL IMPACT ASSESSMENT

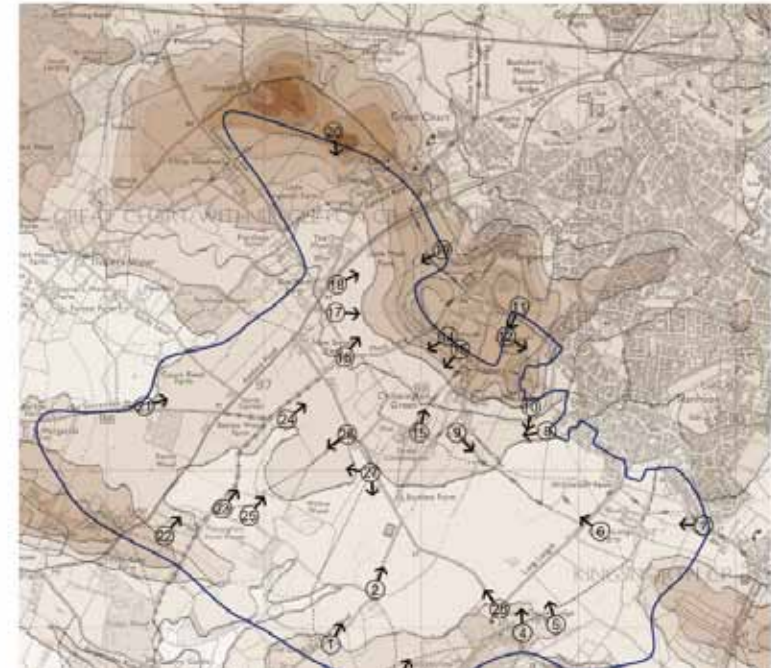


Image 8

PRESENTATION

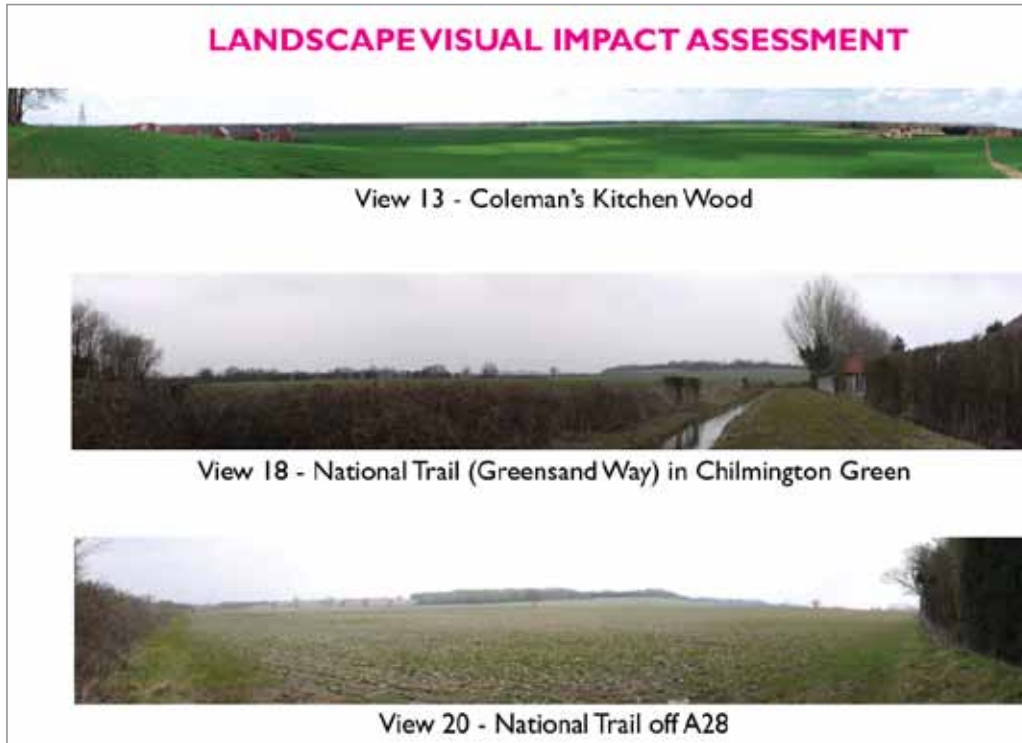


Image 9

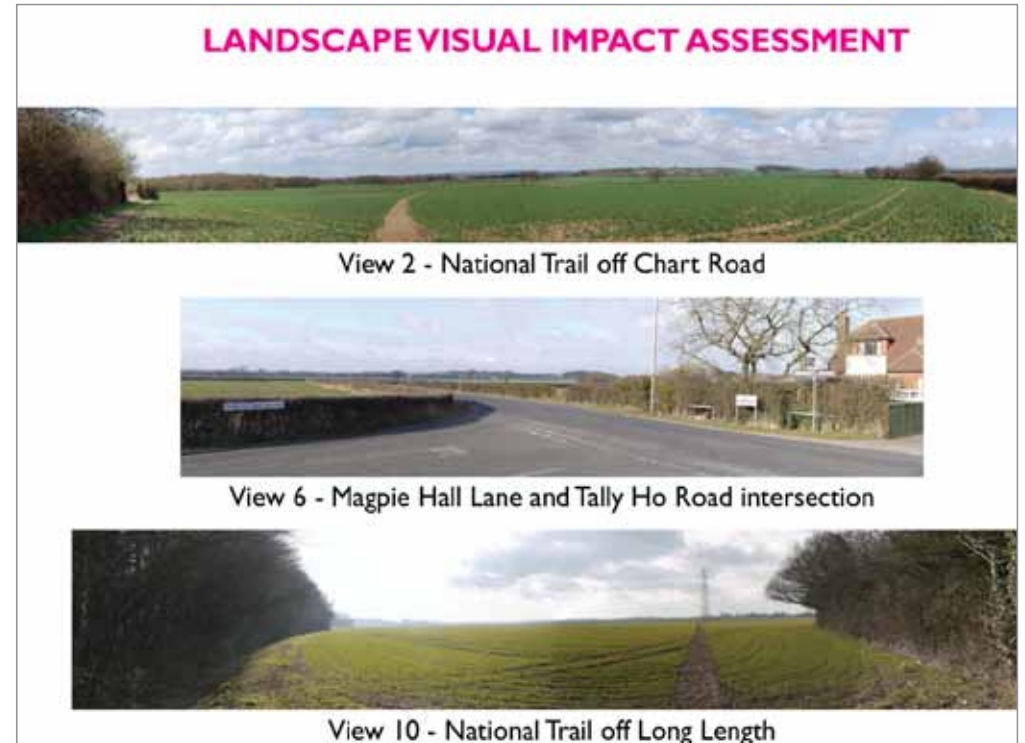


Image 10

Clare also emphasised the consortium's commitment to developing high quality buildings, streets and spaces based on a 'Placemaking approach'. Placemaking is the process of understanding context and location combined with the application of design principles to inform the layout of buildings, streets and spaces. She then provided examples of where high quality design had been achieved elsewhere.

Good examples from the Ashford area



Roman Road, Aldington



The Lindens, Tenterden



Parker Farm, Hamstreet



Park Farm, Ashford

PRESENTATION

Identifying Ashford precedents from further afield



Water Colour, Surrey



Accordia, Cambridge



Vauban, Freiburg



New Hall, Harlow

KEY ISSUES AND OPTIONS

A series of options were explained as a basis for discussion during the workshops. The options relate to the key 'structuring elements' of the masterplan, which are:

- Walkable neighbourhoods
- AAP footprint
- A28
- High Street
- Smartlink route
- Secondary School location
- Park and Ride location

1. Walkable neighbourhoods

The principle of walkable neighbourhoods established at the February 2009 workshops is a key concept for the emerging Chilmington Green masterplan. A neighbourhood structure comprising a larger centre focused on a High Street with two or three smaller local centres was illustrated. (Image 11)

2. AAP footprint

Two strategic options for the development footprint were illustrated. The first showed two distinct development areas separated by open space. The second showed linked development areas with the open space divided into two. Two further sub options showed the same footprints with the addition of a Park and Ride site to the west of the A28. (Image 12)

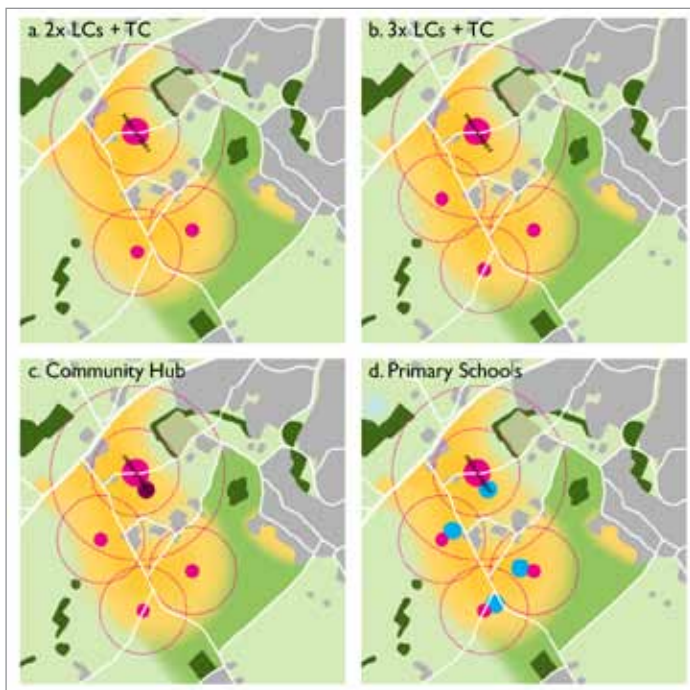


Image 11 Walkable Neighbourhoods options

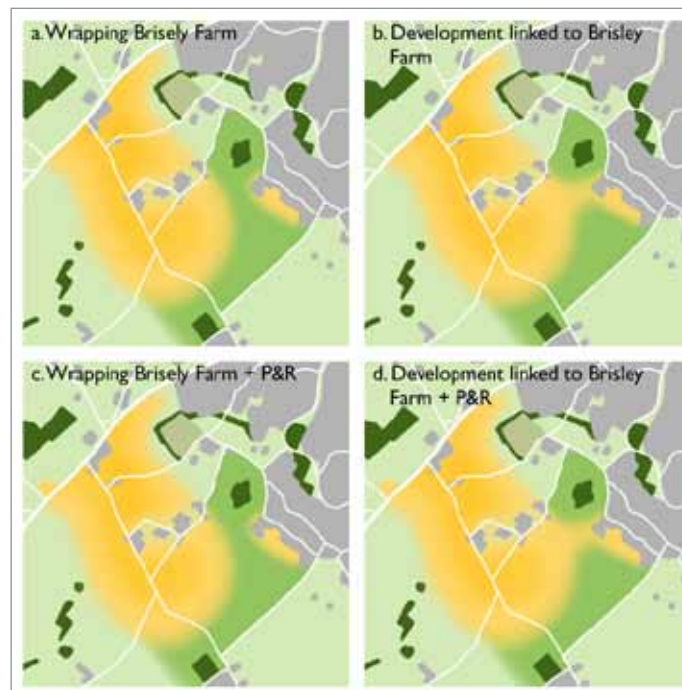


Image 12 AAP footprint options

PRESENTATION

3.A28

- A number of options for the A28 were illustrated including
- Diverting part of the A28 traffic into the development
- Diverting all traffic (except for HGV's) from the A28 into the development
- Not diverting traffic from the A28 but signposting Chilmington Green from two A28 junctions
- Providing access to Chilmington Green via at T junction with the A28 (Image 13)

4. High Street

The following facilities and attractors were identified as important ingredients for the High Street:

- market
- community hub

- transport interchange
- SmartLink bus stops
- food store
- other shops
- schools
- residential
- restaurants and cafés
- employment
- business premises

Two options for High Street alignment were illustrated. One showed a High Street running along the diverted A28 and the other showed it running at 90 degrees to the A28 at the springing point of Orchard Way, the main route east through the development. (Image 14)

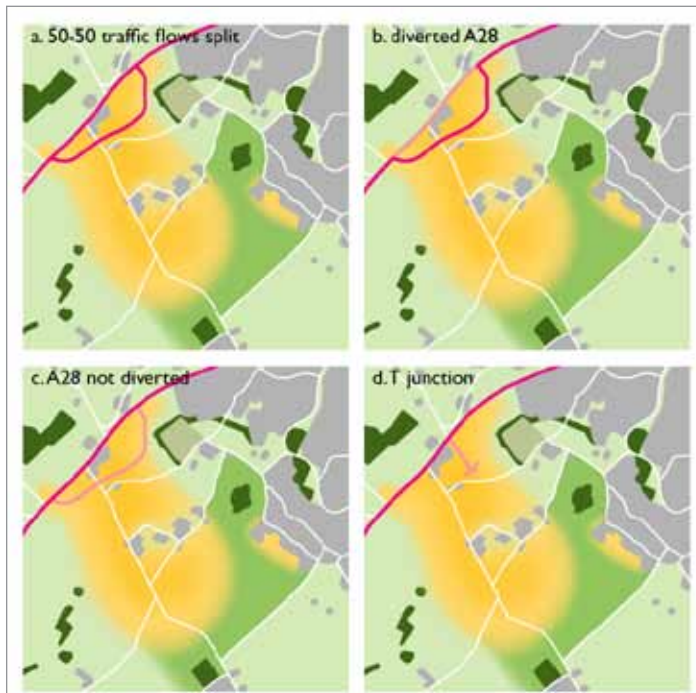


Image 13 A28 options



Image 14 High Street options

Two further sub options were shown illustrating how traffic through the centre could be either split into vehicular and a separate public transport/pedestrian/cycle route or combined to run all together. (Image 15)

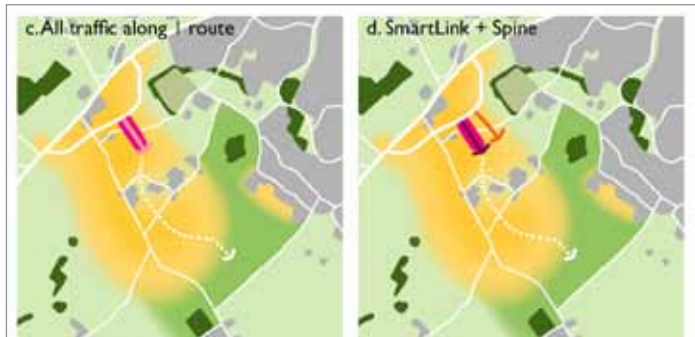


Image 15 High Street - vehicle + public transport adjacency options

5. SmartLink

Three options for the future SmartLink route were presented.

