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Application Number	12/00400/AS
Location	Land at Chilmington Green, Ashford Road, Great Chart, Kent
Grid Reference	98019/40239 (centred on the centre of Hamlet)
Parish Councils	Great Chart with Singleton Kingsnorth Shadoxhurst
Adj. Parish Councils	Bethersden Hothfield
Wards	Great Chart with Singleton North Washford Weald South Singleton South Downs West
Adj. Wards	Beaver Godinton Weald Central
Application Description	<p>Hybrid Outline application for a Comprehensive Mixed Use Development comprising:</p> <ul style="list-style-type: none">• Up to 5,750 residential units, in a mix of sizes, types and tenures;• Up to 10,000 sq m (gross external floorspace) of Class B1 use;• Up to 9,000 sq m (gross external floorspace) of Class A1 to A5 uses;• Education (including a secondary school of up to 8 ha and up to four primary schools of up to 2.1 ha each);• Community Uses (Class D1) up to 7,000 sq m (gross external floorspace);• Leisure Uses (Class D2) up to 6,000 sq m (gross external floorspace);• Provision of local recycling facilities;

- Provision of areas of formal and informal open space;
- Installation of appropriate utilities infrastructure as required to serve the development, including flood attenuation works, SUDS, water supply and wastewater infrastructure, gas supply, electricity supply (including substations), telecommunications infrastructure and renewable energy infrastructure (including CHP in the District Centre);
- Transport infrastructure, including provision of three accesses on to the A28, an access on to Coulter Road / Cuckoo Lane, other connections on to the local road network, and a network of internal roads, footpaths and cycle routes;
- New planting and landscaping, both within the Proposed Development and on its boundaries, and ecological enhancement works; and
- Associated groundworks
- Where appearance, landscaping, layout and scale are reserved for future approval and where access is reserved for future approval with the exception of the three accesses on to the A28 and the access on to Coulter Road/Cuckoo Lane.

Applicants

Hodson Developments Ltd.,
Malcolm Jarvis Homes Ltd.,
Pentland Homes Ltd., and
Ward Homes (a Trading name of BDW Trading Ltd.).

Agent

Sellwood Planning
Stoughton Cross House
Stoughton
Wedmore
Somerset
BS28 4QP

Site Area

415.29ha (1026.2 acres)

Consultations Summary

- | | | |
|------------------------------------|-------------------|--|
| (a) 2,619/134R, 9X,
1S | (b) X,
X,
X | (c) KHS X; NHS S; NHS F X;
NHS X; HM R; SW X; ESM
R; ES (Contracts) R; EHM
(EP) X; NE X; KWT X; EA X;
PO (Drainage) X; HA R;
FIRE X; CACF X; CV X;
CPRE X; EKCC X; SC X;
KMG X. |
| (a) <u>Amendments</u>
2,619/17R | (b) | (c) EKHNHS X; EH R; HA X;
NE X; ACCG X; PALO X;
BHS X; KICOC X; KWT X;
EA X; SC X; SW X; |

Introduction and Background

1. This application is reported to the Planning Committee because it comprises a large-scale major development and therefore requires determination by the Planning Committee under the Council's Scheme of Delegation. Indeed it is the largest and probably most significant planning application that has ever been considered by this Council, and as a consequence this Planning Committee meeting is dedicated to considering it alone.
2. A large scale urban extension at Chilmington Green has featured in the Council's adopted development plan for several years as a specific proposal (policy CS5) of the 2008 Local Development Framework Core Strategy (CS). The Core Strategy concluded that – alongside an expanded Town Centre area – two major new urban extensions was the most suitable way for Ashford to expand, and went on to consider the most appropriate locations for such extensions (policy CS2). The broad area of Chilmington Green (as reflected through Figure 2 of the CS), was identified through this process and refined through the evolution of the Core Strategy. The final boundary of the development area was further refined through the AAP process.
3. The LDF Core Strategy (chapter 5) stated that detailed proposals for the two initial expansion areas would be set out in an Area Action Plan (AAP) for each area, and it went on to provide guidance for those plans. In so far as Chilmington Green was concerned, it stated that although the earlier Greater Ashford Development Framework (GADF) had originally shown development extending across the A28 westwards, this was now considered inappropriate given the potential effect on the character and setting of Great Chart village, and the difficulty of creating an integrated neighbourhood divided by a busy main road. Instead, development was to be extended further south of Magpie Hall Road, and the southerly extent of development was to be defined in the AAP taking into account the visual benefits of minimising development on the ridge to the north-west of Coleman's Kitchen Wood. It was considered that provision should be made for not less than 3,350 dwellings and 600 jobs by 2021, and that the wider area had the potential for over 7,000 dwellings and 1,000 jobs in total. Furthermore, it stated that the land that was to be allocated was a valuable resource and must be used in the most sustainable manner, and if development was not comprehensively planned, there was a significant risk that the full benefits arising from this opportunity to create high quality new districts would not be successfully realised.
4. The AAPs would also include plans showing how, where and when on-site infrastructure should be provided. The CS went on to say that

where necessary, the AAPs would be supplemented by development briefs and design codes, which would provide more detailed guidance for the development of these areas or specific sites within these areas. Where produced, those documents would also form part of the Local Development Framework (LDF) and be subject to public consultation. As part of its production, the Core Strategy was subjected to significant consultation (between 2006 – 2008) and was supported by an extensive evidence base. An Examination in Public was overseen by an independently appointed Planning Inspector, who determined that the Core Strategy policy approach was ‘sound’. The Core Strategy was adopted by the Council in July 2008.

5. The Chilmington Green AAP was then prepared during 2010 - 12 having regard to the guidance and policies in the Core Strategy. The purpose of the AAP was to establish a policy and delivery framework which would provide clear and firm guidance to ensure that the Council’s aims set out for Chilmington Green are achieved, and that the AAP was consistent with the established approach in the adopted Core Strategy. The AAP was primarily influenced by the Chilmington Green Masterplan, which is a background document to the AAP. That Masterplan took a number of years to evolve and its approach is supported by a range of evidence, most of which also formed the evidence base for the AAP process.
6. At key stages throughout the masterplanning and AAP process, the emerging work was tested with local community representatives and other stakeholders in a variety of ways. This included four stakeholder workshops, two public exhibitions plus a pre-application exhibition, a community planning weekend, a school workshop, consultation with the business community and formal presentations to Councillors. An AAP Steering Group which comprised the developer consortium, their consultants and ABC and KCC Officers met once a month during the production of the AAP and the Community Stakeholder Forum, which is organised and led by ABC officers and which includes local borough and parish councillors and residents, has since been scheduled on a monthly basis (these two latter groups have carried on in the same manner during the processing of this planning application). In addition, the masterplan has been reviewed by the South East Regional Design Panel. Both the AAP and Chilmington Green Masterplan set out the aspirations for the whole development throughout its construction period and this reflects the requirement of Policy CS5 of the Core Strategy that the area should be planned in a “comprehensive way that is linked to the delivery of infrastructure”.
7. The AAP makes it clear that “for the avoidance of doubt, planning applications coming forward within the AAP area will need to comply

with the policies in the AAP (including the vision, objectives, general policy guidance and more specific Character Area policy approach), as well as other adopted parts of the Local Plan/LDF and other “saved” policies or Supplementary Planning Guidance from the Ashford Borough Local Plan 2000”.

8. The ‘Publication Version’ (draft version) of the AAP was consulted on between 16 April and 11 June 2012. The Council received 541 formal representations from a total of 352 respondents. This included a petition of over 8,000 signatures from the ‘Keep Chilmington Green’ group, opposing the principle of development at Chilmington Green. Following an Examination in Public in January 2013, the AAP was found to be sound and was adopted by the Council in July 2013. The planning application the subject of this report had been submitted in the preceding August, but it had always been made clear to the applicants that if planning permission was to be granted, compliance with the policies in the adopted AAP would have to be demonstrated and therefore no decision would be made on the planning application until after the AAP was adopted, so that the applicants could demonstrate such compliance.
9. In conclusion therefore, a large scale urban extension at Chilmington Green has been a feature of the Council’s development planning for many years, and has been adopted policy since it was included in the Core Strategy, which was adopted in 2008. The AAP for Chilmington Green, which was produced following the adoption of the Core Strategy, has established a detailed policy and delivery framework to ensure the Council’s aims for Chilmington Green are achieved, and this was prepared in consultation with the public and the developer team. Thus the principle of development is clearly established in the Council’s Development Plan. Whilst the planning application was submitted in advance of the adoption of the AAP, in order for it to be considered acceptable it needs to demonstrate compliance with the policies contained in both the CS and AAP.
10. The following section of this report details the stages the application process has gone through to reach the stage of reporting it to this Planning Committee, together with a summary of the main headings in the Assessment Section and the conclusions therein.

Summary

11. This planning application was submitted in August 2012, and originally constituted the following:

Outline application for a Comprehensive Mixed Use Development comprising:

- Up to 5,750 residential units, in a mix of sizes, types and tenures;
- Up to 10,000 sq m (gross external floorspace) of Class B1 use;
- Up to 9,000 sq m (gross external floorspace) of Class A1 to A5 uses;
- Education (including a secondary school of up to 8 ha and up to four primary schools of up to 2.1 ha each);
- Community Uses (Class D1) up to 5,000 sq m (gross external floorspace);
- Leisure Uses (Class D2) up to 5,000 sq m (gross external floorspace);
- Provision of local recycling facilities;
- Provision of areas of formal and informal open space;
- Installation of appropriate utilities infrastructure as required to serve the development, including flood attenuation works, SUDS, water supply and wastewater infrastructure, gas supply, electricity supply (including substations), telecommunications infrastructure and renewable energy infrastructure;
- Transport infrastructure, including provision of three accesses on to the A28, an access on to Coulter Road / Cuckoo Lane, other connections on to the local road network, a Park and Ride with a maximum of 600 parking spaces and a network of internal roads, footpaths and cycle routes;
- New planting and landscaping, both within the Proposed Development and on its boundaries, and ecological enhancement works; and
- Associated groundworks
 - Where appearance, landscaping, layout and scale are reserved for future approval and where access is reserved for future approval with the exception of the three accesses on to the A28 and the access on to Coulter Road/Cuckoo Lane.

12. On submission of the application, a comprehensive round of consultation took place over a period of 8 weeks, which included notifying 2,619 individual properties within a 400m radius of the application site (including those within the Chilmington Hamlet); prominently advertising the application in the local press and putting up 36 site notices around the boundaries of the site (including listed building and Public Rights of Way notices where necessary). In addition, 57 statutory and non-statutory consultees were notified of the application, as well as the Parish Councils of Great Chart with Singleton, Kingsnorth and Shadoxhurst, and the adjoining Parish Councils of Bethersden and Orlestone. The Council also appointed independent Environmental Consultants to review the Environmental Impact Assessment and Planning Consultants to review the Retail Assessment, both of which had been submitted with the application.
13. Following the receipt and evaluation of consultation responses, the applicants were provided with a comprehensive set of comments on the submission (May 2013), advising where officers considered amendments needed to be made to the application and where additional work needed to be done, to make the application consistent with the requirements of the Development Plan and to respond to detailed stakeholder issues. They were also advised to submit an assessment of how the application complied with the adopted AAP.
14. In May this year, the final amended details and plans were received, which allowed a second round of consultation to be carried out. This was carried out to the same extent as the original consultation, although the time period for responses was reduced from eight weeks to four. As a result of the amendments to the application, the description was also amended to the following:

Outline application for a Comprehensive Mixed Use Development comprising:

- Up to 5,750 residential units, in a mix of sizes, types and tenures;
- Up to 10,000 sq m (gross external floorspace) of Class B1 use;
- Up to 9,000 sq m (gross external floorspace) of Class A1 to A5 uses;
- Education (including a secondary school of up to 8 ha and up to four primary schools of up to 2.1 ha each);
- Community Uses (Class D1) up to 7,000 sq m (gross external floorspace);
- Leisure Uses (Class D2) up to 6,000 sq m (gross external floorspace);
- Provision of local recycling facilities;

- Provision of areas of formal and informal open space;
- Installation of appropriate utilities infrastructure as required to serve the development, including flood attenuation works, SUDS, water supply and wastewater infrastructure, gas supply, electricity supply (including substations), telecommunications infrastructure and renewable energy infrastructure (including CHP in the District Centre);
- Transport infrastructure, including provision of three accesses on to the A28, an access on to Coulter Road / Cuckoo Lane, other connections on to the local road network, and a network of internal roads, footpaths and cycle routes;
- New planting and landscaping, both within the Proposed Development and on its boundaries, and ecological enhancement works; and
- Associated groundworks

Where appearance, landscaping, layout and scale are reserved for future approval and where access is reserved for future approval with the exception of the three accesses on to the A28 and the access on to Coulter Road / Cuckoo Lane.