The first route option would run down Mock lane to the new centre. (This route could be served by a local bus before the SmartLink service is introduced). The second route option would run to the north of Colemans' Kitchen Wood. The third option route would run to the south of Colemans' Kitchen Wood and extend to serve the local centres in later phases. (Image 16)

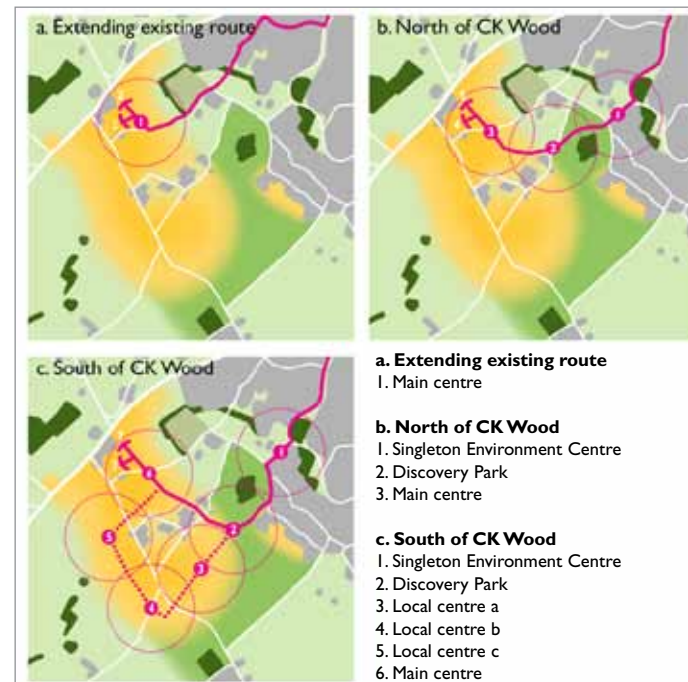


Image 16 SmartLink options

PRESENTATION

6. Secondary School

Three options for the location of the secondary school and its relationship to Discovery Park and the High Street were presented. Two options showed the school adjacent to Discovery Park. One of these was based on an arrangement with the school playing fields forming part of the park. The other showed the playing fields enclosed by residential development. The third option illustrated a school forming part of the High Street with playing fields to the east. (Image 17)

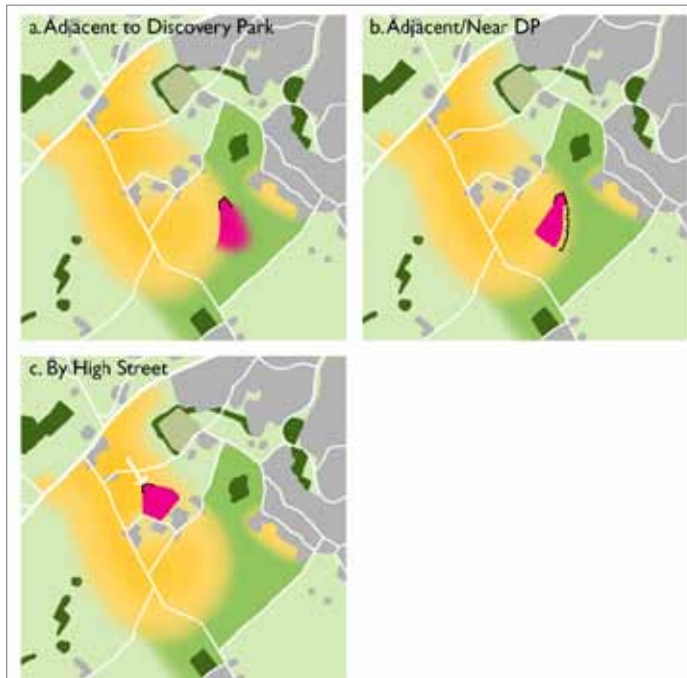


Image 17 Secondary School options

7. Park and Ride

Four different locations for the Park and Ride facility were illustrated. These included three different locations in the vicinity of the western A28 junction and a fourth near the High Street. (Image 18)

The presentation ended with a series of images intended to provide inspiration for developing a landscape strategy.

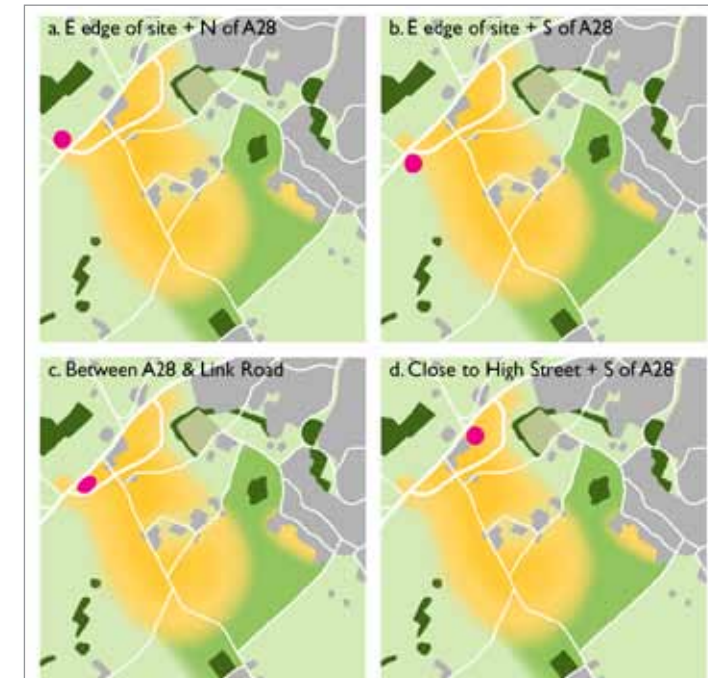
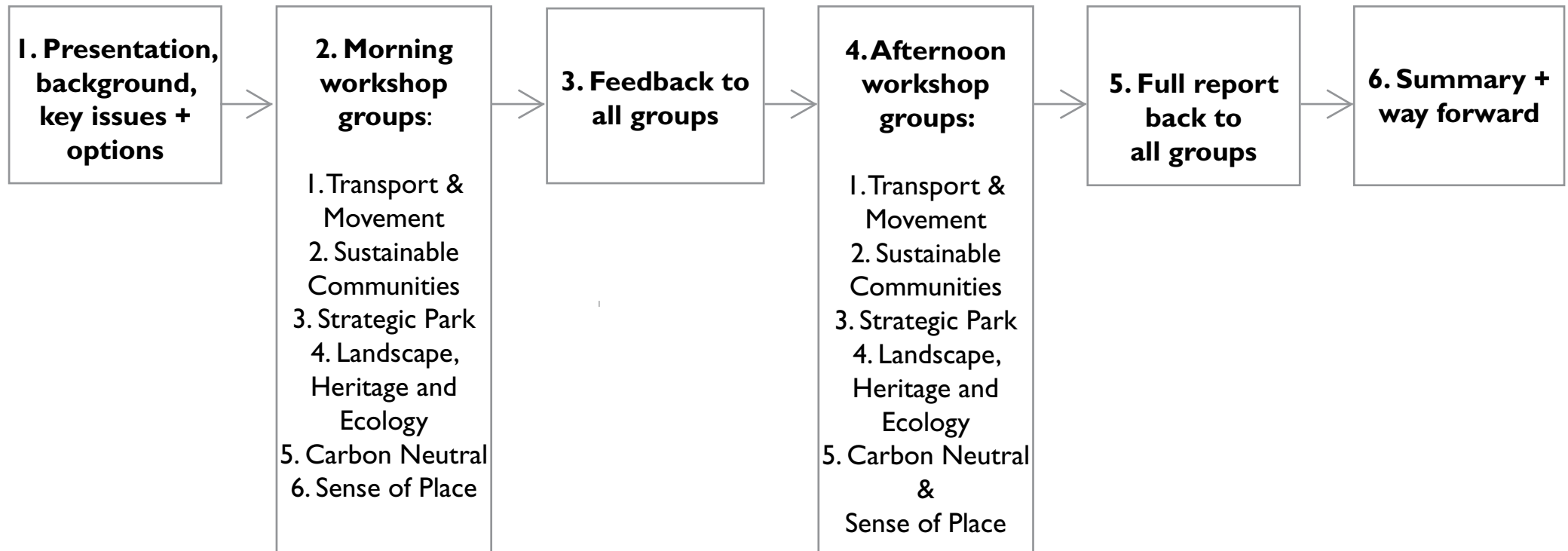


Image 18 Park & Ride options

Workshop Process Diagram

STAGE I



WORKSHOPS, INTRODUCTION

Following on from the presentation participants were invited by Kevin Murray to explore the topics and options presented by getting into six workshop groups as described in the Workshop Group Table below.

It was explained that many of the issues are interlinked and the focus of each workshop group would be to consider their theme with the relevant issues and options as listed in the table.

With reference to the workshop process diagram, the workshops were run in two sessions - morning and afternoon, with people having the opportunity to move groups for the afternoon session. It was decided to run the morning workshop sessions into the afternoon sessions (with a break for lunch) so that more detail could be drilled into enabling the issues raised at the presentation to be addressed. In the afternoon groups 5 and 6 combined to form a Carbon Neutral and Sense of Place workgroup.

After the morning workshops feedback was given from each group to the wider audience which enabled everyone the opportunity to understand what had happened at each group. A feedback session again followed the afternoon session.

The following pages summarise the issues raised and discussed at each workshop group.

Workshop Group Table

Group	Workshop groups	Discussion to include
1	Transport and movement	Walkable neighbourhoods, A28, High Street, Smartlink, P+R
2	Sustainable communities	Walkable neighbourhoods, Secondary school, High Street, P+R
3	Strategic Park	Walkable neighbourhoods, AAP footprint, Secondary school
4	Landscape, Heritage and Ecology	Walkable neighbourhoods, AAP footprint, High Street
5	Carbon Neutral	Walkable neighbourhoods, AAP footprint, A28, High Street, Smartlink, P+R
6	Sense of Place	Walkable neighbourhoods, AAP footprint, High Street, Smartlink, Secondary school, P+R

CHILDREN'S MASTERPLANNING OPTIONS

July 22 2010, Ashford International Hotel
Simone Weil Avenue, Ashford, TN24 8UX



TRANSPORT & MOVEMENT

WORKSHOPS AM & PM

During the morning session the main point discussed and agreed was the access from the A28. The afternoon session picked up on the other issues such as SmartLink, park and ride, Orchard Way, school locations and the detail of the High Street. (The group stayed very much the same in terms of the people attending from the morning session to the afternoon.)

Connections to the A28

Access from the A28 was considered at length. It was agreed that two points of access would help 'spread the load' of traffic to and from Chilmington Green and that this could be tied in with a strategy to reduce speeds along the A28. A small minority had the view that there should be a single point of access from the A28 into the development but the consensus was for two points of access splitting the flow of traffic on the A28 and allowing some to travel through the development area. This was seen as advantageous in terms of allowing vehicles to enter the development to add life to the High Street and serve those travelling north and south better. Two junctions may also be required in terms of capacity. The A28 would still be signposted on its current alignment and this would help keep HGV's out of the development although the new junctions to the Main Street (the access link road) could be aligned so that views into the development and to the High Street are achieved. Roundabout junctions were considered more favourable in order to help slow speeds on the A28; analysis is required though to look in more detail at the design of these junctions.

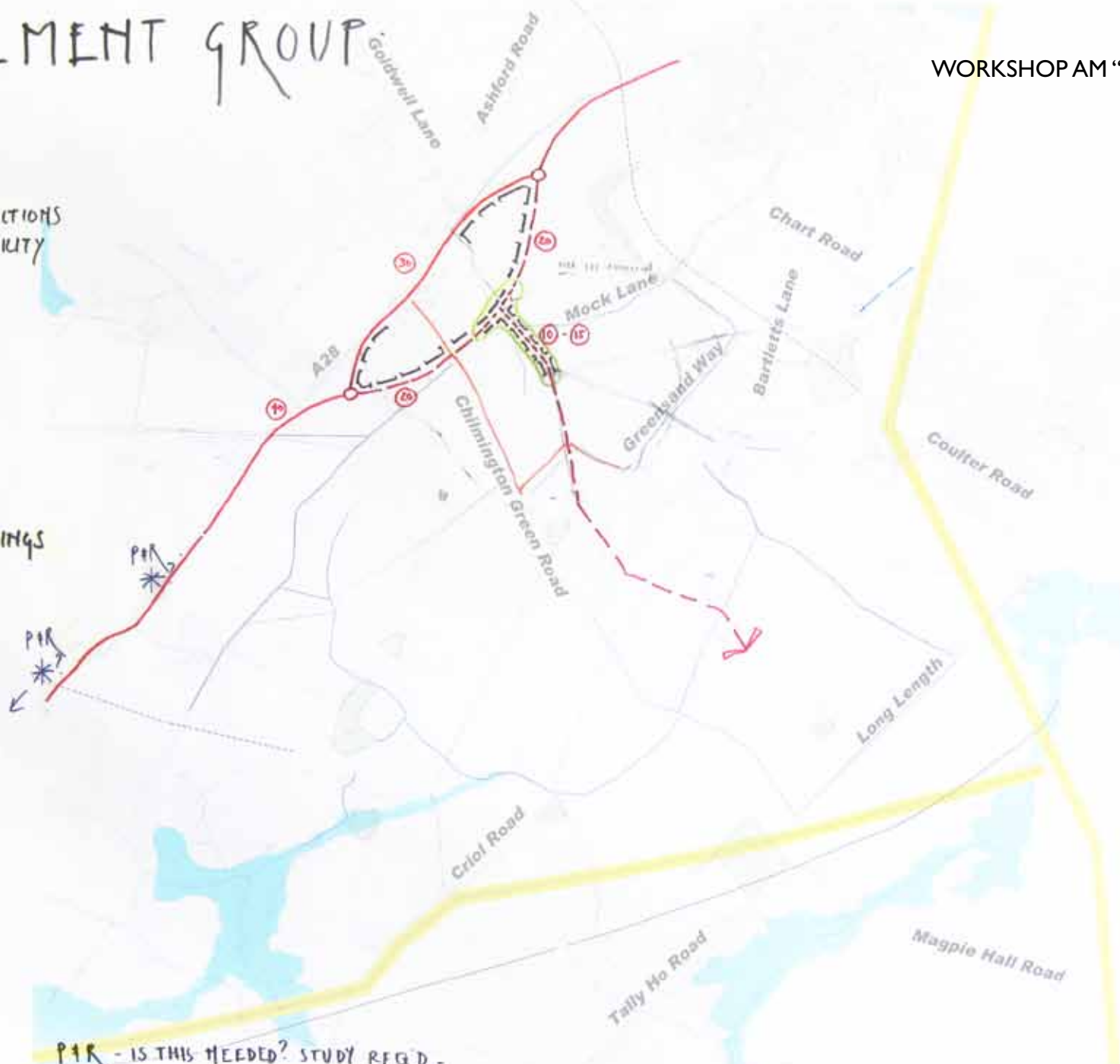
A number of local residents in the group reported on the high speed of existing vehicles on the A28; they stated that it was a problem and that the junction of Chilmington Green Road and the A28 has a safety issue. It was felt that the development access strategy could help address this problem through a speed management strategy which was proposed as being 30 mph for the existing A28 alignment between the new junctions and potentially 20mph for the alternative route through the development.

The High Street was considered to be best placed perpendicular to the A28 and new Main Street and it was noted that the main retail area may also spread onto the Main Street that connects to the A28 to create a T shape for retail and commercial uses. Good precedents that were discussed were Marlborough and Tenderden. The alignment of the High Street to the Main Street was agreed to be as a T-junction or ideally a Y-junction arrangement.

- MOVEMENT GROUP

A28:
2 PRINCIPAL JUNCTIONS
FINANCIAL VIABILITY
SLOWER SPEEDS
URBANISE

HIGH STREET:
MARLBOROUGH
TENTERDEN
'T'-SHAPE
FLEXIBLE BUILDINGS



P1R - IS THIS NEEDED? STUDY REQ'D -
JUST THIS LOCATION
DON'T COMPROMISE PLAN, COULD HAPPEN
LATER ON A28 * USE BUSES FROM TENTERDEN

TRANSPORT & MOVEMENT

WORKSHOPS AM & PM

Park and Ride

This group had a number of key individuals from KCC Highways, ABC policy team, SmartLink and Stagecoach. The group did not have a firm view as to whether a bespoke Park and Ride site would be required as part of the Chilmington site area.

The business case for SmartLink includes a Park and Ride site at Chilmington. Based on current growth predictions, the modelled passenger predictions show that the Park and Ride site will be well used by 2031. It was agreed that, as usage is likely to be slower to build up than originally thought, rather than providing land for a bespoke park and Ride site, utilising a supermarket car park site up to 2021 is an acceptable option which should be given further consideration.

Locations for Park and Ride were further considered in the afternoon workshop. The group placed a site for a bespoke Park and Ride facility outside of the main development land area, on land on the western side of the A28. Timing for the Park and Ride was said to be from 2021 onwards.

SmartLink/Bus Services

Comments received on bus routing were that the service route must avoid doubling back on itself as passengers and operators do not like travelling through the same area twice due to increased journey times and lack of revenue. Hence, a two access approach from the A28 was seen as more favourable.

An initial phase of SmartLink could be through extending the existing 'A Service' via Mock Lane. Further work would need to look at the impact of this on Mock Lane, but shuttle working could be an option where the road is not wide enough to allow 2-way vehicular movement. Discussions were had on widening Mock Lane and environmental issues were raised but this was still felt to be an option that should be explored.