15. The amendments to the description comprise an increase in the amount of Community Use (Class D1) floorspace from 5,000 to 7,000 sq m, an increase in the amount of Leisure Use (Class D2) floorspace from 5,000 to 6,000 sq m, the inclusion of a CHP plant (Combined Heat and Power) in the District Centre and the deletion of the Park and Ride from the proposals, although the site shown in the AAP is still reserved for this use.
16. In addition to changes to the description of the development, there were also changes to the plans. These changes have resulted in the submission of a new set of Parameter Plans (including two additional ones) and an amended Development Specification document which accompanies the Parameter Plans. In addition, some of the supporting documentation has been amended, namely the Planning Statement, the Transport Assessment, the Sustainability Statement and the Environmental Statement (and its non-technical summary).
17. The following paragraphs contain a summary of each of the issues referred to in the Assessment Section of this report together with a summary conclusion which refers to recommended planning conditions and the Heads of Terms for a Section 106 Planning Agreement.

- Whether the principle of the development is acceptable as within development plan policies
 - A large scale urban extension at Chilmington Green has been a feature of the Council's development plans for many years and has been adopted policy since it was included in the Council's Core Strategy, which was adopted in 2008. The Chilmington Green AAP has established a more detailed policy and delivery framework to ensure the Council's aims for Chilmington Green are achieved and this became adopted policy in July 2013. The boundary of this application site is identical to the boundary of the AAP area, and the principle of the development is therefore established in the Development Plan.
- Whether the development is acceptable in terms of its impact on the transport network, and other transport related issues
 - A28 – A scheme for the necessary phased improvements to the A28 has been agreed in principle between the local highway authority (Kent County Council) and the applicants, and a mechanism for the funding and timing of those works has been developed. The improvements have been progressed as a strategic scheme through Kent County Council's formal decision making processes, and the report to Kent County Council Cabinet is appended as Appendix 10. .
 - The three proposed vehicular accesses into the site from the A28 and the proposed mini-roundabout to Coulter Road / Cuckoo Lane are considered to be adequately in accordance with the requirements of the AAP, and are acceptable to Kent Highways
 - The strategic road network shown on Parameter Plan OPA05R is as shown on Strategic Diagram 2: Movement Framework b) in the AAP.
 - The proposals for traffic calming and monitoring of local roads around the site are acceptable to Kent Highways and have been formulated in discussion with the relevant Parish Councils
 - Parameter Plan OPA08R shows the existing and proposed footpath and cycle routes through the site and this is in compliance with those proposed by the AAP.
 - Public transport – KCC has requested that bus services should commence at 100 units and their frequency should be increased over time from 30 minutes to 10 minutes in order to achieve the 20% modal shift needed to avoid unacceptable impact on the local highway network. They have also requested public transport infrastructure both on and off site and bus vouchers to have a value of £450 per property, which should last for a period of 6 – 12 months. KCC has suggested

that further discussions are held with Stagecoach on town centre bus stops before implementation

- The applicants have agreed to pay the relevant contribution to the Regional Infrastructure Fund for the forward funding of upgrades to J9 and the Drivers roundabout.
- Travel Plans – KCC has no objection to the Travel Plans that have been submitted and further details will be secured by condition and/or S106.
- The proposal for the Park and Ride on the other side of the A28 has been deleted from the application as it is not required as a result of this proposal. The land is however proposed to be safeguarded for that use which is in accordance with the AAP policy.
- Is the proposal acceptable in terms of the housing proposed
 - An appropriate indicative mix of housing types and sizes is proposed.
 - The densities proposed are in accordance with the AAP.
 - Affordable housing provision has been the subject of long and detailed discussions because of the overall viability of the proposal. Instead of using the deferred contributions policy which the Council has employed for some other developments to 'claw back' contributions from increased sales values directly towards the under-provision of affordable housing, the proposal is that there are a greater number of phases for assessing viability than those set out in the AAP. Thus instead of scheme viability being re-assessed in advance of each of the four phases of the development as suggested by the AAP para. 1.23 (from here on referred to as main phases) it would be re-assessed for viability purposes as follows:-
 1. Phase 1 = 1000 dwellings
 2. Phases 2 – 8 = 600 dwellings each
 3. Phase 9 = 550 dwellings
 - In this way any uplift in sales values would be captured at roughly 2 year intervals (the developers expect to build out at a slightly faster rate than predicted by the Housing Trajectory in the AAP due to the number of outlets on site). This is anticipated to deliver a very similar outcome to using deferred contributions. On current modelling, the scheme can support a total of 10% affordable housing, and the developers are looking to fix this for the first phase. On present costs/returns the later

phases of the development are viable, and as it is proposed not to roll forward any development losses from phase to phase, this would mean that if conditions remain static, significantly greater than 10% of affordable housing would be delivered in later phases (up to a maximum of 40% per phase) to make up deficits in earlier phases. If the level of affordable housing exceeds 30% in a phase, then it will help to make up deficits in earlier phases. In addition, values would only have to improve slightly for more affordable housing to be delivered in all phases subsequent to phase 1, and the developers' viability consultant has stated his belief that this will occur

- Do the employment, commercial and job creation proposals meet the aspirations for the development within the AAP
 - The amount of B1 (Business) floorspace proposed in the application is in compliance with the AAP.
 - The amount of 'A' class (retail) floorspace proposed in the application is in compliance with the AAP. It is in the appropriate locations and will not have a significantly adverse impact on shopping in the town centre or on any planned future investment in the town centre.
 - The proposed number of jobs to be created as a result of the proposal is in accordance with the requirements of the AAP.
- Are the proposals for education acceptable within the terms of the AAP
 - The proposals for education (four primary schools and a secondary school, phased over the development) are in accordance with the AAP. The funding requirements and phasing are contained in the S106 Heads of Terms and are broadly acceptable to KCC
- Do the proposals adequately cater for the recreational needs arising from the development
 - The amount and location of open space is in accordance with the requirements of the AAP.
 - The AAP policy requirements for Discovery Park are met in the application.
 - The phasing of the provision of open space is acceptable.
- Are the proposed social and community facilities acceptable to cater for the needs of the development

- The amendment to the application to increase the amount of D1 (Community) floorspace, will provide a sufficient amount of community floorspace and is in accordance with the AAP.
- The amount of floorspace proposed for social and community uses is in accordance with the AAP. The facilities and services will be clustered in the district and the two local centres.
- The funding requirements and phasing arrangements have been agreed and are set out in the S106 HOTs.
- Do the proposals address issues of flooding and sustainable drainage
 - The Flood Risk Assessment submitted with the application, was prepared in discussions with the Council and the Environment Agency, and takes into account the Strategic Flood Risk Assessment prepared for the AAP, the requirements of the NPPF, the Council's Sustainable Drainage (SUDS) SPD, and development plan policy. It concludes that the development proposals are robust in terms of flood risk.
 - The Environment Agency and the Council's Drainage Engineer have no objections to the proposal, subject to conditions.
- Do the proposals address issues of sustainable design and construction
 - The Sustainability Statement (and the Addendum) submitted with the application set out a range of measures which could be employed to meet the requirements of AAP policy CG19, which includes the potential to provide a Combined Heat and Power plant (CHP) at the District Centre.
 - Conditions can be imposed to ensure that the development as it progresses meets the required environmental performance standards, taking into account measures that exist at that time.
- Do the proposals address the issues of ecology and nature conservation, including sites and species protected under the Conservation of Habitats and Species Regulations 2010.
 - The proposals are in accordance with the AAP policy requirements in terms of avoiding harm to biodiversity and providing enhancement and mitigation.
 - An Appropriate Assessment Screening Report has been undertaken for the planning application, which updates the AA Screening Report produced for the Regulation 27 version of the Chilmington Green AAP.

The AA Screening Report for the planning application concludes that as the scale of the development proposed is broadly consistent with that previously assessed as part of the Core Strategy AA and the Chilmington Green AAP AA Screening Report, the conclusions reached in those documents regarding assessment of impacts remain valid and apply to the development as proposed. As such, the preparation of an AA for the development is not required as potential harmful effects upon Natura 2000 sites and other protected sites will be adequately mitigated through the application of suitable conditions and obligations, as per the recommendation.

- Natural England and the Kent Wildlife Trust have no objections to the proposals subject to conditions.
- Have heritage and archaeology issues been addressed satisfactorily
 - The impact on the relevant listed buildings both within and outside the hamlet has been assessed in the Environmental Statement . This concludes that while the completed development may result in a change in the setting of these heritage assets, through the adoption of design principles which would preclude significant change in the landscape around the listed buildings, any change to the existing built and historic landscape will be minimised, and this can be secured by condition and through the submission of reserved matters. As a result of these measures (which comply with the AAP), the level of harm that the development will cause to these assets, and their significance, is limited.
 - With reference to archaeology, the applicants have worked closely with the County Archaeologist and a draft Scheme of Archaeological Resource Management has been produced. The County Archaeologist now has no objections subject to conditions and the S106 HOTs..
- Impact on the landscape and visual amenity
 - The ES submitted with the application deals with the impact of the proposal on the landscape and builds on assessments carried out in preparing the AAP.
 - It concludes that the effects on the landscape during construction can be mitigated satisfactorily.
 - Once the development is built, the ES concludes that the landscape effects are largely confined to the site and its immediate surroundings which can be sufficiently mitigated by landscaping, careful attention to the design of the edges of the development, the location of the ecology

mitigation areas, flood attenuation areas and woodland and the retention and enhancement of existing hedgerows.

- Does the proposed development meet the aspirations for developing a community
 - Significant progress has been made on the proposal for a Community Management Organisation (CMO). The work undertaken suggests that a CMO as proposed would be robust and not require significant support from the council or others over the long term, provided that a detailed set of funding principles and terms for the establishment of the CMO are secured through the s.106 Agreement.
- Impact on existing residential amenities
 - The proposals contained in the Parameter Plans and the Design and Access Statement for the development around the Hamlet and the Brisley Farm edge will ensure that the residential amenities of those properties can be suitably protected by conditions.
- Does the proposed development meet the vision and objectives set out in the AAP
 - The masterplan which forms the basis of the outline application is underpinned by the strategic vision set out in the AAP and sets out an ambitious strategy for the development and will form a strong framework for phase masterplans for each main phase of the development to guide reserved matters applications.
 - The proposal has clear potential to become a successful and sustainable community if the detail continues to be thought through within the design codes guiding the reserved matters to ensure these high quality place making aspirations are met. These matters will be covered by condition.
- What are the proposals for Phasing and Delivery
 - The phasing plans submitted with the application are compliant with those envisaged in the AAP and will be secured by condition.
 - There is a commitment to the on-going delivery of high quality development through the Design Code process, the Quality Management Agreement and the funding through the S106 of a Quality Monitoring Team.

- Whether the impacts identified in the Environmental Impact Assessment have been satisfactorily addressed
 - The Council appointed its own independent Consultants to address the adequacy of the ES submitted with the application. Table 1 deals with any outstanding issues and how they will be dealt with in terms of conditions.

<http://planning.ashford.gov.uk/Planning/IDOX/default.aspx?docid=1073462>

- Other material considerations raised by consultees
 - These can be summarised and grouped together as questioning the need for the development; the application is premature in advance of the Local Plan review; brownfield land should be developed first; local opposition; insufficient water supply; effect on Brisley Farm; general highways issues and S106 issues. There is a specific section which addresses these issues specifically (paras 398 – 405) although some are addressed elsewhere in the report. In summary, this development was shown to be needed through the adopted Core Strategy and the NPPF makes it clear that local planning authorities should ‘boost significantly the supply of housing’; preparation work on the Core Strategy (Local Plan) Review is well advanced, and the development at Chilmington Green will meet a significant proportion of the housing needs across the Borough; there is no sequential approach to the release of development identified within the Core Strategy and nor is there any sequential approach to the delivery of brownfield sites in the NPPF; the principle of significant development at Chilmington Green has long been established in the Council’s development plans, and it has been subject to thorough examination where the significant scale of local opposition was considered; South East Water has confirmed that it can meet the predicted requirements for the development; there are several sound planning reasons for including the edge of Brisley Farm within the proposal; all the highway issues relating to a development of this scale have been addressed and measures to enable the local roads to accommodate the development both during the construction and operational phases are contained within the conditions and S106 Agreement; and the S106 Heads of Terms appended to the report sets out clearly what infrastructure is required, at what stage of the development and at what cost.
- Viability issues
 - The key issue is whether the scheme can deliver the full range of s106 requirements as outlined in the AAP or whether there are material

considerations that justify deferring some requirements due to viability constraints at this time.

- As outlined above, Instead of using the deferred contributions policy which the Council has employed for some other developments to 'claw back' contributions from increased sales values directly towards the under-provision of affordable housing, the proposal is that there are a greater number of phases for assessing viability than those set out in the AAP. Thus instead of scheme viability being re-assessed in advance of each of the four phases of the development as suggested by the AAP para. 1.23 it would be re-assessed for viability purposes as follows:-

4. Phase 1 = 1000 dwellings
5. Phases 2 – 8 = 600 dwellings each
6. Phase 9 = 550 dwellings

- In this way any uplift in sales values would be captured at roughly 2 year intervals (the developers expect to build out at a slightly faster rate than predicted by the Housing Trajectory in the AAP due to the number of outlets on site). This is anticipated to deliver a very similar outcome to using deferred contributions.

- S106 HOTs

- What is an appropriate range of s106 requirements to deliver a sustainable development.
- Appendix 9 sets out the suggested Heads of Terms for a s106 Agreement. This covers the whole range of measures outlined in the AAP that are considered necessary to achieve a sustainable and quality development at Chilmington Green. Appendix 9 sets out how the Heads of Terms comply with legislative requirements and adopted policy. During the course of negotiating the Heads of Terms officers from ABC and KCC have provided clear evidence for all proposed contributions and works, of how the sums have been calculated (with the scale directly relating to the scale of the development applied for) and how they will be spent to directly benefit the residents of Chilmington and mitigate the impact of the development on service provision. As a result officers consider that the Recommended Heads of Terms meet the tests of being

(a) necessary to make the development acceptable in planning terms;

(b) directly related to the development; and

(c) fairly and reasonably related in scale and kind to the development.

- Conditions
 - A list of recommended conditions is attached at Appendix 8. These are necessary to guide the implementation of the scheme in accordance with the AAP.

Site and Surroundings

18. The application site is located to the south west of Ashford and comprises an area of 415.29ha (1026.2 acres). It lies immediately to the south of the urban edge of Ashford, and the northern boundary of the site extends to Singleton ridge abutting the existing edge of the development at Singleton. The northern boundary then wraps around the boundaries of both the Kent County Council former landfill site and the quarry, extending northwards along Bartletts Lane to Chart Road, and then wrapping around the southern boundary of the Brisley Farm development. The eastern boundary of the site runs along Long Length and Tally Ho Road, with the existing linear development of Stubbs Cross on the opposite side of the road. The western boundary of the site is formed largely by the A28, but at the junction with Manor Road, the application site dog-legs to the east and then south to the immediate north of Possingham Farmhouse. The southern boundary is formed by hedge and field boundaries beyond which is open farmland. The village of Shadoxhurst is located some 900m to the south of the application site and the village of Great Chart is located immediately to the north west of the application site on the other side of the A28.

Strategic location plan showing the site in relation to the town centre

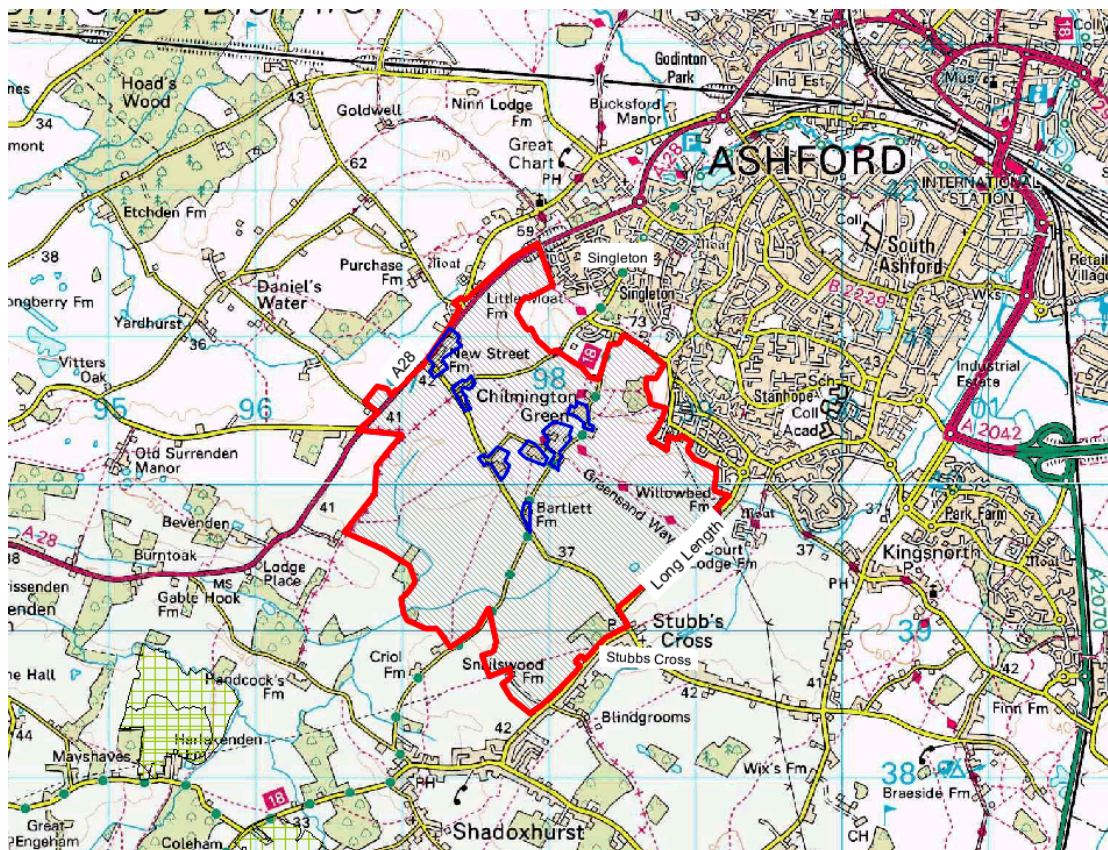


Figure 1 - Strategic Site Location

Site location plan

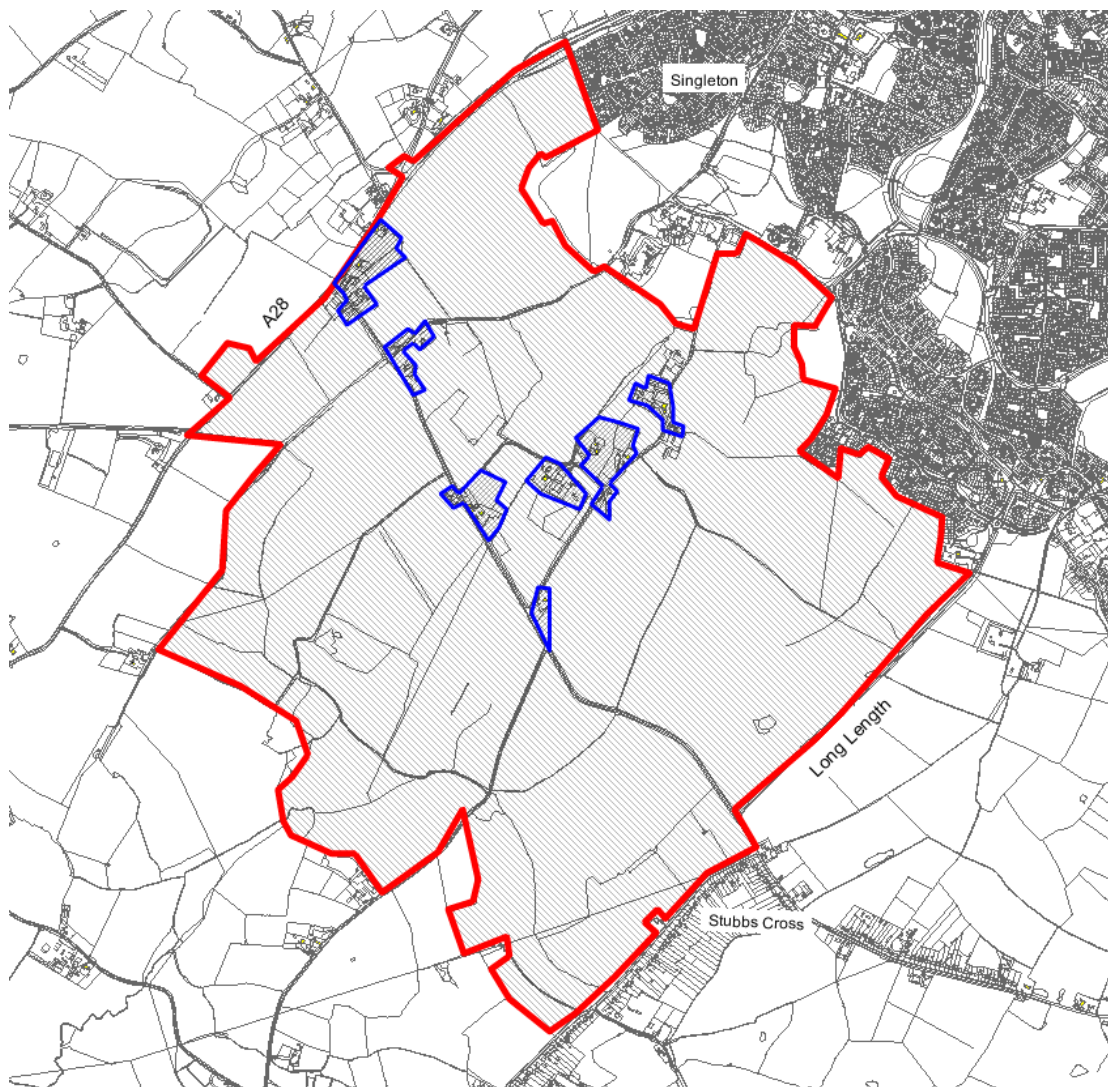




Figure 2 - Site Location Plan

-  Site Boundary
-  Excluded from Application Area

19. Located within the overall boundary of the site but excluded from the application site itself is the hamlet of Chilmington Green and a number of other properties. Chilmington Green hamlet comprises a series of dispersed, mainly detached properties located around the remnants of an area of common land which was known as Chilmington Green, and includes both former and currently operational farms and cottages dating from the medieval era to the 19th century. There are nine Grade II listed buildings within or close to the hamlet and eight listed buildings close to the outer boundary of the site. Also located within the overall boundary but excluded from the application site are a number of

properties and businesses along Chilmington Green Road and Bartletts Lane.