The route of SmartLink was discussed at length and it was agreed that a route south of Colemans' Kitchen Wood (CKW) was best for picking up more of the existing residential areas to the north which lead to a shorter section of Discovery Park to cross, where the topography of the land was better compared to an alternative crossing point to the northwest of CKW. The type of link across the park was discussed and it was felt that this would need to be carefully designed; perhaps like a route through a Royal Park e.g. Richmond Park. This route would be bus, pedestrian and cycle only. A bus stop location in the area of Discovery Park was considered important to promote the park.

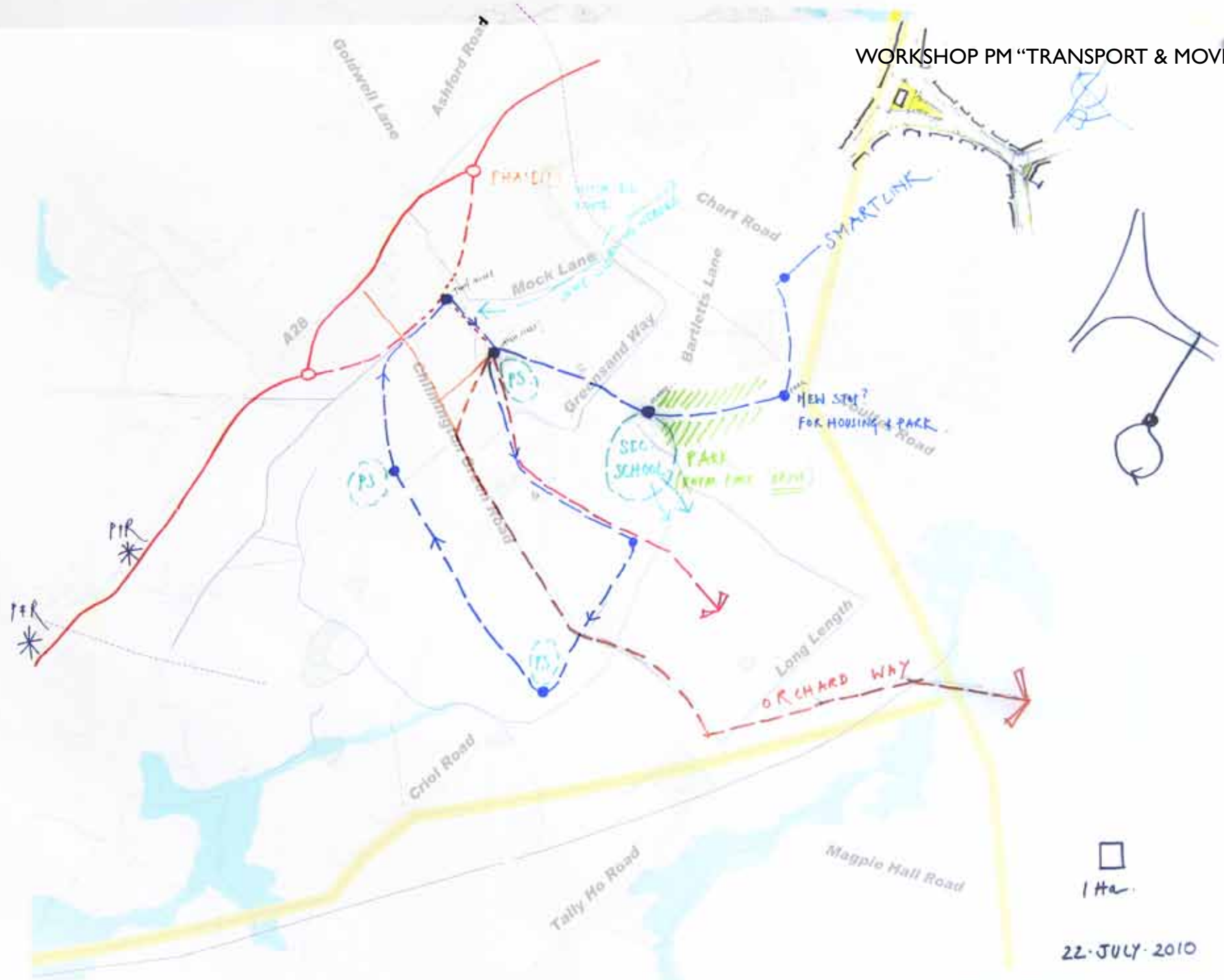
The SmartLink route would be a circular one within the development area passing through the local centres (where the primary schools should be located). The route would be two way up to the High Street so that this was well served and then a one way loop around the local neighbourhood centres.

High Street

The general view was that the High Street should be a wide space with good on street parking that could be arranged in a parallel or chevron fashion. A Y-shaped High Street is often seen in historic settlements where key routes meet and this should be explored as a potential arrangement for the space.

There was a quick discussion on shops and facilities in the High Street; these could include:

- Small supermarket
- Pub
- Hairdressers
- Primary School
- Home furnishing shop
- Baby Shop
- Café / takeaways
- Small offices and other small retail



1 Ha.

22-JULY-2010

TRANSPORT & MOVEMENT

WORKSHOPS AM & PM

Chilmington Green Road

Initially it was felt that the High Street could benefit from the existing traffic from Chilmington Road using it. Further thought as to the purpose of Chilmington Green Road is needed but there were suggestions of making it a green lane and / or improving the junction safety problem with the A28.

Orchard Way

Orchard Way is a concept which evolved from the Greater Ashford Development Framework as an orbital strategic link which links the A28 and Chilmington Green to Kingsnorth and Cheeseman's Green. However, the possibility of this being delivered would only emerge as a result of the Core Strategy review, if Kingsnorth is allocated as an urban extension. Instead, Orchard Way should now be viewed as a local route which is purely a way of passing through the site.

Looking to the longer term, an indicative alignment for Orchard Way was set out using the High Street/Chilmington Green Road/Stubbs Cross and then following the alignment adjacent to the gas main. This would be dependent on land east of Long Length becoming available, and was thought to be the most advantageous route avoiding Chilmington hamlet, Magpie Hall Road and Long Length. It was recognised that this connection performs an important long term role in terms of a new circumferential route in south Ashford.

Schools

There was plenty of discussion in relation to the location of the schools. As a group there was a consensus that the Upper School would be best located on the edge of Discovery Park and that one of the primary schools should be close to the end of the High Street. Thoughts of using the Discovery Park as playing fields had a big influence in this discussion. It was also asked whether the Upper School facilities could be split so that the buildings and some play areas were located within the High Street area with the playing fields located within the park. It was agreed that the Upper School should have a SmartLink bus stop.



SUSTAINABLE COMMUNITIES

WORKSHOP AM

Physical planning and the management and delivery of services

The group started by discussing the importance of both physical planning of the location of services and the management and delivery of services for the creation of a sustainable community. It was noted that the Primary Care Trust was not represented at the workshop and efforts should be made to redress this.

High Street and central activity spine

There was consensus that the design of the High Street is critical and integration with SmartLink is important. Retail should be the foundation of the town centre with community services and there will be benefits of 'linked trips' if the car parking for the centre is in the right location.

An activity spine could run through the development from the High Street and onto Discovery Park. One concept could be 'the dumbbell' with anchors at either end of the High Street, such as a supermarket and community hub, leading to Discovery Park. There could also be attractions along the central axis.

Good and bad examples of High Streets were discussed

Bad examples are Sittingbourne and Dover which have long high streets (3/4 mile to 1 mile) which is too long and results in a loss of vibrancy. A good example of a high street centre is New Addington, Croydon which has a vibrant centre despite being an area of deprivation. It has a thriving shopping parade on one side with a includes market in the central space and community facilities in a campus style opposite.

Community Hub

One aspiration is to develop a Community Hub and there was discussion about what this would mean both in terms of what services it would deliver but also how it would physically manifest itself. Many of the uses may be expected to be found in a high street centre and there was discussion about whether a Community Hub would be based on a 'community campus' format with a number of different buildings in a green environment, or whether it would be contained within a stand alone building. The point was made that the quality of service delivery is the most important factor; but budget decisions and efficiencies in terms of land and shared space will also be very important considerations.

However, it was agreed that a community hub must contribute positively to the vitality and distinctiveness of the new development. If the Hub was closer to the High Street it could add to the vibrancy of the Centre and provide good access which would support the financial viability of the services within the hub.

There may also be an argument for placing some services within the overall development closer to Discovery Park, perhaps delivered from the secondary school. Older people's housing was discussed as a suitable neighbour to the hub facilities as older people need access to the facilities and if it was located within/ close to the centre would provide interaction and financial support.

A list of facilities to be included within the hub was discussed – these could include:

- The police
- Health – GP / poly clinic
- Adult social services
- Children's centre / nursery
- The private sector
- Pharmacy / café
- Retail
- Faith / community/youth groups
- IT facilities

It was concluded that the Community Hub should be flexible over time as the delivery timescale and mechanism is unknown.

Good example of a Community Hub - The Gateway, Ashford, which has public and voluntary services under one roof with a separate facility for the police.



SUSTAINABLE COMMUNITIES

WORKSHOP AM

Schools

There was discussion about the concept behind a new secondary school and its location. People agreed that the school should be designed and managed to serve the wider community and be used intensely as a community facility. There was some discussion about whether the school should be a 'through school' for ages 5 – 18, or a separate secondary school/ Academy. To this end, some members of the group expressed a desire for the school to be located close to or as part of the new centre so that it is accessible. However, this would mean that either a large area of land (around 8 hectares) close to the centre would be taken up with school playing fields which could act as a barrier to wider accessibility to the High Street and also create transport problems, or that the fields would need to be located separately from the school away from the centre, perhaps adjacent to Discovery Park. Some of the group favoured this latter approach provided there were safe links between school and playing fields for the students. Others were concerned that this approach was contrary to KCC policy that school and fields should be located together, and that curriculum time would be spent by pupils travelling between the school and its pitches.

Walkable, integrated neighbourhood

The new development should create an attractive, walking environment to encourage people to walk/cycle and promote 'passive' health. Attractive links to Discovery Park and the high street centre would be critical to enhance the 'passive' health approach and act as key location fixes for services and facilities. The SmartLink community bus should join up facilities – running in the evenings so facilities can be used over extended hours to support varied lifestyles.

Local sustainability

Allotments and a local market garden could be planned in to enable household and larger scale growing to supply the local market. Some of this could be provided through Discovery Park, and could be linked in with the voluntary sector and local enterprise, providing work and training for local people in particular young people. Indeed everything should be linked and young people require intergenerational interaction and constructive activity which can engender ownership and pride in the place.

WORKSHOP PM "SUSTAINABLE COMMUNITIES"



- ① EMPLOYMENT
- ② SUPERMARKET
- ③ PARADE
- ④ COMMUNITY CAMPUS
- ⑤ SCHOOL
- ⑥ GREEN LINKS.

- 5+ STORES
- FLEXIBLE BUILDINGS
- M. ♥ RETAIL
- EMPLOYMENT MARKET
- P.O. BANK
- RESTAURANT
- COMMUNITY INVOLVEMENT
- ♥ CONVENIENCE RETAIL
- PRIMARY SCHOOL
- COMMUNITY USE OF SCHOOL HALL

PROCESS.

Clear statement of design making process



SUSTAINABLE COMMUNITIES

WORKSHOP PM

Workshop PM - drawing

The drawing produced at the workshop indicates land uses and layout for the High Street which is the main heart of Chilmington Green, a development designed around the walkable neighbourhood concept. The supermarket is located at the end of the high street with a car park accessed from the original A28 as well as from the development. A parade of shops runs 'east-west' parallel to the main high street spine. This area is south facing and may benefit from the views out to the countryside. The community hub has become a 'campus style' arrangement to the south of the high street and has a more green and spacious setting of facilities possibly with the school being incorporated. A strong green link is set up which connects the High Street and all its facilities to Discovery Park with careful consideration of 'Chilmington Green hamlet'.

The High Street centre should accommodate 3+ storey buildings with flexible uses at the ground floor to allow for change over time. Retail, employment, Post Office, bank, restaurants and take-aways should all be accommodated as well as provision for a market in the central 'square'.

The local centres should provide convenience retail, primary schools and community uses in schools.

Key points from the group discussion include:

Engagement

- The surrounding communities of the new Chilmington Green development are important and could act as 'guardians' for the new community.
- Inclusive participation and the need to involve the wider community in the development of the proposals and develop better understanding the existing local neighbourhoods
- Engage with service providers, stakeholders and the private sector as early as possible (education, retail, the community)
- Voluntary sector should be involved with the planning of services eg. Storage requirements

Engagement process precedents

- Scarborough Renaissance Town Team
- Caterham (former barracks) Community Trust
- The Dartford Bridge Community Primary School

Services

- Importance of mapping existing service provision in surrounding communities to reduce duplication and provide new complementary facilities

Planning

- Importance of good, flexible design: provide flexible ground floor accommodation – 4m floor to floor height which enables change of use over time if required
- Overall High Street widths were discussed - propose a ratio of 1 to 1 or 1 to 1.5 street widths
- Integrating green connections and Smartlink
- Local centres – provision of local community facilities and use of the primary school hall
- Give each individual neighbourhood centre a unique character

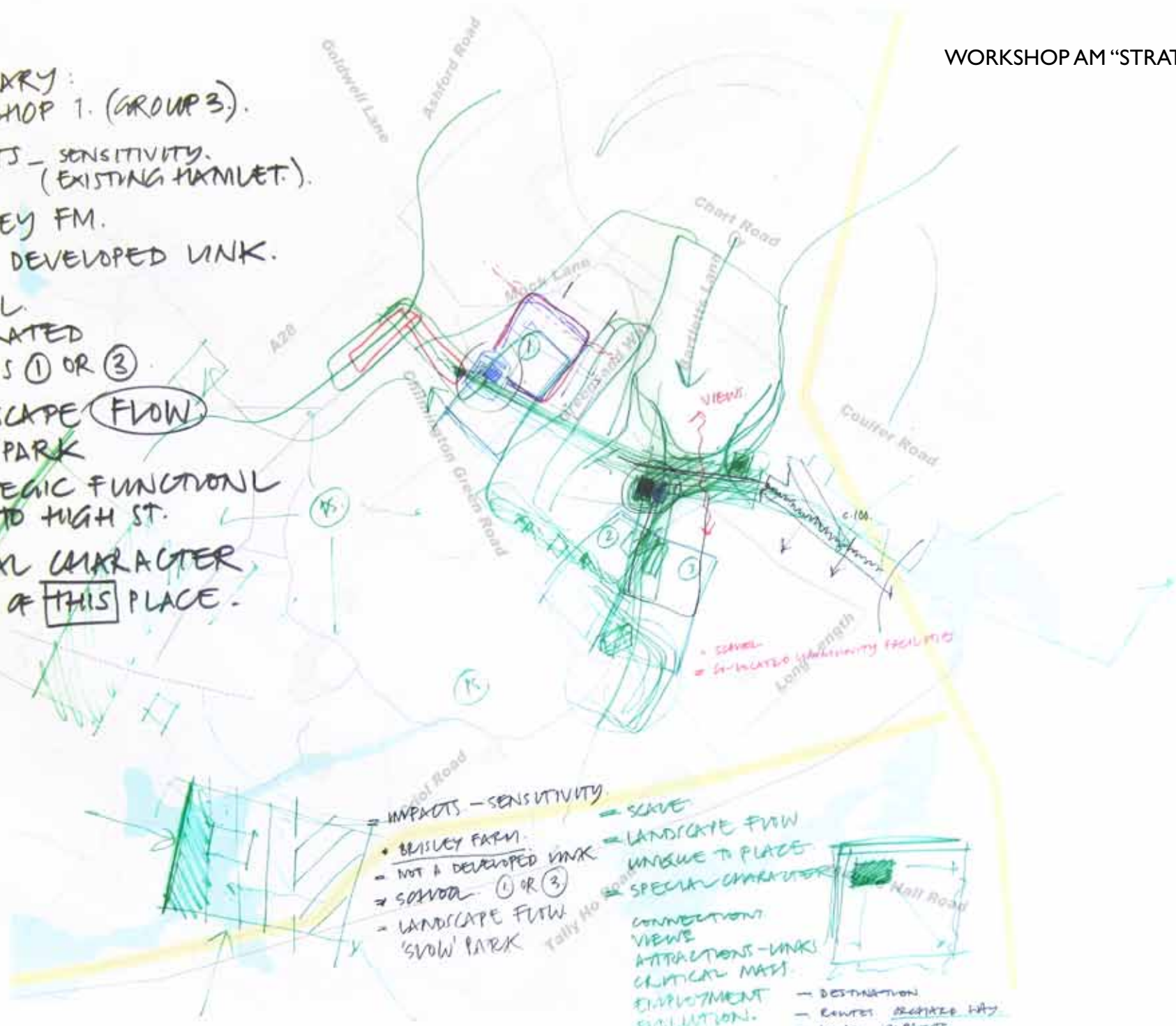
High Street precedents

- Marlborough – Waitrose half way along the high street drawing people in
- Park Farm and Repton Park – local examples

Models for education and community facilities

- Derbyshire Comprehensive School
- Kings Church, Epsom
- Sunlight Centre Gillingham – social enterprise
- New Ash Green – business and landscape

- SUMMARY:**
WORKSHOP 1. (GROUP 3).
- IMPACTS - SENSITIVITY. (EXISTING HAMLET.)
 - BRISLEY FM.
 - NOT A DEVELOPED LINK.
 - SCHOOL INTEGRATED OPTIONS ① OR ③
 - LANDSCAPE FLOW "SLOW" PARK
 - STRATEGIC FUNCTIONAL LINK TO HIGH ST.
 - SPECIAL CHARACTER SENSE OF THIS PLACE.