20. Apart from the hamlet and the sporadic commercial and residential development, the land within the application site is predominantly agricultural land containing a small number of buildings which are under the control of the applicants. The agricultural land within the site is classified as predominantly moderate quality land in Subgrade 3b, with 4.5% of the site along its northern boundary classified as good quality agricultural land in Subgrade 3a.
21. The site is bounded to the west by the A28 which is the main arterial road between Tenterden and Ashford, from which access to the M20 (J9) is gained to the north west of the site. The route crosses several roundabouts and junctions to the north of the site, namely the Matalan roundabout, the traffic signalled Loudon Way access, Tank roundabout, Drovers Roundabout and then on to Junction 9. Access to the site from the A28 is currently gained via Chilmington Green Road. Access can also be gained from Mock Lane, Bartlets Lane and Long Length from the north east and from Criol Lane and Tally Ho Road from the south west. Magpie Hall Road provides access to the site from the south west. There is a network of "C" and "unclassified" rural roads which run through the site, which provide access to the existing farms, the hamlet and individual dwellings, as well as providing access into Ashford.
22. There are a number of footpaths both within the vicinity of the site and within the site itself, as well as National Cycle Route 18 which runs through the site and connects with other cycleways to the north of the site. National Cycle Route (NCR) 18 extends from Canterbury, via Ashford and Tenterden, to join with Route 21, just west of Tunbridge Wells. The existing route runs through the application site along Criol Lane and Bartlets Lane. Beyond Singleton to the north of the application site, it becomes traffic free providing a direct link to the town centre and station via Victoria Park. The Greensand Way also runs through the site from Kingsnorth to the south to Great Chart to the north of the A28, and there are several other footpaths within the site which provide connections to the surrounding countryside (plan?).
23. Chilmington Green is located at the very eastern extent of the Kent Weald (defined where?) where the slope begins to rise to the Greensand ridge which forms the boundary between the Low Weald and the North Downs to the north and north-east. The northern part of the site slopes down to the south-east towards Chilmington Green Road and the southern part of the site, south of Chilmington Green Road, is relatively flat.

24. The site is comprised of blocks of small woodlands and mixed arable fields defined by hedgerows and occasional standard trees, although the loss of hedgerows, probably due to modern farming practice, is apparent in the flatter areas towards the south of the site. A number of small, distinctive blocks of ancient woodland are located within and adjacent to the application site, and these have landscape, historic and ecological value. Coleman's Kitchen Wood, which is an historic coppiced woodland located on the south-eastern tip of the Great Chart Road, is the most prominent within the site due to its raised elevation. There is also a linear woodland running alongside Long Length. There are a number of individual large mature trees within the site and most occur within the existing or remnant hedgerows, but there are also significant isolated trees within arable fields which are remnants of historic hedgerows and field boundaries. The existing hedgerows have been identified and assessed in terms of their character and value as landscape, heritage and ecological features, and this assessment has been submitted as part of the application.
25. The site contains the watershed between the River Stour and River Beult, and the majority of the site drains from the ridge at the north of the site to the south and into the River Beult with the eastern section of the site draining to the River Stour. The existing site uses a number of field drains and minor watercourses to drain the farm land and the existing properties in the hamlet. The large majority of the site is defined as being at low risk from flooding. The small areas of the site that have been identified as being at risk of flooding by the Environment Agency are a small area close to the southern boundary and part of the area which forms part of Discovery Park, close to the eastern boundary with Long Length.

Proposal

26. This section of the report describes the application and explain what amendments have been made since it was originally submitted in August 2012. It will then go on to describe the development, although more detail about the proposal is given in the Assessment Section of the report. Each of the documents submitted with the application (both those forming the application itself, and those submitted as supporting documentation) will be described briefly with a hyperlink to the documents in full on the Council's website.
27. Outline planning permission now is sought for the following:
- Up to 5,750 residential units, in a mix of sizes, types and tenures;
 - Up to 10,000 sq m (gross external floorspace) of Class B1 use;
 - Up to 9,000 sq m (gross external floorspace) of Class A1 to A5 uses;
 - Education (including a secondary school of up to 8 ha and up to four primary schools of up to 2.1 ha each);
 - Community Uses (Class D1) up to 7,000 sq m (gross external floorspace);
 - Leisure Uses (Class D2) up to 6,000 sq m (gross external floorspace);
 - Provision of local recycling facilities;
 - Provision of areas of formal and informal open space;
 - Installation of appropriate utilities infrastructure as required to serve the development, including flood attenuation works, SUDS, water supply and wastewater infrastructure, gas supply, electricity supply (including substations), telecommunications infrastructure and renewable energy infrastructure (including CHP in the District Centre);
 - Transport infrastructure, including provision of three accesses on to the A28, an access on to Coulter Road / Cuckoo Lane, other connections on to the local road network, and a network of internal roads, footpaths and cycle routes;
 - New planting and landscaping, both within the Proposed Development and on its boundaries, and ecological enhancement works; and
 - Associated groundworks

Where appearance, landscaping, layout and scale are reserved for future approval and where access is reserved for future approval with the exception of the three accesses on to the A28 and the access on to Coulter Road / Cuckoo Lane.

28. The application is predominantly in outline and the only matters which are not reserved for subsequent approval are the three proposed accesses onto the A28 and the new access on to Coulter Road/Cuckoo Lane. For the avoidance of doubt therefore, detailed planning permission is being sought for these accesses at this time.
29. The application does not seek approval at this stage for the detailed design, layout, scale or external appearance of any proposed building or any other element of the development. However, the applicant has prepared a Design and Access Statement which sets out the context within which design details would come forward as part of reserved matters applications. The Design and Access Statement and the Development Specification submitted with the application also provide the range of information requirements set out in the Town and Country Planning (Development Management Procedure) Order 2010, and this includes the scale of the proposed buildings in terms of maximum and minimum height, width, length and their approximate location. The form of application, whilst allowing control over subsequent reserved matters, also allows for a degree of flexibility in the final design so that the scheme can evolve over time to take account of relevant factors including possible changes in the surrounding built environment or market considerations.
30. The application is also accompanied by a number of supporting documents and studies. The Environmental Statement (ES) is required by law to accompany the application in order to assess its likely significant environmental impacts. The Development Specification and Parameter Plans form the basis of the Environmental Impact Assessment. However, the ES does not form part of the application but is submitted in support of it.
31. For the avoidance of doubt therefore, the documents which form the planning application and are for approval are as follows:
 - The planning application form (2012 form with 2013 update of Schedule B – Description of Development);
 - Land ownership and agricultural holdings certificate (July 2012);
 - The eight Parameter Plans (2013 version);

- The five Access Plans (2013 version);
 - The Development Specification (2013 version).
32. The supporting documentation comprises:
- The Planning Statement (2013 version)
 - Design and Access Statement (plus 2013 Addendum)
 - The Environmental Statement (and Non-Technical Summary) (plus 2013 Addendum)
 - The Transportation Assessment and Travel Plan (plus 2014 Supplement)
 - The Retail Assessment (July 2012)
 - The Employment and Economic Benefits Report (July 2012)
 - The Flood Risk Assessment (July 2012)
 - The Sustainability Statement (July 2012) (plus 2013 Addendum)
 - The Utilities Appraisal Summary (July 2012)
 - The Statement of Community Involvement (July 2012)
33. As can be seen from the above list, some of the documents have different dates, which is due to them having been submitted either with the original application in August 2012, or later, during the processing of the application as a result of the consultation exercise and officer assessment. The planning application was originally submitted in August 2012. Following an extensive round of consultation with the public and statutory and non-statutory consultees (including Consultants appointed by the Council to look at the Environmental Statement and Retail Impact Assessment submitted with the application), the applicants were asked to address a number of issues relating to the application.
34. The planning application has therefore been amended by a number of documents which were submitted in three different stages – September 2013, February 2014 and May 2014. It was only when all the documents had been submitted that the second round of public consultation was carried out. The time period for this consultation expired on 20 June 2014.

35. The amended documents that were submitted in September 2013 were as follows:

- The planning application form (amended description);
- The eight parameter plans;
- The five Access Plans;
- The Development Specification 2013
- The Planning Statement 2013

36. The amended supporting documentation that was submitted in February 2014 was as follows:

- The Design and Access Statement 2013 Addendum;
- The Environmental Statement (and Non-Technical Summary) 2013 Addendum (plus appendices);
- The Sustainability Statement 2013 Addendum

37. The amended documentation that was submitted in May 2014 was as follows:

- The Supplementary Transport Assessment (May 29014)
- Appendices to the Transport Assessment

38. A summary of the amendments to the planning application and submitted documents is as follows:

- The description of the proposed development applied for has been amended to delete reference to the Park and Ride; to include reference to a Combined Heat and Power Plant in the District Centre; to increase the Community Uses (Class D1) from 5,000 to 7,000 square metres; and to increase the Leisure Uses (Class D2) floorspace from 5,000 to 6,000 square metres.
- An amended "Development Specification" has been submitted for approval which entirely supersedes the 2012 Development Specification. The new Development Specification explains the amendments made to the application and sets out the suite of documents that is now submitted for approval.

- Eight new “Parameter Plans” have been submitted for approval which supersedes the entire set of 2012 Parameter Plans. The changes are explained in the Development Specification. The new Parameter Plans incorporate the map based changes arising from the amended description of the development applied for, plus some alterations to the distribution of open space areas and density bands.
 - Five new “access plans” have been submitted for approval. These Access Plans supersede the Access Plans submitted in 2012 and the changes are explained in the Development Specification.
39. Amendments and refinements have also been submitted in relation to the A28 and other transport matters which are referred to in the Supplementary Transport Assessment submitted in support of the application. These are summarised as follows:
- Minor changes to the applicants proposed improvements to the A28, which allow their improvement scheme to be implemented within land that is available and using the existing service bridge over the railway line [**SS&DM Note:** This is not KCC’s preferred scheme and this is dealt with in the assessment section]
 - It is proposed that the improvements are implemented as a single scheme (by KCC) to minimise disruption on the A28 and to implement the most cost-effective solution.
 - Further modelling has been undertaken to consider the impact of the proposed development on the A28, the proposed improvements and the timing of the implementation of the works. The result of this modelling work is explained in paragraph 95 relating to the Supplementary Transport Assessment).
 - Proposed traffic calming schemes have been investigated for Great Chart, on Magpie Hall Road and in Shadoxhurst and monitoring will be put in place to monitor the impact of traffic associated with the development on local roads and to monitor the impact of traffic associated with the development on the A28.
40. Bus priority measures have been identified at the Knoll Lane/Brookfield Road junction and an additional bus stop on the Beaver Road junction. Amendments have also been made to the ES, which has resulted in an Addendum document as well as a revised Non-Technical summary. The amendments referred to in the preceding paragraphs have been included within the ES and the effects have been assessed. In addition, requests for further information and clarification from the ES Consultants appointed by the Council have been assessed. The results

of these assessments are explained in paragraph 389 relating to the ES Addendum and in the Table appended to the report as Appendix 1.

41. The following paragraphs explain the proposal under the terms expressed in the description of the development for which planning permission is being sought (as amended). A full description can be found in the Development Specification
<http://planning.ashford.gov.uk/Planning/IDOX/default.aspx?docid=996166>

Residential

42. The application seeks outline planning permission to construct up to 5,750 dwellings, which will comprise a range of housing types, sizes and tenures, although the predominant character of the site will be traditional family houses with gardens. Whilst the application does not seek to fix the exact dwelling mix for the development, given the time period over which development will continue, it does set out an indicative mix which is as follows:

1 bed flats	1.4%
2 bed flats	5.9%
2 bed houses	18.8%
3 bed houses	35.3%
4 bed houses	27.9%
5 bed houses	10.8%

Both private and affordable housing is proposed, and the percentage of affordable housing proposed is discussed in the section of my report which deals with affordable housing beginning at para 241. The way in which affordable housing will be delivered is discussed in this section of the report and in more detail in the section which deals with viability (paras 406 to 420).