- IMPACTS - SENSITIVITY**
- BRISLEY FARM.
 - NOT A DEVELOPED LINK
 - SCHOOL ① OR ③
 - LANDSCAPE FLOW 'SLOW' PARK

- SCALE**
- LANDSCAPE FLOW
 - LINKS TO PLACE
 - SPECIAL CHARACTER
- CONNECTIONS:**
 VIEWS
 ATTRACTIVE LINKS
 CRITICAL MASS
 EMPLOYMENT
 EVOLUTION
 LINK TO CENTRE



- DESTINATION
- ENTER STRIKE WAY
- LOCAL IMPACTS
- USEFUL BUILT UP
- CHARACTER
- OPEN SPACE

STRATEGIC PARK

WORKSHOP AM

Participants were invited to introduce themselves and their interest in the new development. The first session was defined as a workshop to review the Strategic Park. This included an introduction to the broader strategic development and growth area context for a new strategic park in close proximity to Chilmington Green. The strategic growth agenda for Ashford was highlighted and the proposal to create three new strategic parks as part of the Core Strategy. The review of the context also included an overview of the broader Ashford setting for the park. This covered some of the key links and the green and blue grid to be established throughout the town, including links from Chilmington Green to the station and town centre.

After this review of the 'big picture' the session had a focus upon the type of strategic green space to be created. This was informed by the need to ensure that the park achieved the level of ambition implied by the creation of something 'strategic' and with a broader remit than simply providing green space for Chilmington Green.

This discussion about the park broadened into consideration of the relationship between Discovery Park and the new Chilmington Green development. This link between the two is sought to ensure the delivery of an integrated and high quality network of green spaces. There was discussion about the existing landscape and the response to the sensitivities of the landscape, heritage and the existing settlements.

The session considered landscape character, routes across the park, park destinations and attractions, schools, community facilities and sports amenities, car parking and accessibility to the surrounding areas.

Some of the principles and points of reference which emerged from the discussion and consideration of the existing site plan were as follows:

- The park should be central to the placemaking for the new development.
- The scale of the park (as something different from countryside) would initially not extend south of Magpie Hall Road.
- The design process should consider the local population and the advantages of the integration of Singleton Environment centre.
- The park should provide a close location for sports facilities and the park should provide a balance between formal and informal spaces (Maidstone landscape access was suggested as an example).
- It was suggested that the park should 'feel big' with lovely views, and views towards the south from the high ground were considered to be important.

Consideration of the structure of the park and the development included thought to be given to "how spaces travel through the urban area". There was a desire to join the park to the core of the development. It was suggested that the development may have low density edges to reinforce a sense of openness.

Attractions for children, teenagers and families were considered important. There was discussion about co-locating attractions and the Smartlink route for ease of access. The Mock Lane bus route was suggested for Smartlink. The need for parking at entrances and attractions was noted. Some suggestions for attractions considered appropriate included:

- Small workshops
- Indoor / outdoor family activity
- Tree nursery (potentially to grow and provide trees for urban use within the town)
- Café(s) & allotments
- Water bodies - fishing / boating
- Varied garden sizes

The character of the park was evocatively described as being a "slow" park. It was suggested that a clearer concept was needed for the identity of the park. It was acknowledged that the park would evolve over time.

There was discussion about linking the philosophy of various elements (such as allotments producing food for cafés and providing information about food production). Consideration was given to the importance of defining robust management for the green spaces of the park and the development.

The session concluded with a summary of the views which had been expressed in relation to the decision points identified for the workshop. The conclusions were as follows:

- Routes through the park should have a green character and there should not be an urban bridge of development to split the scale of the park.
- School locations considered viable and for further consideration were options 1 & 3, related to the High Street and park edge.



STRATEGIC PARK

WORKSHOP PM

The afternoon session concentrated on the interface between Discovery Park and the urban area. The most important themes discussed were the physical connections and the uses that could occur along these routes.

Drawing took place as discussion progressed which gave some spatial guidance on the implications of the ideas expressed.

The key topics were:

- The purpose and character of the green link as it passed through the park
- The Discovery Park connection to the High Street
- The type of uses that could possibly be located along the green link
- Making a path through the hamlet of Chimington Green
- The relationship between the park and for the secondary school

The purpose and character of the green link as it passed through the park

Alastair Leighton of Gillespies, the consultants commissioned to design the park, set out the brief for Discovery Park and described how 'links' became one of the key aspects of the park. Discussion then covered:

Strategic link through Park Farm to Stour Riverside / Willesborough Nature Park has planning permission and will be the main north-south pedestrian and cycle route which provides direct access to the station and town centre. The landscape setting of the Canal District was seen as an attractor:

- How to plug directly into the heart of the new community at Chilmington Green.
- How to possibly provide a range of landscape uses along the Discovery Park section
- The green links potential to run along side the smartlink / bus link if that connection is made

The Discovery Park connection to the High Street

It was agreed that an axis should be made that connects the park as directly as possible to the High Street. If the link is made it is likely to influence a range of other uses along the route, particularly if integrated with the SmartLink/bus link. It has the opportunity to provide an edge to the proposed Community Hub and it could also influence the location of schools in general.

It was considered that the green link should be very legible and unencumbered by traffic. If streets are to cross the green link, this should not be too intrusive.

The type of uses that could possibly be located along the green link

The green link through the park could be the catalyst for a chain of open space uses such as gardens for produce, either as allotments or community gardens. It could also be the place where formal play uses are located.

Within the park uses such as a Discovery Centre were discussed, both for its community and employment benefit. It was thought that some parts of the park edge could be used for artisan employment uses – small workshops and offices that had a rural or landscape business.

It was discussed that within the urban area, the green link could provide the opportunity to locate the community hub and all the associate uses that would entail.

Making a path through the hamlet of Chimington Green

It was felt by all that sensitive design is required around the hamlet of Chimington Green.

Care will be needed over the historical and ecological setting of the hamlet. Some local residents have commissioned their own ecology surveys and found many newts.

③ WORKSHOP 2
12 JUL '06

③



Good life
Park Through
High
Landscape
park build

- HIGH ST.
- CONTINUITY HUB (TEAM)
- GREEN LINK - TO PARK
(THROUGH HAMLET)
- PARK LINK - CAN USE FIELD
- GARDEN LANE - GARDEN - PAT

STRATEGIC PARK

WORKSHOP PM

The group reflected on the types of uses appropriate to the green link passing through the hamlet. It was thought that it could provide the setting for paddocks and larger plot properties.

It was suggested that larger plots could be the setting for self sufficiency, self build and rural entrepreneur initiatives. This could potentially generate high values and high quality. Indeed the term 'The good life' could form the anchor for new uses in such a sensitive area.

The relationship between the park and potential location for the secondary school

An 8 hectare secondary school and a 2 hectare primary school were drawn as a square on a piece of tracing paper to show the relative size of these components. This made it clear that the secondary school would have a big impact on the masterplan.

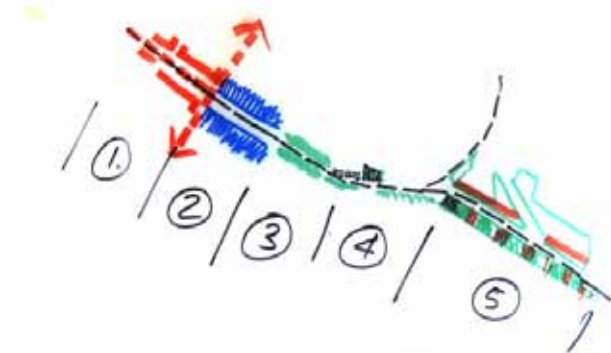
As different locations were discussed it was clear there is a complex set of issues to resolve related to the land required to accommodate a secondary school and the impact of this on the urban form and its accessibility. None of these issues were resolved and the group was split over the right solution. What did become clear is that the secondary school will have positive and negative impacts on the town centre or urban edge. The attributes of each location will therefore have to be studied further.

A drawing started to emerge where an elongated secondary school site may be able to have both an urban and a rural setting.

Conclusions

With reference to the image below, the group summarised the workshop by illustrating the sequence of the green link in five stages:

1. The High Street character, with its very urban feel
2. The Community Hub area, that should be tested as to whether there is a primary or secondary school to anchor it.
3. A progressive greening of the link, as it passes through the hamlet of Chilmington Green.
4. An area of low density, high quality uses referred to Park Link (or Good Life Area)
5. The Garden Lane as the link passes through the open space of Discovery Park





LANDSCAPE, HERITAGE AND ECOLOGY

WORKSHOP AM

General:

- Comment over the size of Discovery Park, with the view that the lower densities being provided over a larger footprint are making Discovery Park smaller. Some noted that they weren't happy with the workshop drawings produced in February 2009 that showed Discovery Park area and urban areas as totally separate elements – they should be more linked.
- Request for a "greenprint" to be prepared for the AAP footprint – green corridor is seen as a priority to link with Coleman's Kitchen Wood. The design should integrate existing features which need to be identified early on in the masterplanning, including landscape, ecological, drainage and heritage features. Assets and opportunities should be considered and plotted now and areas that are left over should be developed. Safeguards should be put in place and retained features / areas should reinforce each other to provide a strong framework.
- Request for interesting green space where people can live and play (ride, walk) within the main area of the development, not just equipped areas of play or formal play areas. Green spaces should be linked by green routes and the journey should be part of the recreational experience. This quality of place should direct the design more strongly than prescriptive quantities and distances i.e. LAP and LEAP standards. The Park Farm development has some good features. The Masterplan should include enough green space throughout that is accessible to avoid the need for people to travel to Discovery park for green space access.
- Linkages should include 'hot spots' for ecology to achieve better biodiversity and should be integrated within the development in the right way. Linkages should be identified and plotted.
- A resident of Chilmington Green present at the workshop objects to the principle of the development and believes that the extent of built development should be constrained to within the Stour Valley and the Greensand Ridge to the north west to minimise impact. However, the principle of development at Chilmington Green has been established through the Core Strategy and as such is not the focus of the workshop.
- Discovery Park should form a continuous link and should not be fragmented.

AAP Footprint:

- Consensus was reached within the group that development on the upper slopes south of Coleman's Kitchen Wood should be avoided and Discovery Park should be linked with Coleman's Kitchen Wood.
- Brisley Farm and the proposed development should be linked through pedestrian, cycle and potentially SmartLink routes, but not by development.

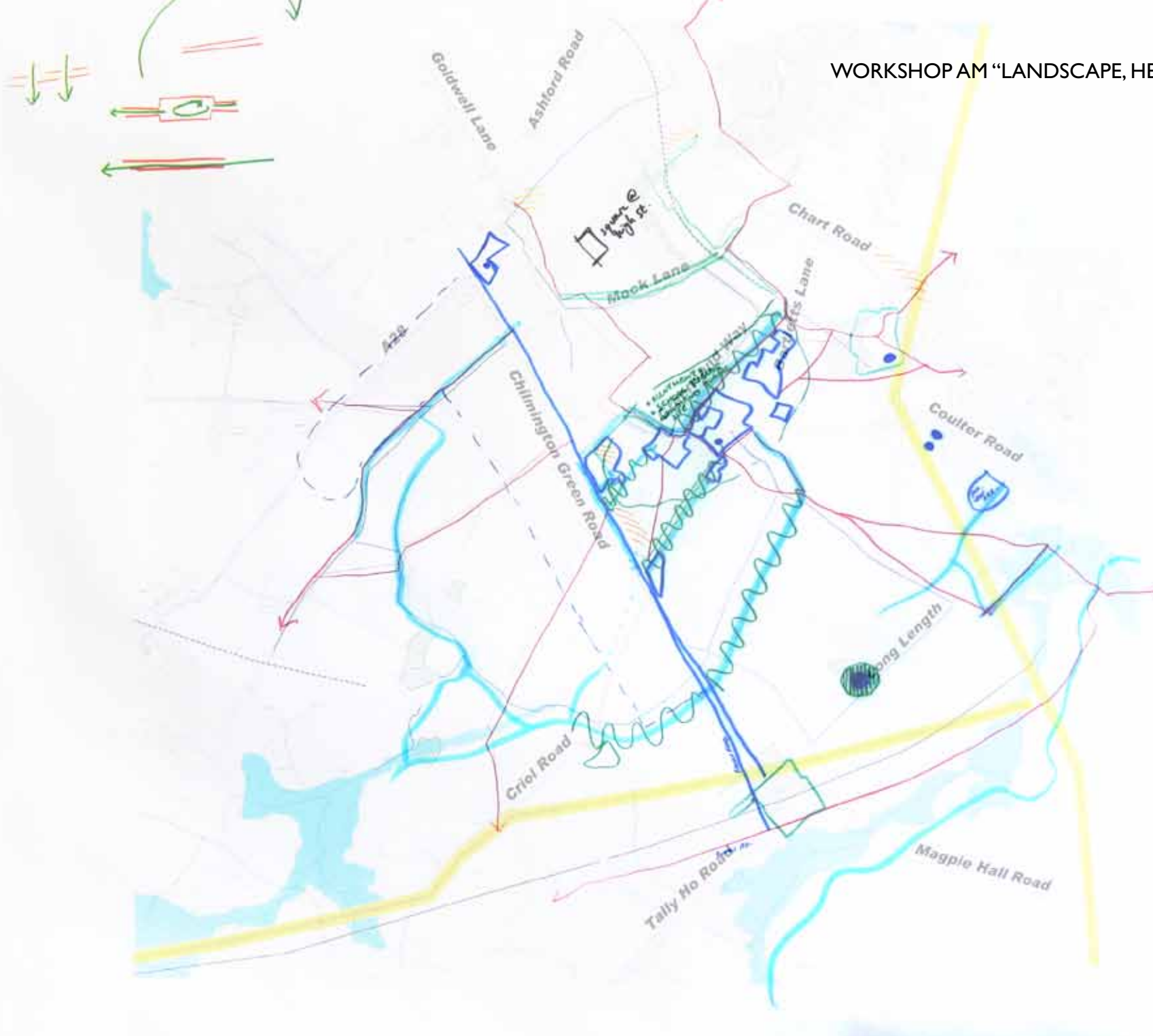
Smartlink:

- Route Option C, south of Coleman's Kitchen Wood is acceptable if it can be softened, e.g. lighting avoided, rural feel maintained, single lane / narrow width and used only for buses and pedestrians / cyclists, common sense should prevail
- The drawings show SmartLink as a heavy red line which stands out, ecological areas / landscape features should be shown prominently on the masterplan drawings also

Streetscape:

- Will the masterplan provide design information on streetscapes? Properties should not be squeezed in, a leafy environment should be maintained, and "garden city" character achieved
- What is the lighting strategy for Discovery Park?
- Can different lighting strategies be applied to different areas of the development? There was discussion about the balance between needing secure, lit and overlooked routes and also having access to dark routes and unlit walks which are one of the benefits enjoyed by living in a rural / rural edge context.
- Does the character of areas preclude certain types of housing mix?