43. The relevant Density Parameter Plan (OPA03R) shows that residential densities will vary across the site from 10 dwellings per hectare (dph) on the southern boundary and adjacent to the hamlet, to up to 66 dph adjacent to the District and Local Centres. Apart from the two lowest density areas (10 dph and 15dph), where that number is the maximum, and it could in fact be less, within each other density area a range of densities is proposed. However, in order to provide certainty regarding the number of dwellings to be provided, within each density area an average density is also given.

44. Within the mixed use areas of the District Centre and Local Centres, the densities have to be calculated on a different basis since an allowance has to be made for other uses such as shops, offices, community facilities and car parking. In these areas a “bottom up” methodology has been used whereby the masterplanners have calculated the likely number of residential units which could be accommodated in the mixed use area and then divided this by the total land area of the mixed use area. Because the area also includes non-residential uses such as the shops, supermarket, car parking and the community buildings, this dilutes the residential element and depresses the residential density to an average 29.6 dph. Whilst this figure is a mid-range density in the context of the whole master plan, the actual form of the housing within the District Centre and Local Centres will be high density since it includes a significant number of apartments, some of which will be above shops. The schedule of development parcels and densities is appended to the Development Specification and this demonstrates how 5,750 dwellings can be achieved in accordance with the AAP.
45. The density ranges also take into account the Residential Space and Layout SPD, which sets out the minimum standards for living space.
46. In terms of residential parking, there are two designations of parking location proposed at Chilmington Green and these are based on the Residential Parking and Design Guidance SPD. The two designations are “Central Location” which is proposed in the District and Local Centres (in the mixed use and central density areas) and “Suburban Location” which will be applied to all other areas within the application site. This results in proposed parking allocations as follows:

	Central Location	Suburban Location
Dwelling size	Parking space per dwelling	Parking space per dwelling
1 bed flat	1 space	1 space
2 bed flat	1 space	1.5 spaces
2 bed house	1 space	2 spaces
3+ bed house	1.5 spaces	2 spaces

47. The distribution of building heights across the application site is set out in Parameter Plan OPA04R. It is expressed in terms of storey heights with a maximum building height cap (to the top of the ridge and measured from the existing ground level). The heights range from 'up to 2.5 storeys (10m)' to 'up to 4 storeys in the mixed use areas (18m)'. The Development Specification states that these heights represent the maximum parameters which were assessed for the purpose of the ES and, in practice, the whole development will not be built to the theoretical maximum. Since there will be modest land re-grading across the site, the heights of the buildings shown on the Parameter Plan have a limit of deviation of plus or minus one metre.
48. This Parameter Plan shows the areas of highest buildings will be in the commercial areas of the District and Local Centres whereas lower two storey buildings will predominate on the southern and western edges of the development and around the Hamlet.

Employment

49. The application seeks permission for up to 10,000 square metres (gross external area) of B1 (business) floorspace, which could range from offices and studios/workshops to light industrial space.
50. Employment is shown in three broad locations:
- Within the District Centre this will be small scale B1 floorspace, primarily above "A" class retail units.
 - To the north of the District Centre, there will be two storey B1 use buildings suitable for a mix of professional offices, studios/workshops and light industry.
 - In the two local centres, provision is made for small scale B1 floorspace in association with each of the two local centres.
51. When the B1 floorspace is combined with jobs in retailing, leisure, community and the education sector, it is expected that total new employment will be around 1,200 FTE which excludes people working from home.

A Class (retail) uses

52. Permission is sought for up to 9,000 square metres of "A" class uses, which includes retail (A1), professional and financial services (A2), and food and drink uses (A3, A4 and A5). The majority (8,095 square metres) of the A class floorspace is proposed to be concentrated at the

District Centre (to include a supermarket of 2,000 square metres net), and the two local centres will provide very localised retail facilities with each proposing to accommodate around 425 square metres of A class floorspace.

Education

53. The planning application seeks permission for four, two form entry primary schools including pre-school nursery (each on 2.1 hectares of land area) and one, six form entry secondary school (8 hectares). The primary school sites are located within each of the four phases, and the proposed secondary school site is close to the A28 near the junction of the A28 and Sandy Lane.
54. In addition to primary and secondary education, there is likely to be market demand for several commercially provided pre-school nurseries/day care. Specific sites for these have not been allocated on the masterplan, but this use would count towards the D1 floorspace total and could be provided within the District and Local Centres.

Community and Leisure Uses (D1 and D2 Uses)

55. Up to 7,000 square metres of Community (D1) and 6,000 square metres of Leisure Use (D2) floorspace is proposed. This will provide social infrastructure in the form of community and sports halls, and health and community facilities, and will be clustered around the District and Local Centres. Indoor sports provision will additionally be provided in Discovery Park and in association with the cricket pitch at the Hamlet.

Local Recycling Facilities

56. The application includes the provision of local recycling facilities although the precise form and location of these facilities will be agreed as part of the reserved matters submissions and pursuant to conditions.

Open Space

57. The provision of formal and informal areas of open space is in accordance with the adopted Public Green Space and Water Environment SPD, which sets out the hierarchy of types of open space, the level of physical provision per 1,000 population and guidance on distribution. Using an agreed average household size of 2.4 persons produces a population of 13,800 persons, which produces the following requirement for each category of open space:

Outdoor sports pitches	22.08ha
Informal/natural green space	27.06ha
Children's equipped playspace	6.9ha
Allotments	2.7ha
Parks and Recreation Grounds	4.14ha

58. The application also proposes to provide part of Discovery Park, which is a strategic park, proposed by Policy CS18a of the Core Strategy. As the eventual wider Discovery Park will serve a greater role than just Chilmington Green, there is a requirement on the developer to only provide part of it, i.e. that amount of open space that is necessitated by the development in accordance with the adopted SPD. It is proposed that the development delivers the central section of Discovery Park, the indicative extent of which is shown in the Addendum to the Design and Access Statement and it is shown as being 4.14 hectares.

Infrastructure

59. The development will provide flood attenuation works, sustainable urban drainage (SUDS), water supply and waste water disposal, plus other utilities such as gas, electricity and telecommunications. The application also proposes renewable energy infrastructure including a Combined Heat and Power (CHP) facility in the District Centre.
60. There are a number of existing strategic service routes that cross parts of the site including a 132kv electricity cable, a strategic water main and a high pressure gas main. These routes will be safeguarded whilst other smaller utility supplies will be integrated with the new supply strategy. The easements associated with strategic services have been incorporated into the masterplan and any proposed dwellings adjacent to the high voltage cable route will be situated where the magnetic field is less than 0.4m T; a minimum of 30m away from the power line.

Transportation

61. Two new roundabout accesses and one priority junction on to the A28 plus a new roundabout access on to Coulter Road / Cuckoo Lane are proposed. These are shown in the following plans:

Access A – Drawing no. 131065-A-01 Rev B

Access B – Drawing no. 131065-A-04 Rev A

Access C – Drawing no 131065-A-02 Rev B

Access D – Drawing no 131065-A-15

62. These accesses are the only part of the development where detailed approval is sought at this stage. All other points of access are shown indicatively on the Parameter Plans and Masterplan and the development will also provide an integrated network of footways and cycleways. It is proposed that Chilmington Green Road will be closed at its existing junction with the A28 prior to the opening of the secondary school, and parts of Mock Lane and Chilmington Green Road will be upgraded. Other existing lanes will remain as they are. The proposals also include provisions for traffic calming in Great Chart, Shadoxhurst and on Magpie Hall Road, and the development also provides for a frequent bus service which is set out in the Transport Assessment and its Supplement.
63. In order to accommodate the additional traffic on the strategic road network, improvements to the A28 are proposed (but not part of this planning application), which are likely to be carried out by Kent County Council as Strategic Highway Authority, with a financial contribution from the development. More detail on the delivery of these improvements is in the assessment section. Further traffic modelling has been carried out while the application has been processed thus far, which has resulted in the clarification of the exact nature and timing of those improvements. The improvements that are proposed for the A28 are increasing the size of both the Matalan and Tank Roundabouts, widening the railway bridge to accommodate dualling of the A28 between those two roundabouts, and improvements to the Loudon Way junction. The impact of traffic on the local roads has also been considered and the Transport Assessment Supplement includes proposals for the monitoring of certain local roads, with provision for traffic calming in the future if necessary. The TA Supplement identifies that there will be traffic calming in Great Chart, Shadoxhurst (in several locations) and on Magpie Hall Road and that the proposals have been discussed with representatives of the relevant Parish Councils. If works are found to be necessary, they can be carried out within the highway boundaries. The TA Supplement identifies locations for monitoring points for Automatic Traffic Counts, where counts will be taken prior to construction commencing and then at the end of each Main AAP Phase.

Planting, Landscaping and Ecological Enhancement

64. The planting, landscaping and ecological plan has been designed to compensate for the inevitable loss or severance of existing habitats. It is proposed that the new hedge and tree planting will help to create an early "green" structure to the development. New areas of ecological enhancement are also proposed to be created on land controlled by the

applicants to provide a range of new habitats and these have been discussed and agreed with Natural England and the Kent Wildlife Trust.

65. The following paragraphs describe the parameter plans which are the plans which will be approved as part of the planning application and upon which basis the ES has been assessed. All subsequent reserved matters submissions will need to be in accordance with the principles of the plans and these plans are based on the “worst case scenario” in terms of impact of the proposed development.

Planning Application Boundary (OPA01R) (2013)

<http://planning.ashford.gov.uk/Planning/IDOX/default.aspx?docid=996204>

66. This plan shows the planning application site outlined in red and whilst the boundary has not changed since submission in 2012, it has been reissued with an ‘R’ suffix to make it clear that it forms part of the revised suite of 2013 plans. The application site extends to 415.29 hectares and includes the accesses on to the A28 and the land required to deliver the Coulter Road/Cuckoo Lane roundabout. The application site does not include land within the hamlet and other individual properties which are controlled by third parties.

Land Use Plan (OPA02R) (2013 amendment)

<http://planning.ashford.gov.uk/Planning/IDOX/default.aspx?docid=996210>

67. This plan shows the land use for Chilmington Green and shows the extent of the built footprint, the disposition of land uses across the site, the points of access and the areas of open space and flood attenuation.
68. The main changes between the originally submitted Land Use Plan (02) and the 2013 amendment (02R) are as follows:
- Creation of four ‘super play areas’ exceeding 1.5ha each
 - Grouping of allotments
 - Clustering of formal sports provision
 - Identifying a location within the District Centre for a CHP facility
 - Clarification of extent of predominantly wet SUDS facilities
 - Reduction in the size of the northern roundabout on the A28 and consequential amendments to the development area boundary

- Changing the middle access on the A28 from traffic lights to a staggered priority junction
- Permission is no longer sought for a park and ride to the west of the A28, however the site is shown as safeguarded for this use in accordance with Policy CG14 of the AAP.