WORKSHOP AM "LANDSCAPE, HERITAGE AND ECOLOGY"



LANDSCAPE, HERITAGE AND ECOLOGY

WORKSHOP AM

Chilmington Green hamlet:

- A few of the residents expressed that they would like to see the hamlet preserved and protected, with no building permitted within this area.
- Sensitive treatment is required for the boundaries of the hamlet. Suggested uses nearby include a buffer of open space, allotments (where will these be integrated within the development?), low density housing and a woodland burial ground. Backs of buildings / rear gardens facing onto park should be avoided, particularly around the hamlet. Parkland or "green" land uses that have a level of control / security, such as allotments and burial sites, were considered more appropriate than having a publicly accessible park coming up to the backs of the existing hamlet properties.
- The aspiration to preserve the character of the area and to make it 'not just anywhere else' is all good, but how can we ensure this will be implemented?

High Street:

- Agree that HGVs should stay on the A28 rather than being orientated through the new High Street.
- The character and layout of the High Street should bring in green space, such as being tree lined through the middle of the road, staggered road alignment with planted areas used to narrow the road in places, provision of a market square which contains trees etc.
- Parking will be important, will there be parking along the High Street itself?
- Walkability and the location of retail uses will be important. There should be links to community hubs elsewhere and green links should connect the High Street with the wider area.
- Measures should be taken to avoid a significant store/superstore dominating or controlling the High Street overall, and should not absorb all the High Street functions such as post office, bakery, shoe repair, etc and limit the viability of individual, locally stores and businesses. Parking associated with the store should be available for use by the community and not controlled by the store. Store can anchor High Street but should not dominate.

Secondary School Location:

- The preference is for the secondary school to be located west of Chilmington Green, near the A28 as the secondary school playing fields would provide a buffer between the High Street and the hamlet.
- Sharing school playing fields with the community (such as is being suggested if the secondary school were to be located near Discovery Park) is a good idea but there are some problems with its delivery. Concern by Ofsted regarding security is growing. Is public access and the need to ensure security of schools compatible when school is in session? Detailed consideration is required, a workshop is required between educationalists and designers to see whether sharing facilities can be made to work.
- If the school playing fields were to be shared with the community this should not be at the expense of providing other facilities which will be required in addition to any sports facilities which are shared.



STRATEGIC PARK



LANDSCAPE HERITAGE

Handwritten text on a whiteboard, likely providing details or context for the diagrams. The text is partially obscured by the presenter.

Handwritten text on a whiteboard, likely providing details or context for the diagrams. The text is partially obscured by the presenter.



LANDSCAPE, HERITAGE AND ECOLOGY

WORKSHOP PM

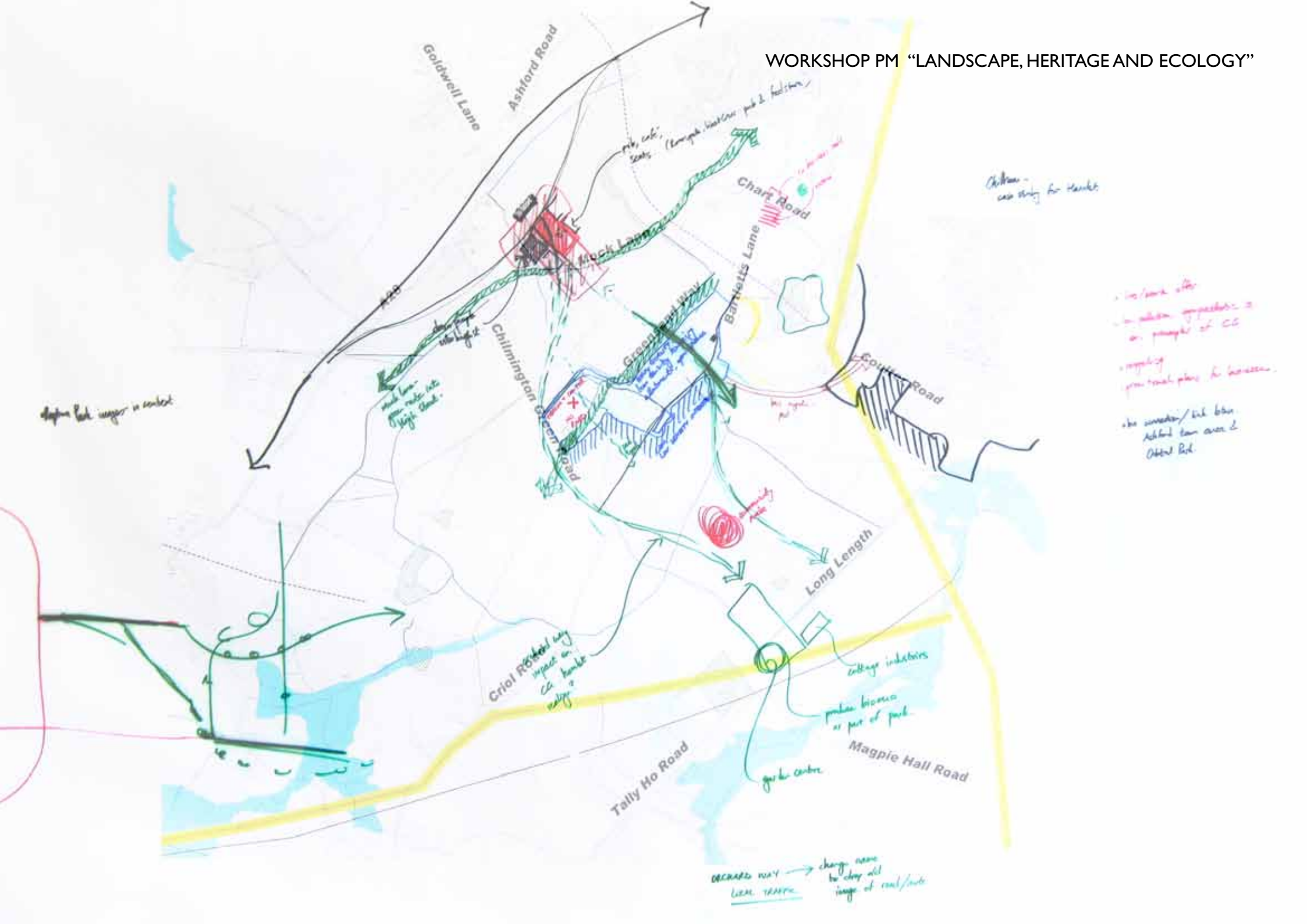
Employment:

- Concern was raised over the relatively low provision of jobs within the site per household (e.g. 1 job per 7 houses).
- Technology should be provided (such as high speed fibre optics) to ensure that residents can work from home. Good technology would provide business opportunities within the development also, particularly for internet based companies.
- There should be a range of employment opportunities, part-time, full-time, range of pay scales and quality.
- The existing industrial estate in the northern part of the site is relatively limited. Is there an opportunity for Chilmington Green farm to be converted to business use?
- Where will the new residents work? It may be hard to find work in Ashford, many people may use the high speed rail link to travel to London. The desire was to find opportunities for local employment as much as possible to avoid Chilmington Green being 'empty' throughout the day.
- Creating a 'step change' and a commercial quarter takes time.
- A comment was made that the quality of the supermarket would influence the type of residents within the development.
- Clarification was provided that the supermarket will occupy an area of approximately 40,000 ft² in total which will provide 15,000 ft² of floor space, i.e. a medium sized supermarket which would not compete with the town centre, but would allow residents to buy their weekly shopping.
- A preference was expressed for other shops in addition to the supermarket, e.g. butchers and independent shops which would be located on the High Street.
- A small business area within the site would be preferable. The suggestion was made that some of the key selling points could be the landscape, views, low carbon as people would not need to travel far. Only non-polluting activities would be permitted.
- There is also potential for live-work units and for small workshops near houses, dotted around the development. The units should be flexible to accommodate different uses over time. There should be no retail sheds.
- There are opportunities for employment associated with Discovery Park, these could link with the woodland (e.g. wardens), community activities, crafts, biomass as an energy etc.

High Street Orientation:

- A comment was made that retail sheds / out of town retail or office park should be avoided along the A28 near the site, although the area would be good for horticulture / commercial uses which would be very visible. Retail units at the gateway to the development would not be appealing.
- The supermarket would be preferable off the High Street rather than off the A28 although it will be important to provide people with choice and ease of access.
- A pub will be important to support a Community Hub. An example of a successful venture is the Wheatcross at Ramsgate where a pub and a shopping centre are located together.
- There was the desire for a cinema with good bus / SmartLink service to allow people to get home after a film in the evening. It was noted that buses already run to the cinema in Ashford Town Centre.
- Green travel plans will be important for the businesses.
- The orientation of the High Street and its future expansion depends on the phasing of the development, including how the Collyer Land is integrated within the development. It will be important to balance the development.
- Is a curved / crescent-shaped High Street possible avoid a vehicular route through the hamlet?
- Can the High Street be moved to ensure retention of Mock Lane hedgerows or even integration of Mock Lane and the hedgerows within the High Street as a green link?

WORKSHOP PM "LANDSCAPE, HERITAGE AND ECOLOGY"



Chilmington Green -
use study for market

Chilmington Green -
use study for market

- use study for market
- use study for market
- use study for market
- use study for market
- use study for market

Chilmington Green
Long Length
garden centre
cottage industries
urban biomass as part of park
garden centre
decrease way to drop old image of road/area
change name to drop old image of road/area

decrease way to drop old image of road/area
change name to drop old image of road/area

LANDSCAPE, HERITAGE AND ECOLOGY

WORKSHOP PM

Chilmington hamlet:

- No road should be going through Chilmington Green hamlet, particularly in the location indicated for Orchard Way due to ecological and heritage constraints (newt foraging, etc)
- It was generally conceded that in some areas of the hamlet there were old farm sheds, etc, which could be replaced with high quality, specially designed houses which would compliment the character of the area.
- Housing surrounding the hamlet should be lower in density.
- A detailed design code should be prepared for Chilmington Green hamlet.

Transport:

- SmartLink should extend to the Collyer land and avoid Chilmington Green hamlet.
- Orchard Way will provide a link to Kingsnorth and Chilmington Green but its character, purpose and route is not known. The function of the road and its alignment needs to be resolved.
- It is understood that a link road will be needed through Chilmington Green hamlet regardless of Orchard Way, to allow access within the development.
- Strong objection was expressed to any road crossing through Chilmington Green hamlet, a cycle and pedestrian only route would be acceptable but no motor vehicles.
- How will Chilmington Green Road be integrated within the development? With the Collyer land coming forward it will no longer be on the edge of the development.

- It is understood that there are concerns over the capacity of Chilmington Green Road and as such an additional or replacement road to link to Kingsnorth is required. The need for a through route suitable for use by commercial / farm traffic was highlighted.
- Should Chilmington Green Road be upgraded, can it be moved further south or if a replacement / alternative road is provided can this be south of Chilmington Green Road? Concern not to have a road as an edge to the development since this would encourage further development beyond the site in the future.
- Would Orchard Way be located through the development? If its located north of Chilmington Green hamlet it will follow a similar route to SmartLink (with associated concerns about affecting Coleman's Kitchen Wood and also adverse effects due to the local topography), below the natural 'amphitheatre', this raises more concerns, is a parallel route to Smartlink needed? Should Orchard Way be located north or south of Chilmington Green hamlet?
- Concerns were raised that the existing assets (e.g. Mock Lane hedgerows and Chilmington Green hamlet) are not being considered before deciding the locations of roads / high street etc.

CHILMINGTON GREEN, ASHFORD MASTERPLANNING OPTIONS WORKSHOP

July 22 2010, Ashford International Hotel

Simone Weil Avenue, Ashford, TN24 8UX

5 CARBON NEUTRAL



CARBON NEUTRAL

WORKSHOP AM

The workshop started with a discussion of the CS10 policy and the targets for onsite carbon reduction and the association with the wider aspiration for the growth of Ashford to be zero carbon.

As illustrated in the introductory presentation the houses may look different, in style and orientation.

This will impact on the master plan in terms of density and layout.

We introduced ARUPs work regarding the viability of different technologies etc.

General Discussion

The different technologies were discussed to varying degrees.

Building Fabric

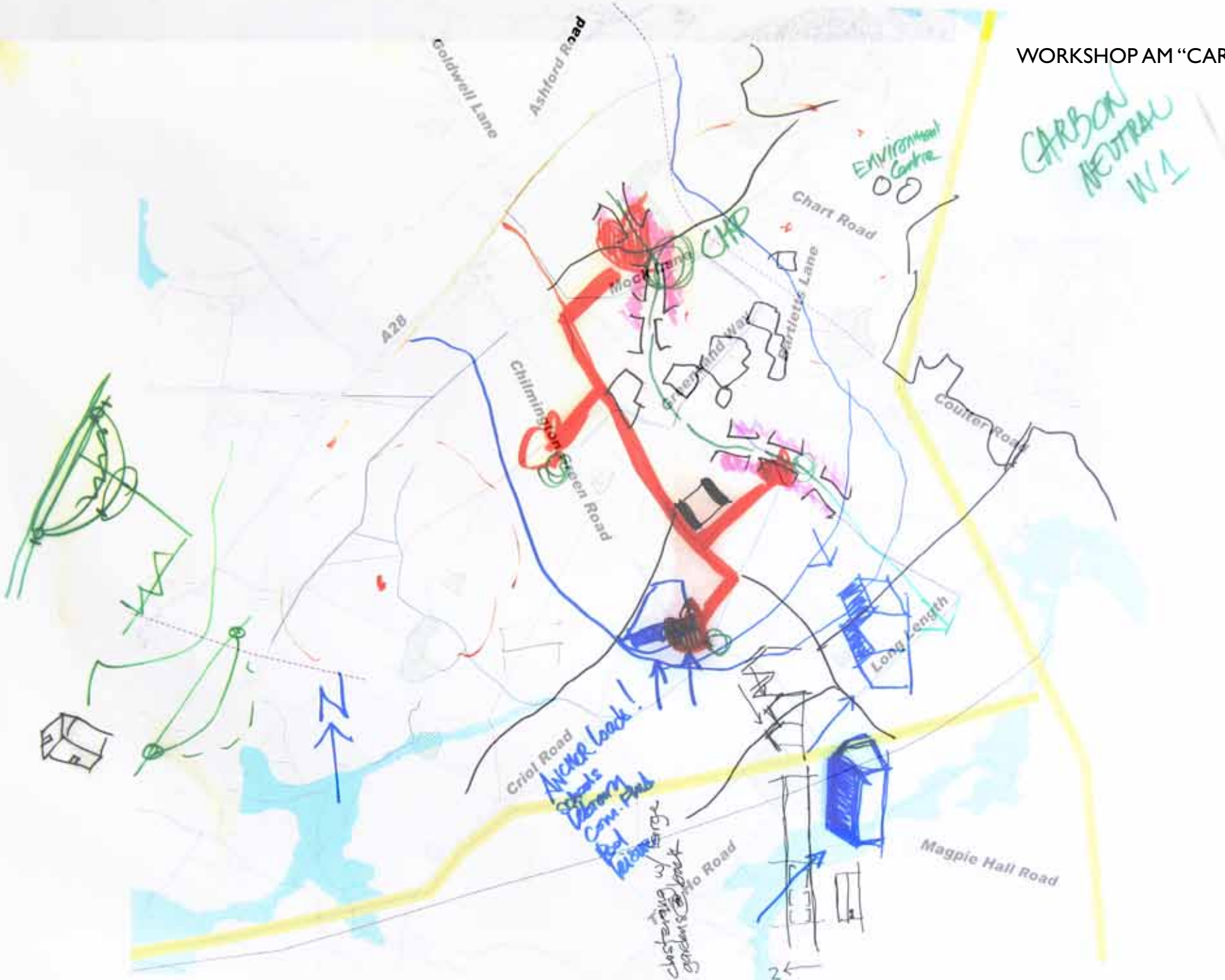
One key element for the onsite strategy is to reduce the amount of energy and therefore carbon emitted, through the improvements in the building fabric.

Whilst it is possible to make a building to be almost air tight and very efficient it does come at a cost. The cost of these works seem to increase considerably for the higher code for sustainable homes levels. It may be more effective to reduce the carbon emission associated with the existing properties rather than chase diminishing returns, beyond required Code levels, with the on site properties.

CHP

- To make this viable the site would need to have higher densities 40-50+ units / ha was a figure used as a ball park, but this could be reduced by having other major users the exact number would be down to onsite viability testing.
- As well as discussion of size and density to deliver viable CHP we also discussed anchor loads that would unlock demand and increase business case. For example, schools, community buildings, leisure etc.

- Any zone being supplied by a CHP would need a minimum size again which depends on the mix of land uses but a rule of thumb would be 350-500 units or equivalent loading from other uses, the exact number would be down to onsite viability testing.
- It is possible that the development would have a number of these higher density CHP hubs within an overall lower density area.
- It is possible to either have one CHP plant per hub or one larger plant for the whole site but this would need high density development along the routes of the heat system to pay for the pipe work.
- Technologies not widely used in the UK but has a good track record for the rest of Europe. However there are a number of successful UK examples.
- If this approach reduced the utility bills for houses then it was seen as a positive thing.
- If it meant that no gas network was included for these houses it may cause a burden for some home owners on low incomes as residents may have to buy a new cooker as they want to be able to use their existing gas cookers.
- It may take a culture shift to buy heat rather than power, but the end result of competitive pricing and value for money would be welcomed by most people.
- The fuel for the CHP was discussed: gas or biofuels (both in terms of biomass and biogas) were the key sources and that any fuel would need to consider the wider impacts of carbon footprint e.g. the source of the fuel, local employment etc.



CARBON NEUTRAL W1

Environment Centre

CHP

A nice look!
clusterings w/ large gardens & back

Long Length

Magpie Hall Road

Criol Road

Chilmington Green Road

Chart Road

Goldwell Lane

Ashford Road

A28

Coulter Road

Mod Lane

Greyhound Way

Cartlets Lane

2 ←



CARBON NEUTRAL

WORKSHOP AM

Solar – PV / Solar Thermal

- This would be used at a house level.
- Likely that it could affect the style and orientation of some of the properties.

Ground source and Air source pumps

- They have the benefits of being able to be delivered for a range of individual properties and do not require centralised networks, but can be less efficient in terms of the power used.

Large Scale wind

- Unlikely to be publicly acceptable and the local wind conditions questionable but it would have a good contribution if it were possible.

The Aspiration to achieve Carbon Neutral Growth in Ashford

Three options were discussed.

1. Achieving this onsite using the above technologies, but this is unlikely to be financially viable.
2. Off-site wind generation at a large wind turbine either onshore or offshore
 - It was thought that this was a useful way to invest the money.
 - Limits visual impact if they are located in areas with other wind farms.
3. Ashford Carbon Fund
 - It was thought this was a good way to reduce existing carbon footprint of Ashford.
 - Either at a property level or investing in town wide infrastructure.
 - Likely to maximise the carbon savings for money spent.
 - It would be good if these could also have local community benefits.

Note that none of the options could provide neutrality on their own: on-site solutions are unlikely to be viable at scale: off-site solutions would be an allowable solution and unlikely to be suitable to offset total carbon; CS10 policy recommends contributions to carbon fund for residual emissions so not suitable to offset total emissions.

An alternative thought discussed was having a personal carbon credit and therefore not focusing all the effort in achieving carbon neutrality for Ashford solely looking at the building consumptions.' While this was discussed there is currently no local policy basis for this. CS10 aspiration is for carbon neutral development (building emissions), not zero carbon footprint (carbon emissions from resident's lifestyle)

Future technologies

The final strategy was left open because in part it will depend on the master plan layout and constraints. However, it was recognised that technology is changing so fast at the moment the most appropriate solution is likely to change over the courses of the development. Therefore any strategy will need to be flexible and allowed to evolve.

II SENSE OF PLACE



SENSE OF PLACE

WORKSHOP AM

Sense of Place

A vibrant and attractive High Street was agreed to be key to developing a successful image and identity for Chilmington Green.

High Street

Location - 3 options considered.

A. at T junction of the alternative route to the A28 and Orchard Way

On balance this location was considered the best option in spite of its position to the north west of the overall development footprint. The relationship to the A28 was seen as a significant asset in terms of improving the viability of the High Street retail although further evidence of the benefit of diverting traffic from the A28 was called for.

B. on Chilmington Green

A High Street on Chilmington Green Road had the advantage of positioning it more centrally to the potential overall development footprint. However this would lose the advantage of visibility from the A28 and probably decrease the viable scale of the High Street offer. Loss of ecology related to existing hedgerows and the impact on existing homes were also considerations.

C. Chilmington hamlet

The location of a High Street or other form of local centre in Chilmington hamlet was considered as it could provide a central location within the development footprint. However after some discussion this location was rejected for a number of reasons. Firstly its remoteness from the A28 could compromise viability of businesses. Secondly due to the high number of listed buildings with settings of heritage value and low scale there was concern that integrating new town centre uses would be detrimental to the character of the historic settlement. Re-using existing buildings for community or leisure uses was however identified as an opportunity that could be encouraged even if the main centre were elsewhere.

Public Square

Creating a public square at the junction of the alternative route to the A28 and Orchard Way was identified as an opportunity. A high quality public space with café's shops, fountains etc should form the focus for community life. 'Shared space' should be used to give pedestrians priority whilst letting traffic move slowly through the square.

Connectivity

Pedestrian routes linking the Square and High Street to adjacent residential areas should be incorporated.

Flexibility

Buildings along the High Street should be built with 'flexible' ground floors to allow either commercial/retail or residential uses.

Local Centres

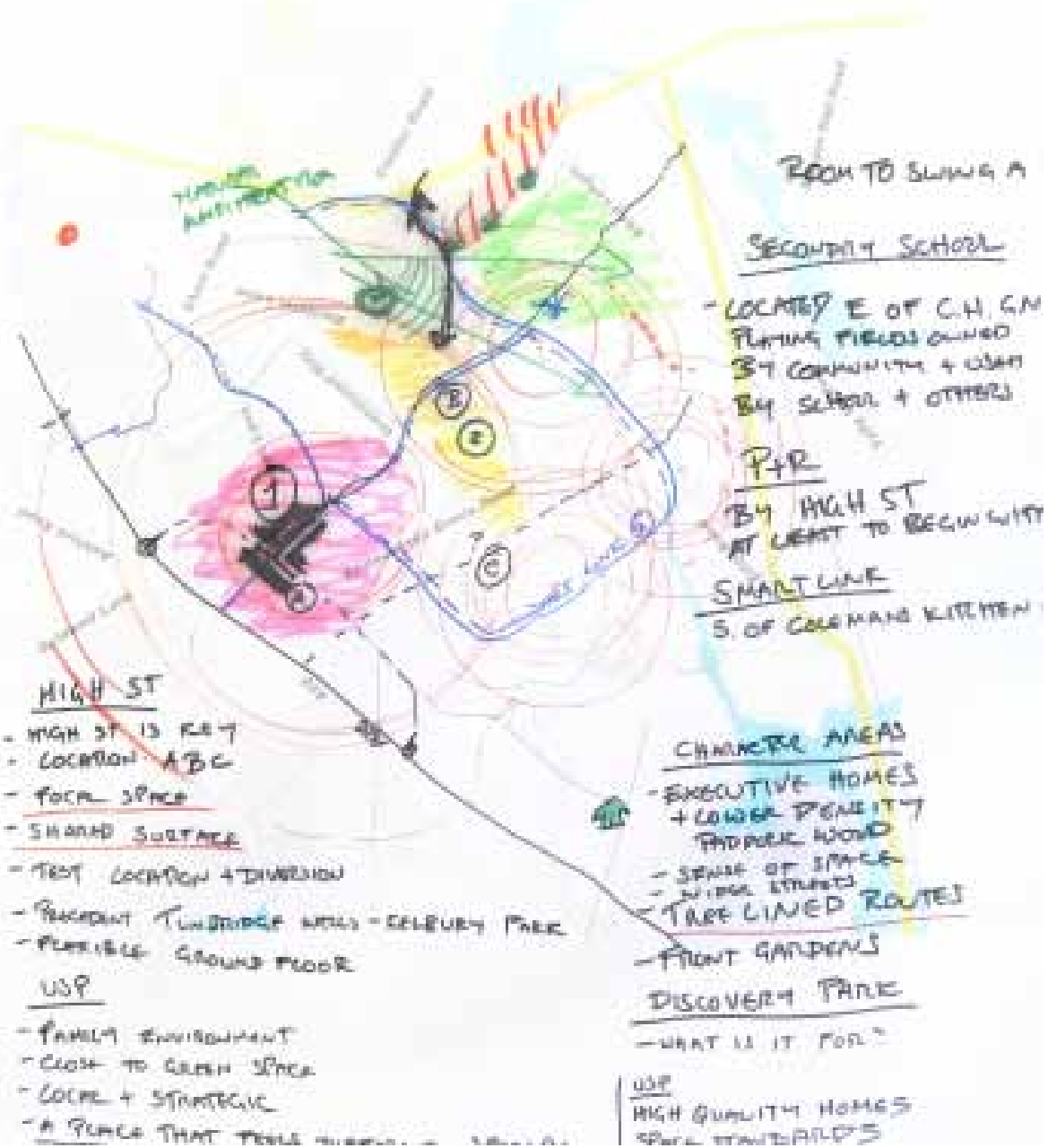
These should be pleasant and safe with facilities such as a doctor's surgery, pub, shops and primary school.

Identity and USP

The consultant team were challenged with developing a clear brand/identity for Chilmington Green and identifying its unique selling point.

SENSE OF PLACE
WORKSHOP 1

- ① TOWN CENTRE
 - BUSY & MIXED USES
 - MIXED SPACE
- ② CHILMINGTON HAMLET
 - EXHAUSTION THROUGH
 - LARGE HOME JOURNALS



ROOM TO SWING A

SECONDARY SCHOOL

- LOCATED E OF CH GM PLAYING FIELDS OWNED BY COMMUNITY + USED BY SCHOOL + OTHERS

P+R

BY HIGH ST AT LEAST TO BEGIN WITH

SMART LINE

S. OF COLMAN'S KITCHEN

HIGH ST

- HIGH ST IS KEY
- LOCATION ABC
- FOCAL SPACE
- SHARED SURFACE
- TEST LOCATION + DIRECTION
- PRECEDENT TUNBRIDGE WOOD - SELBURY PARK
- FLEXIBLE GROUND FLOOR

USE

- FAMILY ENVIRONMENT
- CLOSE TO GREEN SPACE
- LOCAL + STRATEGIC
- A PLACE THAT TELLS

CHARACTER AREAS

- EXECUTIVE HOMES + LOWER DENSITY
- PAVED WOOD
- SENSE OF SPACE
- WIDE STRAITS
- TREE LINED ROUTES

FRONT GARDENS

DISCOVERY PARK

- WHAT IS IT FOR?

USE

- HIGH QUALITY HOMES
- SPACE STANDARDS

SENSE OF PLACE

WORKSHOP AM

Key strengths and potential strengths were identified as

- Proximity to attractive countryside (although it was pointed out this did not make it unique in Ashford).
- Discovery Park edge location could be particularly high value.
- Good public transport links offering easy access to Ashford, London and other employment centres (subject to SmartLink providing the local connection).
- Good family environment.
- New schools.
- Good quality decent houses.
- A variety of densities and styles.
- Homes with larger gardens.
- Good quality public realm in-between buildings.
- Pedestrian friendly spaces.

A Sense of Space

Some participants were keen to see densities reduced to achieve a more attractive and greener residential environment. Wide tree-lined streets, larger front gardens and areas of executive homes should form part of the development.

Placemaking

It was agreed there should be a range of densities throughout the development designed to create areas of distinctly different character. This would include higher densities in the High Street and local centres and lower densities around Chilmington hamlet and in some other selected areas. Design Codes should be used to successfully define character areas, set quality standards and guide development which may be undertaken by different developers and individuals over time.

Summary

- Chilmington Green should become a special place able to attract people because of its character, mixed density and high quality design.
- The town centre should be buzzy with high density and mixed uses around shared space.
- Chilmington Green (hamlet) should have more large houses like Dulwich with good connections through it.
- The secondary school should be west of Discovery Park.
- Playing fields should be owned by the community.
- Park and Ride should be near the High Street in early phases at least.
- SmartLink route should run to south of Coleman's Kitchen Wood.
- Maintain green gap between Brisley Farm and Chilmington Green.



KEY ISSUES

- MIX OF DENSITY
- BLUE GRID TO S/W
- GREEN GRID RUNNING N/E TO S/W & CROSS
- FOOD STORE + P&R → R&R TO WEST OF A 28
- PLACE OF WORSHIP NEEDS TO HAVE OWN CHARACTER
- CEMETARY

- Employment
- Mixed use High St
- Higher Density
- Medium Density
- Medium/Low Density
- Low Density - Hamlet Character
- Low Density - Bla Grid Character
- Discovery Park
- Secondary School
- P&R

CARBON NEUTRAL & SENSE OF PLACE

WORKSHOP PM

The afternoon workshop set out to explore ideas for sustainable energy and its relationship to form and density of development. Groups Carbon Neutral and Sense of Place combined to explore the issues.

Density

- The relationship to adjacent communities needs to be considered.
- The scale of development should be sensitive to context particularly around buildings of heritage value in Chilmington hamlet and elsewhere.
- Concentrations of density need to relate to accessible employment
- Higher density should be concentrated around clusters of key facilities in town centre and local centres

Sustainable Energy

Heat Networks

Heat networks linked to energy centres were considered the most effective option for achieving carbon neutrality and meeting targets for renewable energy generation. Different biofuel or biomass options were discussed.

Heat networks would be most viable at densities of over 40 per hectare. The most efficient form of development from a heat distribution viewpoint would be lines of high density development along a main heat spine. However the principle of creating walkable neighbourhoods has led to a nuclear masterplanning concept with higher densities focused on clusters of facilities. The higher densities generated around the town centre/high street would be more suited to a heat network. A nuclear neighbourhood structure could work on a series of energy centres located centrally to each neighbourhood provided densities were not too low.

- Linking neighbourhoods to a shared energy centre could also be explored.
- Extending heat networks to existing communities surrounding the site was considered unviable, but maybe possible to connect to an Ashford wider solution at some point in the future..
- A swimming pool would offer opportunities for optimising energy use if linked to the neighbourhood system.

Solar energy

Lower density areas/edges where a heat network may not be viable may need to incorporate more PV's and solar technologies to achieve CS10 requirements. Roofs should be oriented to accommodate south facing surfaces. East/west oriented gables could allow dwellings to maximise potential solar energy generation.

Off Setting

Off setting was discussed and the benefit of contributing to improving the thermal performance of existing buildings or development of off site wind turbines should be evaluated. Some participants were keen to see an evaluation of the wider benefits of offsetting against adding renewables technologies to new homes where thermal performance would be high anyway due to new standards. This would be through the CS10 Ashford Carbon Fund.

Energy sources

Heat networks are a viable option. These can be fuelled by natural gas or bio gas fuels and work with different fuels in the future. Biogas was considered the most sustainable source. Heat networks could work with different fuels in the future. Biomass could be explored and if locally produced could bring employment opportunities. However, the relative merits of growing biomass or food would need to be evaluated in terms of sustainability.

Future Proofing

There is a need to build flexibility into the proposals because of the degree of uncertainty over potential energy sources in the future. Because it is difficult to predict the advances in technology that are likely to occur during the build-out period of Chilmington Green the masterplan should not be too prescriptive or inflexible.

Religious Building

The possible inclusion of a place of worship was discussed. It was pointed out the Great Chart had a historic church that could benefit from a larger congregation. A space usable by different faith groups was suggested for the town centre. Some thought this would tend to lack character unless it was owned by a particular faith.

Cemetery

The need for a local cemetery was noted. It was also noted that the ground conditions in much of Chilmington Green made it unsuitable for this use.

Spatial Plan

The group moved on to develop a spatial plan that illustrated how a heat network might cover the key high density areas. Lower density areas were located towards the southern edge and along green corridors linked to Ashford's blue and green grid.