Residential Density Plan (OPA03R) (2013 amendment)

<http://planning.ashford.gov.uk/Planning/IDOX/default.aspx?docid=996215>

69. This plan shows the pattern of residential densities across the site and replaces the submitted Parameter Plan 03. The densities will vary from less than 10 dwellings to the hectare (10dph) on the southern boundary and close to the Hamlet, to up to 66dph adjacent to the District Centre and Local Centres.
70. The changes between the originally submitted Density Plan (03) and the 2013 Amendment (03R) are:
- Reducing the density in part of former band D34 to the south of the Hamlet from 'up to 15 dwellings' per hectare to '10 or less' (now Parcel D78);
 - Reducing the density in parts of former plots D26 and D32 (now D76 and D77) from 16 – 25 dwellings per hectare, to '10 or less';
 - Increasing the densities in plot 40 from '31 – 40 dwellings per hectare to '36 – 45 per hectare'.
71. The densities have been calculated on the basis of net residential areas as defined in Annex B of the former PPS3. Within each density area a density range is proposed, however, in order to provide certainty regarding the number of dwellings to be provided, an average density is also stated. Within the mixed use areas of the District Centre and Local Centres, the densities have had to be calculated on a different basis since an allowance has to be made for other uses such as shops, offices, community facilities and car parking. In these areas a "bottom up" methodology has been used, whereby the masterplanners have calculated the likely number of residential units which could be accommodated in the mixed use areas (shown as the brown tone on plan OPA02R), and then divided this by the total land area of the brown land. Because the area includes non-residential uses such as the shops, supermarket, car parking and the community buildings, this dilutes the residential element and depresses the residential density to an average of 29.6 dwellings to the hectare in this location.

72. Whilst 29.6dph is a mid-range density in the context of the whole of the masterplan, the actual form of the housing within the District Centre and Local Centres will be high density since it includes a significant number of apartments, some of which will be above shops. How 5,750 dwellings can be achieved on the site is demonstrated within the schedule of development parcels and densities contained in Appendix 1 of the Development Specification. The average density across the whole scheme is 34.21dph.

Storey Heights Plan (OPA04R) (2013 amendment)

<http://planning.ashford.gov.uk/Planning/IDOX/default.aspx?docid=996218>

73. Parameter Plan 04R sets out the distribution of building heights across the development and replaces the submitted Parameter Plan 04. This is expressed in terms of storey heights with a maximum building height cap (to the top of the ridge measured from the existing ground level). The heights range from 'up to 2.5 storeys (10m)' to 'up to 4 storeys in the mixed use areas (18m)'. These heights represent the maximum parameters which were assessed for the purposes of the Environmental Impact Assessment and in practice the whole development will not be built out to the theoretical maximum. In addition, since there will be modest re-grading across the site, the heights of the buildings shown on the Parameter Plan have a limit of deviation of plus or minus one metre.
74. The areas of highest buildings are shown at the commercial areas of the District and Local Centres whereas lower, two storey buildings will predominate on the southern and western edges of the development area and around the Hamlet.
75. The main changes to the Storey Heights plan are as follows:
- The inclusion of the CHP chimney in the District Centre. This is shown as being up to 21 metres in height which is the maximum which has been assessed in the ES Addendum;
 - An amendment to the amount of four storey development adjacent to the northern A28 access.
76. Access and Strategic Vehicular Routes Plan (OPA05R) (2013 amendment)
<http://planning.ashford.gov.uk/Planning/IDOX/default.aspx?docid=996222>
77. This plan shows the vehicular access and movement strategy for Chilmington Green and replaces the submitted Parameter Plan 05. It

shows the three new accesses proposed on to the A28 plus the new roundabout at Coulter Road/Cuckoo Lane, which are the only part of the development where detailed permission is being sought now.

78. The more strategic new roads are shown on this plan but since the precise alignment of these roads can only be defined once the associated phase layouts are fixed, the Parameter Plan allows for a deviation of 20 metres either side of the line on the plan. The existing roads which need upgrading (Mock Lane and part of Chilmington Green Road) are also shown, but again, with a limit of deviation of 20m. The existing roads which will remain, but will not be upgraded are also shown. The plan does not show any more detail, such as the new estate roads as these will be defined in the context of subsequent detailed plans for each phase.
79. The main changes from the submitted 05 plan are as follows:
- This Parameter Plan has been split into two Parameter Plans. Plan 05R deals with vehicular access whilst the new Parameter Plan 08R relates to footpaths and cycle access;
 - The size of the roundabout of the proposed northern access on to the A28 has been reduced from 60 metres ICD to 40 metres ICD.

Footpaths and Cycleways Plan (OPA08R) (2013 amendment)
<http://planning.ashford.gov.uk/Planning/IDOX/default.aspx?docid=996227>

80. This is a new plan which also replaces Parameter Plan 05. It provides information on the existing and proposed network of footpaths and cycleways.

Open Space (OPA06R) (2013 amendment)
<http://planning.ashford.gov.uk/Planning/IDOX/default.aspx?docid=996222>

81. This plan sets out the type and distribution of open space across the site and deals with all categories of open space from green space and equipped play spaces to the strategic open space which will form Discovery Park. The application states that it is based on the Council's Green Space and Water Environment SPD.
82. Discovery Park is shown on this plan, but the proportion of the Park that will be delivered by this application is shown indicatively in the Design and Access Addendum (2013). This is the central section of the Park and the main focus for formal pitches will be in this area, which is large enough to accommodate 20 hectares of formal pitches with

associated new sports and community building to the north of the pitches.

83. This plan also defines the areas to be used for ecological mitigation and enhancement. It includes such areas as ecologically managed farmland, flooded meadow ecology park and proposed woodland, and each of these areas will be subject to an agreed regime which will define the extent of permissible public access. The application confirms that all of these mitigation and enhancement areas are controlled by the Applicants and are within the application boundary.

Building Parameters Plan (OPA07R) (2013 amendment)

<http://planning.ashford.gov.uk/Planning/IDOX/default.aspx?docid=996225>

84. This plan should be read in conjunction with the Building Parameters Matrix, contained within Appendix 2 of the Development Specification, and the Storey Heights Parameter Plan (OPA04R). It shows the locations where the building typologies set out in the Building Parameters Matrix will be found. There have been no in principle changes to the typologies; the only changes are to reflect boundary amendments shown on other Parameter Plans and the addition of the CHP building and chimney.

Access Plans

85. There are four access points to the development which are not reserved for subsequent approval and detailed plans are submitted now for approval. Whilst these four access points have not changed, a new suite of access plans has been submitted to reflect comments made by the Council, Kent County Council and other interested parties. Each of the accesses is described as follows, along with any changes from the 2012 submission:

- Access A: Northern A28 Roundabout (Plan no. 131065/a/01 B): It has been agreed that this roundabout can be reduced in size from 60m ICD to 40m ICD. Capacity analysis has been undertaken to ensure this revised design has sufficient capacity to accommodate the completed scheme.
<http://planning.ashford.gov.uk/Planning/IDOX/default.aspx?docid=996168>

- Access B: Central A28 Access (Plan no. 131065/a/04 B): The submitted 2012 proposals showed this as a traffic light controlled access. As a response to comments from KCC, this has been redesigned as a staggered priority junction. Capacity analysis has been undertaken to ensure this revised design has sufficient capacity to accommodate the

completed scheme.

<http://planning.ashford.gov.uk/Planning/IDOX/default.aspx?docid=996172>

- Access C: Southern A28 Roundabout (Plan no. 131065/A/02 B): This plan represents only a minor change from the plan submitted in 2012 and remains a 40m ICD roundabout.
<http://planning.ashford.gov.uk/Planning/IDOX/default.aspx?docid=996172>
- Access D: Coulter Road / Cuckoo Lane Mini Roundabout (Plan no. 131065/A/15): Minor changes have been made to this mini roundabout to ensure the swept path of larger vehicles can be accommodated.
<http://planning.ashford.gov.uk/Planning/IDOX/default.aspx?docid=996167>
Long Section through Access A: (Plan no. 131065/A/17): This provides a long section through the revised and smaller northern access on the A28.
<http://planning.ashford.gov.uk/Planning/IDOX/default.aspx?docid=996170>

86. The following paragraphs describe in brief the documentation that has been submitted in support of the application, with hyperlinks to the documents available on the Council's website.

The Planning Statement (2013 version)

<http://planning.ashford.gov.uk/Planning/IDOX/default.aspx?docid=962680>

87. This states that the planning application is the culmination of several years research, evidence gathering, option assessments and public consultation. The proposals take as their starting point the strategic principle of a mixed use urban extension at Chilmington Green as contained in Policy CS5 of the Ashford Core Strategy, and this remains the strategic statutory planning document for the area and should be given significant weight in the determination of the application.
88. It goes on to state that the planning application accords with the adopted Chilmington Green Area Action Plan (July 2013) in all material respects, and that the combination of the S106 Agreement and the package of planning conditions will give both the Council and local people the confidence that the social and physical infrastructure necessary to support the new community at Chilmington Green will be provided in a timely manner.

The Design and Access Statement (plus 2013 Addendum)

<http://planning.ashford.gov.uk/Planning/IDOX/default.aspx?docid=962520>

89. This provides an explanation of the design process undertaken and the factors that have shaped the proposal. It identifies relevant national and local planning policy, including SPDs and a raft of sustainable design and design guidance that has been used to inform the development. The extent of community and stakeholder involvement is identified and the way in which the feedback from the various sessions shaped the progress of the proposals. The design principles used to inform the development of the masterplan are identified, and plans showing both constraints and opportunities are produced having investigated all aspects of the site and its immediate locality, including the topographical, geological, historical, archaeological and physical context.
90. It explains the four stages of the design process, relating these to the public and stakeholder consultation process, where options were explored, and how the key “structuring elements” were developed to inform the masterplan. The masterplan is described as a series of layers, where the constraints are layered with the development which is derived from the application of design principles, including the development layout, land use, density, landscape and access and movement.
91. The masterplan as it has emerged is then analysed in terms of the land use, built form, landscape, character areas, connections within the site, materials and architectural detailing and environmental standards. Access and movement is analysed separately and this includes the proposed access to the site, the street hierarchy, the public transport strategy, the walking and cycling strategy, vehicular movement generally, access for disabled people, access to buildings, emergency and service vehicles access and emergency evacuation routes. The movement hierarchy is analysed, and this establishes a hierarchy of roads and routes within the site, which relate to the area in which they are located and their functions within the development.
92. It goes on to conclude that the development will be implemented in four phases, and that a Community Trust will be established to provide the long term quality management of public open spaces and play spaces, to own and manage the community facilities and to manage and develop related social, community and environmental initiatives which respond to the needs of both existing and future residents.
93. The 2013 Addendum to the Design and Access Statement sets out the changes to the original statement which have been made following the submission of the application in 2012, and which are referred to in the preceding paragraphs.

The Transport Assessment and Travel Plan (plus 2014 Supplement)
<http://planning.ashford.gov.uk/Planning/IDOX/default.aspx?docid=780973>
<http://planning.ashford.gov.uk/Planning/IDOX/default.aspx?docid=780971>
<http://planning.ashford.gov.uk/Planning/IDOX/default.aspx?docid=996148>
<http://planning.ashford.gov.uk/Planning/IDOX/default.aspx?docid=996765>

94. The Transport Assessment 2012 assessed the transport implications of the development, including an assessment of the existing transport conditions in and around the site, the four new accesses into the site, the public transport improvements, sustainable transport measures, car and cycle parking, pedestrian and cycle routes and phasing. It also assessed the improvements that would be required to the A28 in order to accommodate the level of traffic generated by the development as well as general background growth.
95. The Supplementary Transport Assessment (2014) provides a detailed response to the schedule of stakeholder comments received as a result of the initial round of consultations on the planning application in 2012, and sets out the revised transport strategy that it states, will ensure the proposed development at Chilmington Green is in accordance with the AAP.
96. The proposed site accesses to the development were re-considered and as a result, the roundabout at site access A is to be reduced from 60 metres ICD to 40 metres ICD. It was reduced in diameter as this access was previously designed as the principal access to the site, but it was subsequently considered that not as much traffic would use this access, given the route through the development it would need to take to get there, with low vehicle speeds through the District Centre. Consequently, the amount of traffic assigning the A28 via Access A was reduced and this was tested through the modelling. Whilst the diameter of the roundabout has been reduced, there is capacity for the roundabout to be enlarged in the event that further junction capacity proves to be required in the future to accommodate additional development and/or traffic growth. This larger roundabout can be constructed on land that is either part of the development site or is part of the existing public highway.
97. The comments made on Public Rights of Way and pedestrian and cycle linkages both within the proposed development have been incorporated both within and outside the site.
98. In terms of the improvements to the A28, the Supplementary Transport Assessment proposes amendments which allow the improvement scheme to be implemented within land that is available (in public ownership/land controlled by the applicants) and using the existing

service bridge over the railway line. This it states ensures that the required improvements can be achieved in the most cost effective way. It is proposed that the improvements are implemented in a single scheme but this will be in a phased approach to minimise the disruption on the A28. It should be noted that these improvements do not form part of the Planning Application since it is likely that these works will be undertaken by Kent County Council under its highway powers.