UK Examples

There are a number of UK schemes where natural gas has been used to power CHP and biogas has been added to the wider gas network to offset the carbon produced.

Summary of issues arising from the Workshop

Once the report back was given for all the workshop groups Kevin Murray then brought the event to its conclusion summarising where possible the key points raised, discussed and debated throughout the day.

The following points were the key issues which will be considered in detail as part of the next stage of the Masterplanning process.

1. **Walkable neighbourhoods** – most people endorsed the approach – number of centres to be further explored.
2. **AAP footprint** – most people agreed that CG should not be joined to Brisley Farm through physical development. The extent of the development footprint will be explored.
3. **A28 – phased solution** – further work is required to demonstrate the consensus option ('A28 by-pass') is the best solution. Consider phasing (does access start at northern roundabout?) and features that 'slow down traffic along the A28'.
4. **High Street** – most people agreed of 'T' arrangement running 'parallel' to Chilmington Green Road – design and land uses to be further explored (including character).
- 4a. **Greenspine** – connections along High Street axis to Discovery Park – further exploration required.
5. **SmartLink** – phased arrangement for SmartLink to be progressed starting directly at the town centre. Loop system proposed for later phases. Further exploration of Mock Lane as an early phase link to Ashford. Most people agreed that the route should run to the south (and not north) of Colman's Kitchen Wood.
6. **Connectivity to the wider community** – there was general agreement that connections to the communities at Brisley Farm and Stanhope was important and should be linked through pedestrian, cycle and potentially SmartLink routes, but not by development. Connections to Singleton Hill and communities to the south are also important.
7. **Secondary school** – location could be probably somewhere along the 'Greenspine' – Further exploration required as to the location (at the edge of the site or towards the High Street), sharing of uses, separation of facilities, walking distances and the pros and cons.
8. **P&R** – further discussion is needed about how the Park+ Ride could be accommodated in the site prior to 2021 by using the supermarket car park, with the possibility of the Park+ Ride moving to the west of the A28 after 2021.

FOUR

SUMMARY & NEXT STEPS

9. **Orchard Way** – needs further exploration – the Masterplan / AAP needs to show facilitation of the link beyond Long Length. AAP needs to show how Orchard Way functions as a local link, and how the level of traffic arising from the quantum of housing can be accommodated within the local road network and A28 upgrades.
10. **Community involvement** - relationship to surrounding communities – involve the local people as 'guardians'.
11. **Employment uses** - explore separate facilities, quantum and location (next to the A28?).
12. **New housing** - explore a range of housing typologies including opportunities for 'self build'.
13. **Gateways to Chilmington Green from the A28 and Long Length** – requires further exploration.
14. **Treatment of Chilmington Green hamlet** – further exploration particularly on how a new route to will pass through the sensitive area; ideas of a green setting and low density development.
15. **Phasing of development** – Treatment of Chilmington Green hamlet – ideas of a green setting and low density development. Further exploration is required.
16. **Density & key nodes** – needs further exploration. Ideas of quality housing need to be explored as this will help define the overall quantum of development.
17. **What is Chilmington Green's Unique Selling Point?** What enables this development to stand out from the rest?
18. **Character areas and streets** – start to define these through the masterplanning process.
19. **Achieving high quality design.** The use of Design Codes and other policy guidance in ensuring that quality design is achieved needs to be considered further.

Other suggestions of things to consider for the next stage of the process include:

- Introducing a speed reduction strategy,
- Promoting healthy living,
- The interaction of culture and sport,
- Understanding the commercial viability and
- Careful testing required of the economic / patronage thresholds of viability of services, shops, transport and schools.

It is important to note that the concept for Chilmington Green has moved some way forward from previous stakeholder workshops in terms of density and urban form and also that Discovery Park has evolved in terms of layout, extent and positioning of some facilities.

The Build Up of Consensus

The following diagrams summarise the issues which gained consensus at the workshop. These are discussed in more detail below.

Diagram 1

- Connection to the A28 in at least two places
- New link street to encourage visitors to the town centre
- Design of the street to be flexible enough to change over time

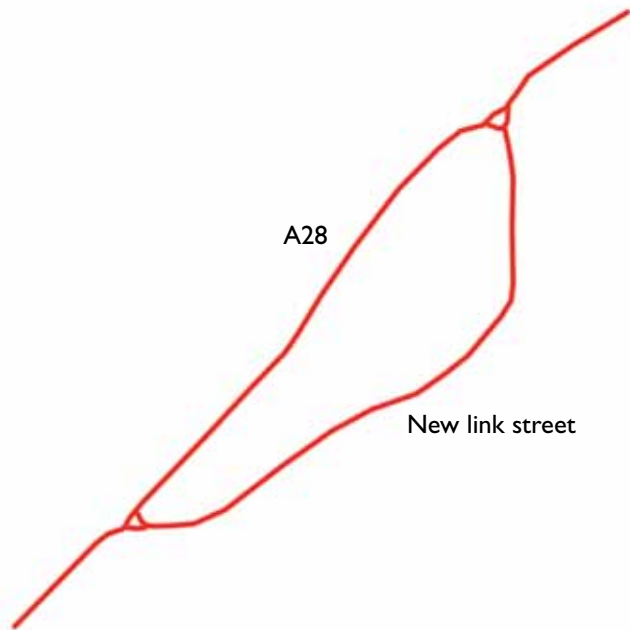
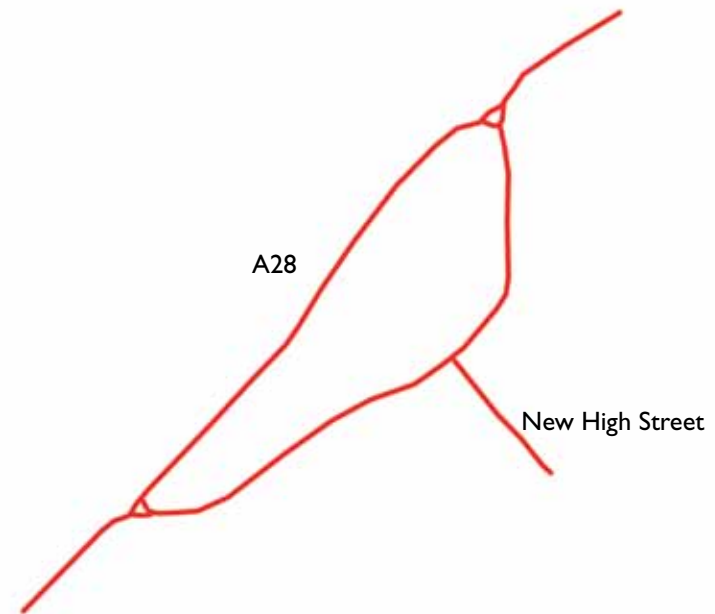


Diagram 2

- The High Street to lead in a southeast direction from the new link street
- The High Street to potentially take the majority of traffic through the development, or be restricted to bus (SmartLink), pedestrian and cycle.



NEXT STEPS

Diagram 3

- The character of lanes as part of the next stage masterplanning and how they fit into the overall movement framework will be defined.

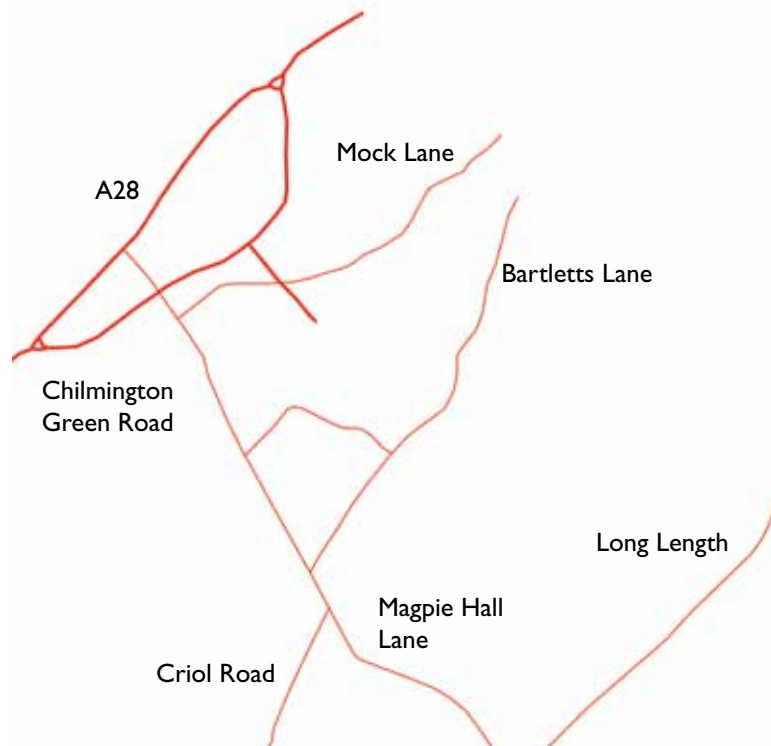


Diagram 4

- Integrating Discovery Park
- Providing a green link between Discovery Park eastern boundary and the High Street

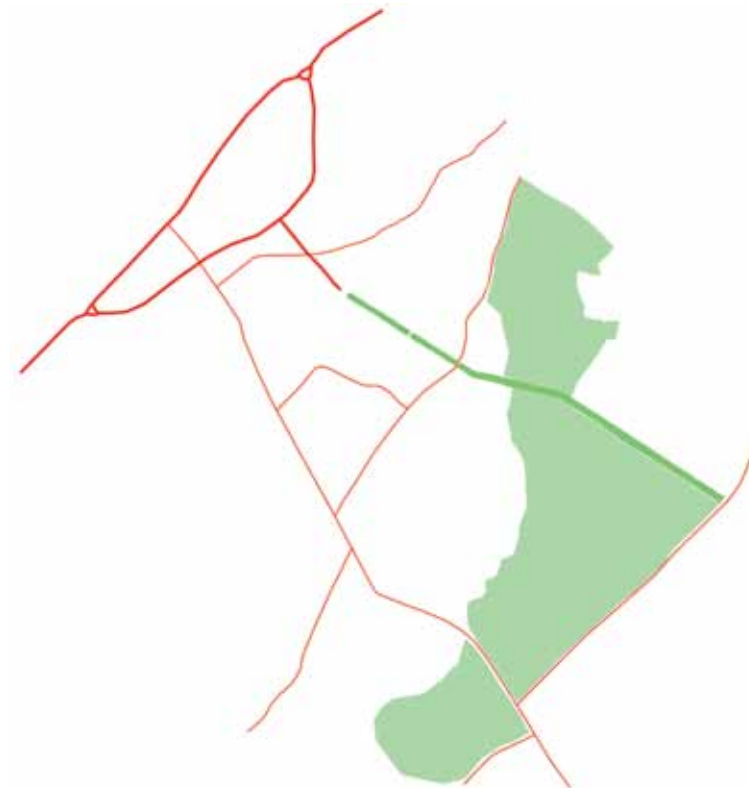


Diagram 5

- Locate town centre uses on the High Street

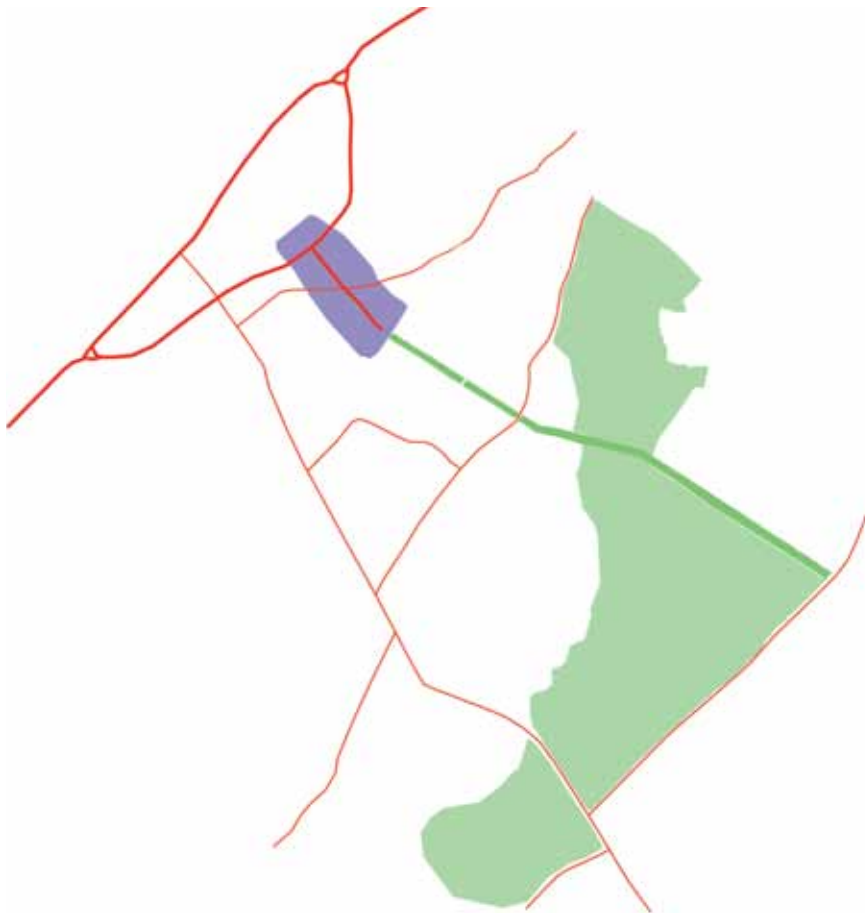
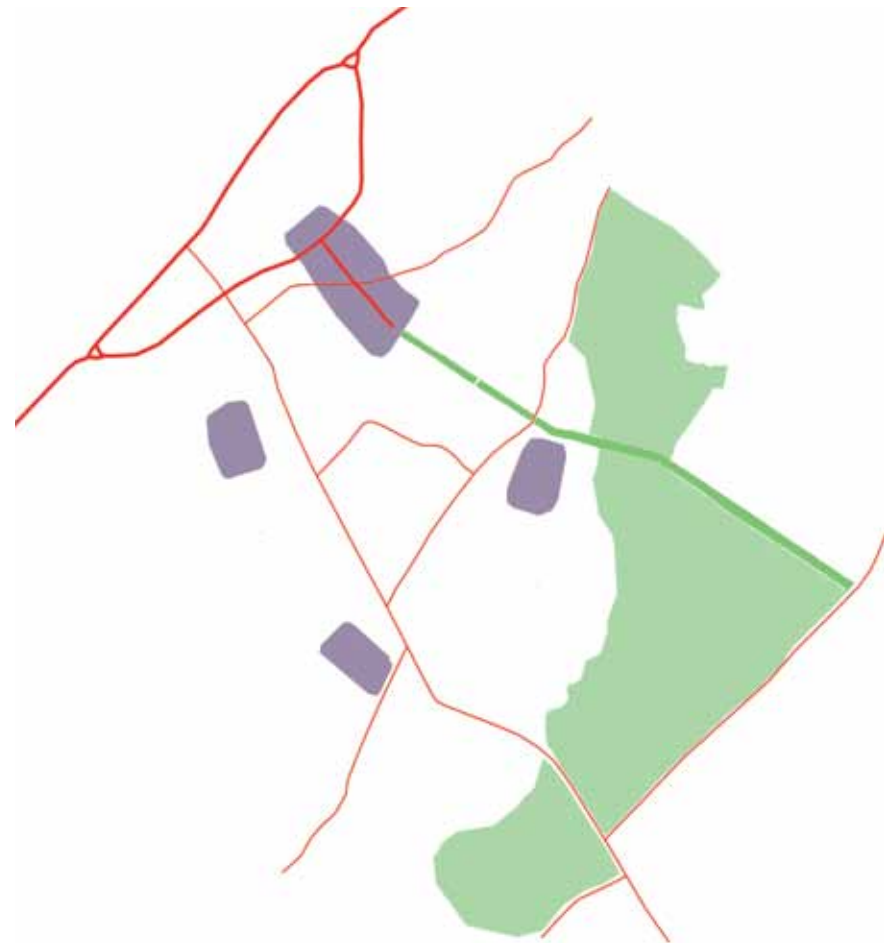