99. Further modelling has been done to consider the impact of the proposed development on the A28 Chart Road, the proposed improvements and the timing of the implementation of the improvement works. The results of the modelling are summarised as follows:
- The proposed improvements to the A28 will deliver sufficient increased capacity to accommodate the traffic associated with the proposed development and some additional headroom;
 - A comparison of the future situation with no development and no improvements, to the situation of the development and the improvements having been implemented shows that higher levels of traffic can be accommodated with reduced peak period queuing and shorter journey times. The improvements at Matalan Roundabout need to be completed prior to the occupation of 500 residential units on the site;
 - The sequence then needs to be either the Railway Bridge or Tank Roundabout, but other factors will determine which can be implemented first;
 - All of the improvements need to be in place by 2,500 units; and
 - If the proposed improvements are implemented prior to the completion of 2,500 units then there are significant capacity benefits.
100. The funding to allow the full implementation of the A28 improvement scheme will be provided in association with the proposed development (anticipated to include around £10.23m grant funding), which will be in the form of financial contributions to allow KCC to implement whichever scheme they determine is appropriate.
101. In addition to this funding, a contribution to the Regional Infrastructure Fund (RIF) funding will be made to recoup the funding used for the improvements in capacity that have already been implemented at the Drovers Roundabout and at J9 of the M20. These contributions will ensure that the wider implications of traffic associated with the proposed development are addressed.

102. Three proposed traffic calming measures are outlined and how the monitoring of the traffic associated with the development will be undertaken for a number of reasons:

- To determine when the traffic calming schemes in Great Chart (north and south of the village), on Magpie Hall Road and Shadoxhurst (Tally Ho Road, Woodchurch Road and Hornash Lane) are needed;
- To monitor the impact of traffic associated with the development on other local roads; and
- To monitor the impact of traffic associated with the development on the A28.

Table 2 – Chilmington Green - Summary Proposed Traffic Calming and Monitoring Strategy		
Measure	Drawing Reference	Associated Costs
Great Chart	131065-A-24-Rev B	£132,300
Magpie Hall Road	131065-A-25-Rev B	£164,700
Shadoxhurst (Tally Ho, Woodchurch, Hornash and Criol)	131065-A-59 or 131065-A-60-Rev A	£12,150 - £51,300
Traffic Monitoring	131065-A-61-Rev A	£15,000 - £21,000
Total		£324,150 - £369,300
Cost Plan		£408,498
Residual		£39,198 – £84,348 (to be paid to KCC)

This will be covered in the s106 agreement and by condition. The locations for traffic monitoring are,

- Great Chart (north and south of village);
- Magpie Hall Road;
- Long Length;
- Mock Lane;
- Tally Ho Road;
- Woodchurch Road;
- Hornash Lane;
- Criol Lane;
- Pound Lane; and
- Coulter Road.

Timing of traffic monitoring will be at the commencement of each main phase of the development (x 4), at the completion of the development and at a further interim timing prior to completion to be agreed with KCC. Provisional traffic calming measures for the agreed sites have been drawn up and costed. There is a residual sum to deal with other possible impacts of between c£40 - £85, 000.

103. The bus strategy associated with the proposed development has been developed through discussions with KCC and Stagecoach the local bus operator and a route has been identified that would serve each phase of the development as it progresses. The route between Chilmington Green and Ashford town centre will be via the Northern Access A onto the A28, to Tithe Barn Lane, Knoll Lane, Brookfield Road, Leacon Way – Victoria Way, Beaver Road, Elwick Road, A292 Somerset Road and A2042 Somerset Road. Improvement measures have been identified at the Knoll Lane/Brookfield Road junction and an additional bus stop on Beaver Road junction. These measures would be funded in association with the proposed development.
104. Travel Plans have been prepared for each of the land uses included within the proposed development.
105. The STA sets out responses to the comments received in respect of the application, and takes into account the discussions that have been held with KCC, ABC and key stakeholders, since the submission of the original 2012 application. Since the STA was submitted, discussions on transport issues have continued and some refinement of the offsite improvements have been made to reflect these discussions. These form a basis for discussion about the S106 agreement that will be required in association with the proposed development by providing more details on the proposed transport strategy that has been formulated to support the proposed development. This strategy

mitigates the impact of traffic associated with the proposed development and would have wider benefits for existing residents and road/transport users.

The Retail Assessment (2012)

<http://planning.ashford.gov.uk/Planning/IDOX/default.aspx?docid=780960>

106. This report considers the retail and other economic effects of the proposal having regard to local policies and the requirements of the National Planning Policy Framework (NPPF). It tests the impact of the proposed convenience floorspace, including the supermarket, and demonstrates that the proposal will not lead to any significant adverse impacts in terms of the vitality and viability of particularly Ashford town centre or precluding any planned investment in and around the town centre.
107. In the context of the NPPF, it states that the application site is in accordance with an up-to-date development plan and as such represents the most and only appropriate location for the proposed district centre.
108. It goes on to say that the proposal will ensure the sustainable development at Chilmington Green envisaged in Core Strategy Policy CS5 and NPPF paragraphs 30 and 37 by promoting local non-car based shopping patterns, creating a vital and viable district centre and generating local jobs. The proposal is also considered to accord with the overriding principles of the NPPF. The site is allocated as a preferable location for retail development as part of a sustainable urban extension. In addition it has been demonstrated that the impacts of the development will not give rise to harmful effects on either existing centres or intended investment in those centres, specifically Ashford town centre. For these reasons, the report concludes that the retail elements of the application are deemed to accord with national, regional and local planning policy and should, as sustainable economic development, be approved.

Employment and Economic Benefits Report (2012)

<http://planning.ashford.gov.uk/Planning/IDOX/default.aspx?docid=780969>

109. The purpose of this report is to demonstrate how the proposals fully accord with the employment ambitions for the site as set out in Policy CS5 of the Core Strategy. It is accompanied by an Economic Benefits Report published in July 2012 by Nathaniel Lichfield and Partners. It explains the evolution of the proposals through the various iterations of the masterplan and advice from several local Commercial Agents.

110. The response of the masterplan is to provide flexibility in each of the three locations – the small office space above shops is largely in flexible use areas where occupancy can be modified to reflect demand, the B1 uses adjacent to the district centre can be flexible in their size and tenure, and the B1 space at the local centres have the flexibility to meet the needs of local service uses. Furthermore, an agreement has been signed with BT Openreach whereby ‘superfast fibre access’ will be installed which will provide potential download speeds of up to 100 mb/s and uploads of 30mb/s, which is seen as a unique selling point and make the development particularly attractive for IT and design based companies. I recommend that this is covered by condition/agreement. `
111. At least 1,215 jobs will be created through the floorspace on site, 600 of which will be created by the time 3,350 homes are completed, which is in compliance with Policy CS5. This level of job creation is confirmed by the NLP report, which also concludes that a further 230 jobs will be created in the local Ashford area and 470 in the wider region. Construction jobs are estimated to equate to 375 person years of employment, and add around £3.1m each year to the local economy (GVA). Once the development is operational, the level of jobs directly generated by the completed development could deliver an additional £37m of GVA each year. In addition, the modelling of future levels of retail expenditure associated with the proposals concludes that around £33m of retail expenditure will be supported by the development, of which 70% will be associated with food expenditure and 30% ‘top up’.

Flood Risk Assessment (2012)

<http://planning.ashford.gov.uk/Planning/IDOX/default.aspx?docid=781047>

112. The Flood Risk Assessment (FRA) assesses flood risk to the site and the proposed development, as well as any impact on flood risk to other land as a result of the development proposals. Where required, flood risk mitigation measures are proposed and the report also provides an outline drainage strategy for the surface water flows from the proposed development.
113. The proposed development will be located predominantly within Flood Zone 1 (0.1% probability of flooding) with very small areas within Flood Zone 2 where the annual probability of flooding is less than 1%. The proposed development passes the sequential test as outlined in the NPPF.
114. The wider site is mostly located in Flood Zone 1, however a small area near Long Length in the east, and another, close to Chart Road in the south, are located in Flood Zones 2 and 3. All development will have

finished floor levels set above the 1 in 1000 year flood level and no built development will be undertaken in Flood Zone 3. Areas falling in Flood Zone 3 will be retained as public open space.

115. The site has no recorded history of on-site flooding. The existing risk of flooding is therefore considered negligible and no mitigation measures are necessary.
116. The drainage strategy has been designed around a SUDS management drainage hierarchy, controlling run off at source before providing further attenuation at site then regional levels within each catchment, in the form of larger attenuation areas at the downstream end of each of the catchment to reduce runoff further and ensure that flows are discharged off-site in line with the Council's SPD requirements. The strategy has been designed to accommodate and support the phasing of the development and the ecology strategy.
117. The surface storage requirements have been sized based on the 1 in 100 year rainfall event plus 30% headroom for climate change, while discharging at the SPD rate of 4 l/s/ha. This will offer significant benefits to the downstream Stour and Beult catchments, as the current rate of run off is some 7 l/s/ha.
118. The report states furthermore that increased river flows and rainfall events due to climate change during the 1 in 1000 year event will not affect the site. The proposed development does not increase flood risk on site or offsite, and safe access and egress will be available to and from the site for events in excess of the 1 in 100 year plus climate change rainfall event. It confirms that Southern Water is able to accommodate all flows arising from the development.

Sustainability Statement (2012) (plus 2013 Addendum)

<http://planning.ashford.gov.uk/Planning/IDOX/default.aspx?docid=780962>

<http://planning.ashford.gov.uk/Planning/IDOX/default.aspx?docid=962522>

119. This initial report summarises an overarching strategy for all residential units included in the scheme, to achieve the required Code Level 4 rating. The addendum report responds to the amendments made to the planning application, the primary effect of which is on the Energy Strategy submitted in Appendix D of the 2012 Sustainability Statement.
120. The 2012 report outlines the environmental objectives of the development, as well as the social and economic objectives and concludes that the proposed development presents a significant opportunity to make a positive contribution to the sustainability aspirations of the Council and to help achieve the various sustainability

aspirations from the local to the regional level through several aspects of the development proposals including direct, indirect and induced employment in the construction phase; the provision of up to 5,750 new dwellings in accordance with the Core Strategy; using sustainable design and construction methods; the creation of a mixed use and inclusive community; up to 1,225 additional direct FTE jobs and a further 470 'spin-off' FTE jobs; wider benefits to the economy; substantially improved accessibility, including a high frequency bus service; walkable neighbourhoods; inclusion of low and zero carbon energy generation; delivery of part of the new strategic park and the open space network; and ecological compensation and enhancement measures, including extensive habitat enhancement and creation which will increase the overall area, and variety of habitat types on the site.

121. The 2013 Addendum report reviews the development in light of the scheme changes, changes to the planning policy context and the Council's comments. It clarifies the policy context that was taken into account in preparing the 2012 Statement and also provides updated information on the planning policy relevant to the Statement and the position regarding the CHP system within the proposed District Centre. Overall, the 2013 Amendments and further information provided in the Addendum are not anticipated to result in any significant changes from a sustainable development perspective to the findings in the 2012 Sustainability Statement.