Diagram 6

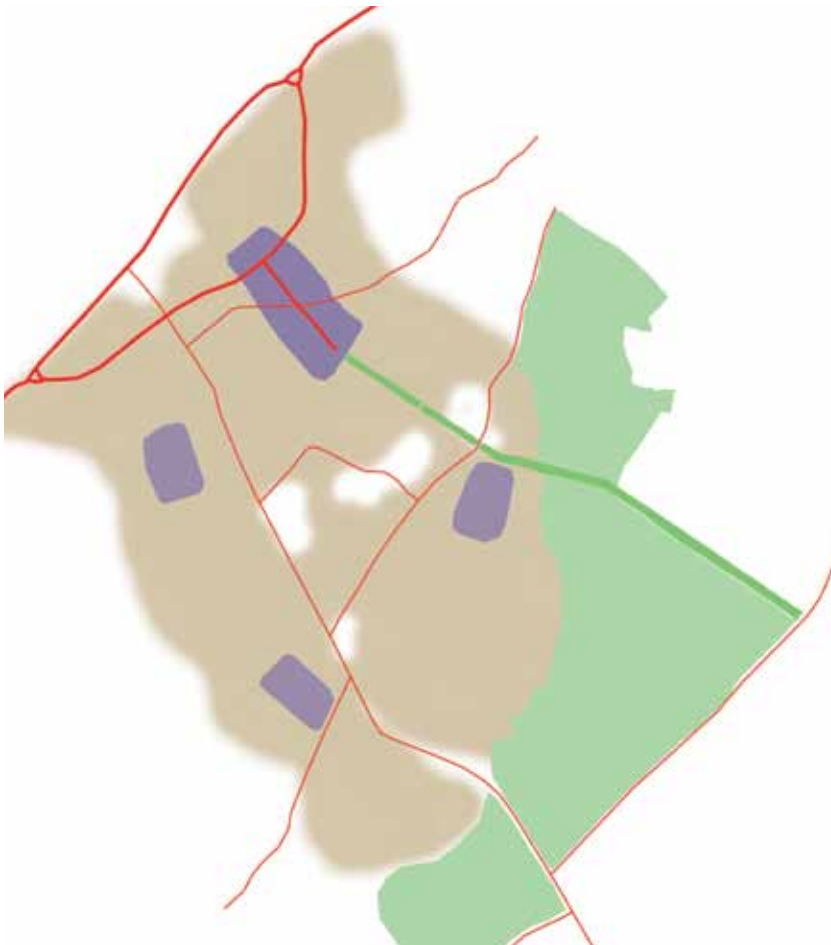
- Locate local centre uses to form the cores of other neighbourhoods



NEXT STEPS

Diagram 7

- Create walkable neighbourhoods



The Way Forward

With reference to the programme (Image 4, page 12), there are number of consultation events programmed. These exhibition and consultation events are an integral part of the Masterplanning process.

The next event will be a public exhibition / community event in Mid September 2010 (this has since been arranged for 24th and 25th September with a report back on October 20th. The event is to be held at the Singleton Environment Centre). It is the ambition to invite residents living in the surrounding and local areas as well as stakeholders who have been involved previously.

As the draft masterplan is developed – stage 3 – there will be another stakeholder workshop. Stage 4 will then take feedback from the workshop event and move forward to the preparation of the final masterplan and Area Action Plan.

It should be noted that throughout the whole process there will be regular community stakeholders group and Parish Council meetings so that residents are kept up to date on process.

APPENDIX A

ATTENDEE LIST

Name	Position	Organisation
Ms Helen Adcock	Partner	Bidwells
Mr Alastair Atkinson	Technical Director -Flooding /drainage/utilities	WSP
Mr Richard Alderton	Head of Planning and Development	Ashford Borough Council
Ms Margaret Allen		Moat
Miss Ieva Ansaberga	Community Planner	John Thompson & Partners
Mrs Judith Armitt	Managing Director	Ashford Future Core Delivery T
Mr Ian Bailey	Deputy Head- Cultural Services	Ashford Borough Council
TBC		Homes and Communities Agen
Mr David Banfield	Strategic Land Director	Barratts PLC
Mr Simon Bannister	Voluntary Sector- Co-ordinator	Ashford Borough Council
Mr Andrew Blacker	Technical Director- Transport	WSP Development
Cllr Jessamy E Blanford	Ward Member for Great Chart with Singleton North	ABC (and WKPS)
Mr Thomas Briault		ARUP
Mrs Charlotte Brooks-Lawrie	Principal Planner: Urban Extensions	Ashford Borough Council
Mr Mike Buchanan	Head Teacher	Ashford and Friars School
Mr Ian D Bull		Ian Bull Consultancy
Mr John Bunnett	Chief Executive	Ashford Borough Council
Mr Ron Buss	Parish Councillor	Shadoxhurst Parish Council
Mr Andy Cameron	Director of Urban Design	WSP Group
Mr Charles Champion	Partner - Community Planning	John Thompson & partners
Mr Ralph Carpenter	Chilmington Resident	
Ms Katie Chantler	Project Manager	KCC Regeneration & Economy
Mr Mike Chappell	Parish Councillor	Gt Chart & Singelton Parish Co
Cllr Paul N Clokie, OBE	Portfolio Holder for Strategic Development	Ashford Borough Council
Mr Simon Cole	Policy Manager	Ashford Borough Council
Mr Jeremy Cooper	Commercial Director	Stagecoach in East Kent and H
Mrs Ann Davies	Parks and Countryside officer	Ashford Borough Council
Mr Tom Dobrashian	Programme Director	Ashford's Future
Mr Paul Drew	Senior Urban Designer	John Thompson and Partners
Mr Malcolm Eke	Parish Councillor	Great Chart with Singelton Pari
Mr Kenneth Frohnsdorff	Chilmington Resident	
Mr Max Frohnsdorff	Chilmington Resident	
Ms Jessamy Funnell	Environment and Energy	WSP
Mr Richard Gardener	Parish Councillor	Kingsnorth Parish Council
Mr Phil Gilbert	Transport and Development Manager	Kent Highway Services
Ms Julia Goodwin	Senior Landscape Architect	Whitelaw Turkington
Cllr Rita J Hawes	Leader of Liberal Democrat Group	Ashford Borough Council
Mr Ian Hawkes	Chilmington Resident	
Mrs Nicola Hawkes	Chilmington Resident	
Cllr Mrs Aline Hicks	Ward Member for Weald South	Ashford Borough Council
Ms Vicki Hubert		Kent Highways Services

Name	Position	Organisation
Ms Val Hyland	Regeneration and Economy Manager	Kent County Council
Ms Lois Jarrett	Strategic Sites and Urban Design Manager	Ashford Borough Council
Mr Russell Jarvis	Landowner	Jarvis Homes
Mr David Jeffrey	Housing Enabling Officer	ABC Housing
Mr John Johnson	Chilmington Resident	
Ms Rachel Jones	Project Manager	John Thompson and Partners
Ms Tracey Kerly	Head of Housing	Ashford Borough Council
Ms Heather Knowler	Capital Projects Development Manager	KCC Regeneration & Econom
Mr Ian Lewis	Growth Areas Manager	KCC Regeneration & Econom
Ms Katy Magnall	Senior Urban Designer	Ashford Borough Council
Ms Mary Marshall		GOSE
Ms Ruth McKeown	Regional Head	Hallam Land Management Lir
Dr Hilary Moorby	Chairman	CPRE- Ashford District Cmte
Mr Kevin Murray	Lead Workshop Facilitator	Kevin Murray Associates
Mr Barrie Neaves	Growth Manager	Environment Agency
Mr Keith Nicholson		Kent Wildlife Trust
Mr Andrew Osborne	Economic Development Manager	Ashford Borough Council
Mr Howard Pearce		Ian Bull Consultancy
Mr Giles Perry	Consultant	For Hodson Development
Mrs Carly Pettit	Policy Planer	Ashford Borough Council
Mr Jerry Preston-Ladd	Chilmington Resident	
Mr John Pullen	Landowner	
Mrs Pauline Pullen	Landowner	
Mr Tim Reynolds	Smartlink Project Manager	Ashford Future Core Delivery
Mrs Lesley Rogers	Chilmington Resident	
Ms Clare San Martin	Project Partner	John Thompson and Partners
Ms Irene Seijo	Blue and Green Grid Manager	Ashford Future Core Delivery
Mr Bob Sellwood	Planning Consultant	Sellwood Planning
Mr Neil Shorter	Parish Councillor	Kingsnorth PC
Ms Mia Smith	Parish Councillor	Shadoxhurst PC
Ms Vicky Smith	Senior Ecologist	WSP Group
Miss Laurienne Tibbles	Sustainability Manager	Ashford Future Core Delivery
Ms Natalia Trossero	Urban Designer	John Thompson and Partners
Ms Liz Wedgwood	Ashford & Swale Transport and Development Team	Kent Highway Services
Rev Tim Wilson	Great Chart Rectory	Churches Together in Ashford
Mr Ian Wolverson		Save Great Chart Action Grou

APPENDIX B

ISSUES ARISING

CHILMINGTON GREEN MASTERPLAN OPTIONS WORKSHOP – AUGUST 2010

ABC: Key Masterplanning Issues

The following summary table sets out ABC’s view on the **key spatial issues** emerging from the workshop which will need to be resolved in order for the emerging options to be tested and refined. **Please note that a full report of the workshop will be issued in September.**

ISSUE	DESCRIPTION OF ISSUE	ACTION	LINKED ISSUES
Secondary School: Location and configuration	<p>The location of the secondary school will have significant spatial impact and, depending on its location, could bring particular benefits in terms of pupil patronage of local facilities (park, shops, etc). Viability arguments for locating a secondary school on the High Street need to be tested.</p> <p>KCC have confirmed that the secondary school would be available for services to be delivered from the school. The detail and management of this is work in progress, but could include drama/ theatre activities outside of school hours, space for hire in the evenings to voluntary and community groups, pitches for hire to the public, etc</p>	<p>Internal meetings between ABC & KCC</p> <p>Update developers on 10th but KCC/ ABC discussions will be ongoing.</p>	<p>High Street design</p> <p>Role of community hub</p> <p>Smartlink</p> <p>Economic and place making arguments for the benefits of placing the school in a certain location.</p>
Community Hub: Role & Location	<p>The preferred location for the secondary school will affect the range of services available in the community hub. E.g. if the secondary school is centrally located, it may offer a wider range of services than if it is more peripherally</p>	<p>Internal meetings between ABC & KCC</p>	<p>Location of school</p> <p>Smartlink route –</p>

ISSUE	DESCRIPTION OF ISSUE	ACTION	LINKED ISSUES
	<p>located.</p> <p>The services in the community hub and services which could be accommodated by the secondary school will be influenced by:</p> <ul style="list-style-type: none"> • Location of secondary school • Type & size of service needs: what services could be provided from a primary school-based community hub, and what services delivered from a secondary school? • How frequently people access certain services • Availability of facilities/ space for community and voluntary sector & other service providers. • Other community infrastructure which may be provided as a separate building e.g. a Church 		<p>secondary school must be accessible by bus</p> <p>Design and character of High Street</p>
Character of High Street	<ul style="list-style-type: none"> • Determine fixes – community hub, school? • Suggestions include: anchor retail (supermarket) at one end, gateway urban space at access nearest the A28 • Retail/ employment mix – need to be tested • Length of High Street • Character and design • Smartlink/ pedestrian/ cycle routes 		<p>Location of school</p> <p>Location & format of community hub</p> <p>Integration of business premises</p>
Orchard Way:	ABC & AF are not wedded to the GADF concept for	Internal meeting between ABC & AF to	Smartlink route

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ISSUES ARISING

ISSUE	DESCRIPTION OF ISSUE	ACTION	LINKED ISSUES
<p>Function & alignment</p>	<p>Orchard Way as large orbital strategic link which links Chilmington to Kingsnorth and Cheeseman's Green. Furthermore, this is not deliverable in the absence of Kingsnorth being allocated as an urban extension. The possibility of this would only emerge as a result of the Core Strategy review (the Core Strategy Inspector deferred the allocation of a third urban extension to the Core Strategy review). Instead, Orchard Way should be viewed as a local route which is purely a way of passing through the site. WSP should explore how Chilmington Green Road/ Magpie Hall Road could be used.</p>	<p>discuss transport issues.</p>	<p>Affect on Chilmington hamlet if route passes through</p> <p>Relationship between Orchard way and the wide movement framework</p>
<p>Transport network: impact on rural roads</p>	<p>The effect of transport and movement on the rural road network will need to be considered. In the absence of there being a strategic link, transport modelling will need to test the quantum of housing that can be accommodated at Chilmington without it causing a detrimental effect on the A28 and the surrounding road network.</p>	<p>Transport modelling is being undertaken. Results are expected in November 2010.</p>	<p>Location and phasing of Smartlink to encourage modal shift</p> <p>Environmental impacts</p>
<p>SUDS (sustainable drainage) strategy</p>	<p>Further detail is required on the condition and ecological value of existing drainage channels on site to determine what the SUDS strategy should be.</p> <p>The SUDS strategy is a key spatial issue for the masterplan as the overall strategy will have a significant landtake as absorption is not possible due to the largely clay content of the site. WSP will need to assess whether areas of surface water are included as part of the strategic park or other open spaces.</p>	<p>Ongoing SUDS/ drainage work to be undertaken by WSP</p>	<p>Will affect landtake and depending on the strategy, the form of SUDS within the street network and strategic park.</p>

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ISSUES ARISING

ISSUE	DESCRIPTION OF ISSUE	ACTION	LINKED ISSUES
Treatment of Chilmington hamlet (historic core) Heritage & Archaeology workstream	<p>Awaiting further detail from heritage and archaeology workstreams which is essential to defining and spatial considerations which will need to be reflected in the masterplan, including any archaeological constraints.</p> <p>WSP/ Wessex intend to start working on this in August, with outputs feeding through from early September.</p>	<p>Heritage assessment work to be undertaken by WSP.</p>	<p>Landscape treatment and type and character of development close to the hamlet, links with green space strategy.</p>
Ecological Strategy	<p>Awaiting further details from the ecological, surveys and hedgerow studies to identify the areas of high ecological value.</p> <p>This will help define the landscape and heritage strategy in and around Chilmington hamlet, where the Smartlink/ other routes can pass through the hamlet.</p>	<p>Ongoing survey work to be undertaken by WSP.</p>	<p>Will inform SuDs and landscape strategy</p>
Strategic Park	<p>Now that the Collyer land is available, some additional land should be included north of Chilmington Green Road. The potential severance caused by roads such as Orchard Way will need to be considered.</p> <p>Scale of strategic park to be tested as part of the process of determining how well designed, good quality development can be brought forward.</p>	<p>Draft Green Space & Water Environment SPD will be issued for consultation in October 2010.</p>	<p>Incorporation of SUDS, green and blue links and ecological considerations.</p> <p>Potential integration of employment land overlooking the park and other uses.</p> <p>Route of Orchard Way</p> <p>Alignment of Smartlink</p>

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ISSUES ARISING

ISSUE	DESCRIPTION OF ISSUE	ACTION	LINKED ISSUES
Employment land	<p>Provision needs to be made for business premises and employment land within the AAP. Workshop discussion indicated that this could be located:</p> <ul style="list-style-type: none"> • Between the A28 & the access link road • At the top end of the site • Fronting the strategic park, in order to benefit from the high quality green setting 	Further testing required on retail – benchmarking against similar sized developments.	<p>Mix of uses on the High Street</p> <p>Relationship with Smartlink</p> <p>Relationship with strategic park</p>
Critical mass and quantum of development	<p>The quantum of development at Chilmington Green needs to be tested. One of the points raised at the workshop was the fact that participants acknowledged the need for densities to be lower than those in the GADF, and that an urban extension of around 5,000 homes may be more appropriate. However viability, the achievement of high quality design and placemaking and the achievement of other core strategy policies such as CS10 will also impact on the final quantum of housing.</p>	Further testing required.	<p>Viability</p> <p>Design quality</p> <p>Placemaking</p>

Sustainable design and construction & high quality design

The need for sustainable design and construction and the achievement of high quality design was raised as an important issue. This is cross-cutting, and will be picked up in the masterplanning process, AAP policies and future design guidance.