Utilities Appraisal 2012

<http://planning.ashford.gov.uk/Planning/IDOX/default.aspx?docid=780966>

122. The report assesses the utility requirements to support the planning application and as part of the work undertaken, the supplies are assessed and the extent of the upgrade works that are required.
123. In terms of foul drainage, Southern Water Services (SWS) has confirmed that there is existing capacity within their sewerage infrastructure and at Bybrook WWTW to support the entire 5,750 property development (plus supporting development) due to recent upgrades.
124. With regard to surface water drainage, post development discharge rates will be restricted to reduce the risk of flooding downstream of the development. The Sustainable Drainage SPD states that there is a maximum discharge rate of 4 l/s/ha to the Stour and if possible, 4 l/s/ha to the Beult is encouraged, otherwise no more than 6 l/s/ha unless unavoidable. The proposed surface water drainage strategy seeks to reduce discharge rates in line with the SPD(see above section). The inclusion of source control SUDS measures within the development

could provide a number of benefits such as additional control of run-off from the site; minimising the impact of the development on flood risk in other areas; increasing wildlife and amenity value; and contributing to the improvement of water quality of surface run-off discharged from the site, which would contribute to protecting the water quality of the receiving watercourses.

125. SWS' view is that all surface water systems with SUDS will be adopted by the Strategic Approval Body (SAB) under the Flood and Water Management Act provisions, whether or not they ultimately connect to existing SWS infrastructure. This will be KCC. Guidance relating to SUDS and surface water adoption is currently unclear and further clarification will be required. In summary, SUDS will be utilised on site in order to reduce the surface water discharge rate from the site to 4 l/s/ha. This will reduce the risk of flooding off-site while providing ecological and amenity benefits on site.
126. South East Water has confirmed that they are able to supply the site with potable water through a combination of the existing network, from the Kingsnorth Reservoir and a proposed new reservoir 4.5km from the site. The developer will be required to pay a contribution towards the new reservoir and off-site mains.
127. UK Power Networks Services (UKPN) has confirmed that they can supply the site with electricity and Scotia Gas Networks has confirmed that there is sufficient capacity in the gas network to serve the development.

Statement of Community Involvement 2012

<http://planning.ashford.gov.uk/Planning/IDOX/default.aspx?docid=780968>

128. This document describes the community engagement undertaken during the masterplanning of Chilmington Green and Discovery Park and the impact this has had on the proposals. Engagement with the local community and a wide range of stakeholders has been undertaken which has involved opportunities to participate in workshops where ideas for the site were generated and evaluated as well as opportunities to simply comment on emerging proposals using questionnaires or via e mails. A Steering Group and Community Stakeholder Forum have also played an important part in the process as well as public exhibitions, meetings with local community and interest groups, a school workshop and engagement with the business community.
129. The way in which the design has been influenced through this involvement with the community is tabled in the document, whereby

each event is listed, as are the key issues influencing design and then the design change itself. Appended to the report are the outcomes of each of the publicity events and opportunities for feedback that have taken place.

Environmental Statement (ES) 2012 (plus 2013 Addendum) and Non-Technical Summary 2012 (plus 2013 Addendum)

<http://planning.ashford.gov.uk/Planning/IDOX/default.aspx?docid=780959>

<http://planning.ashford.gov.uk/Planning/IDOX/default.aspx?docid=962521>

130. The Development Specification, Parameter Plans and four access plans form the basis of the Environmental Impact Assessment. Whilst the ES does not form part of the application but is submitted in support of it, if appropriate, the decision can be linked to the ES by means of conditions.

131. The findings of the Environmental Impact Assessment (EIA) are presented in the ES and the ES is provided in three parts:

- Volume 1: Texts and Figures
- Volume 2: Technical Appendices (Volumes 2A to 2E); and
- Non-Technical Summary

132. The key objectives of the assessment were as follows:

- To establish the existing baseline environmental conditions at the site;
- To identify the relevant planning policy context and applicable guidance for the proposed development;
- To determine the significance criteria used to assess the level of any significant environmental effects arising from the proposed development;
- To identify, predict and assess the significance of any likely significant environmental effects, both positive and negative, direct effects and any indirect, secondary, cumulative, short, medium and long term, permanent and temporary, positive and negative effects of the proposed development (during construction and operation). These include effects on: community and socio-economic conditions, transportation and access, noise and vibration, local air quality, nature conservation and ecology, landscape and visual impacts, artificial lighting, cultural heritage and archaeology, ground conditions and contamination, flood risk, drainage and water resources, waste management, agriculture and soil resources.

- To identify suitable mitigation and enhancement measures to prevent, reduce and where possible offset any significant adverse effects on the environment; and
- To assess the significance of any residual effects, those remaining following implementation of mitigation and enhancement measures.

133. The following paragraphs describe the chapters in the ES and the findings:

Community and Socio-Economic Effects

134. The likely significant effects of the proposed development, in relation to the socio-economic and community context of the site and surrounding area have been assessed on a local and regional level. The scope of the assessment considered the potential for effects on the following:

- Population;
- Residential amenity, social cohesion and public safety;
- Employment and local economy;
- Educational facilities and skills;
- Community sport and leisure facilities;
- Educational and health care facilities; and
- Housing.

135. During the construction phase, it is considered that the local economy will benefit through the generation of employment on-site and the likely increase in spending within the local area. It is estimated that the proposed development will generate approximately 375 person-years of construction work over the twenty year build period. In addition, multiplier effects are anticipated as a result of increased local spending and sources of supplies locally. There is likely to be a negligible effect on the existing public rights of way. Local negative effects on the community may arise during the construction phase in relation to transport, noise and air quality. A range of measures have been identified to mitigate against such effects, including the implementation of a Construction Environmental Management Plan (CEMP). I recommend that this is covered by condition.

136. During the operational phase, the proposed development will increase opportunities for employment through the development of offices, retail facilities and new schools. It is anticipated that an additional 1,225 full-time equivalent jobs will be created at the local level. The development

will help to meet local housing needs within the local area and will provide a mix and range of dwelling sizes, types and tenures. In addition new residents will bring benefits through spend in the local economy. The development will encourage a safe and secure environment through the creation of well-lit spaces and there will be a clear definition between public and private spaces. Provision will be made for health, education, open space, leisure, retail and community facilities to meet the needs of the population. The first phase of Discovery Park will be provided as well as opportunities for healthy lifestyles, by encouraging walking/cycling, encouraging involvement in the management of the area and through the provision of allotments and urban orchards. To encourage connections to the wider local area, the development will retain the existing public rights of way within the site and also provide a number of new routes.

Transportation and Access

137. A study was undertaken to assess the effect of the development on traffic flows and traffic conditions on the highway network. In particular, potential effects of the change in traffic levels on drivers in terms of stress and delay and on pedestrians and cyclists in terms of amenity, delay severance and intimidation were assessed.
138. Construction heavy goods vehicle traffic will approach and leave the site via the strategic road network, the precise details of which will be agreed by condition for each phase of the development. No HGVs would use the existing country lanes within the site, such as Mock Lane and Bartletts Lane. Construction traffic during the busiest year of construction is predicted to result in a small change in traffic flows on the majority of roads, with the exception of the A28, where an average of three two-way trips per hour are anticipated during construction working hours.
139. In the operational phase, it is anticipated that strategic improvements of the A28 corridor proposed by KCC will be implemented by 2031 and are therefore included in the modelled 2031 with development traffic flows. The proposed development will provide financial contributions towards these strategic improvements.
140. The proposed development will incorporate traffic calming schemes in Great Chart and along Magpie Hall Road as well as the provision of a pedestrian footway along Magpie Hall Road to mitigate for effects on transportation and access. Footways will be provided along the existing Chilmington Green Road which will cross the proposed development. In addition, Travel plans for education, employment and residential uses within the proposed development will be implemented. The final

bus route alignment will be confirmed as part of the detailed design and will be balanced between achieving short journey times and the ability to serve existing residents between the site and the town centre. The service would provide a service frequency of up to every 10 minutes in order to meet the 20% public transport mode share target by the end of the development period. With the above mitigation measures in place the proposed development is likely to result in an overall minor negative effect on pedestrians and cyclists and a moderate negative effect on drivers. The ES goes on to say that the proposed development and associated mitigation measures will be in accordance with the relevant development plan policies.

Noise and Vibration

141. A noise measurement survey has been completed at locations in the surrounding area and within the site. Consideration was given to the following:

- Noise and vibration from the construction works;
- Noise from construction traffic, and;
- Operational noise from road traffic associated with the proposed development.

142. During the construction phase, a range of best practice measures will be adopted to minimise the effect of noise and vibration during construction, including the implementation of a comprehensive Construction Environmental Management Plan CEMP, which will include measures that specifically address the management, control and mitigation of noise and vibration both for existing sensitive receptors and for completed phases of the proposed development where these might be negatively affected. In addition, it is anticipated that localised screening around construction working areas will also help to reduce construction noise effects. Significant levels of vibration during construction are unlikely given the nature of the proposed development unless piling works or ground compaction techniques are utilised in specific areas. Should mitigation be necessary this is most likely to affect the choice of piling method if required, or plant selection to ensure that vibration effects are minimised. Following the implementation of any mitigation measures, the noise and vibration effect of the construction phase is likely to be moderate (worst case) negative to negligible, depending on the distance between the sensitive receptor and the construction works.

143. Operational effects will largely be road traffic noise changes associated with the development some of which may be negative, whilst others may be positive. The A28 is the single most significant noise source in the area and the proposals for future dualling of a section of the road to the north of the site, whilst potentially affecting the noise climate, may also provide new opportunities for mitigation in terms of low noise road surfacing, screening and speed restrictions. Residual effects on most of the road links assessed in the ES are at worst moderate negative and only one minor country road linking Chilmington Green Road and Bartlets Lane would potentially experience a major negative change due to the existing relatively low level on this road.
144. The proposed development includes an appropriate set back distance from the nearside edge of the A28 to accommodate road traffic noise associated with this road. Noise associated with building services plant should be controlled at source through equipment and building design and specification. Noise management controls, such as restrictions on hours of opening may also be implemented. To minimise noise disturbance from play areas and all-weather sports pitches, special care will be taken in their siting and design at the detailed design stage. Some form of noise barrier or screen will be required to reduce the noise of traffic noise in external areas associated with the proposed secondary school.
145. Following mitigation, the majority of noise and vibration effects during the operational phase are likely to be permanent and minor negative to negligible. An exception is likely to be the effect associated with off-site road traffic noise, which is anticipated to vary from negligible to up to moderate negative (a major negative effect from road traffic noise is predicted on an unnamed road leading from Chilmington Green Road to Bartlets Lane due to the change in levels of traffic using this road).

Local Air Quality

146. A six month survey was undertaken to determine background levels of nitrogen dioxide (NO₂) near roads in and around the site since the site is not covered by the Council's existing network of air quality monitoring systems. A quantitative assessment of the potential effects of NO₂ emissions from the energy centre associated with the proposed development was undertaken as part of the assessment of effects on local air quality.
147. A qualitative assessment of the potential effects on local air quality from construction activities can be mitigated by good site practice, including the implementation of a CEMP and the use of mitigation measures. The residual effect of the construction works on air quality is

considered to be moderate to minor negative for the early phases of construction and minor negative to negligible for the latter phases. In addition, a quantitative assessment of the potential effects of traffic associated with construction was undertaken to predict the changes in NO₂ and particulate matter (PM₁₀) concentrations that would occur during the busiest construction period. It is likely that the proposed development will cause small to imperceptible increases in pollutants generated from construction vehicle exhaust emissions resulting in a negligible effect on concentrations of NO₂ and PM₁₀.

148. The assessment results for the operational phase show that emissions from the proposed energy centre and road traffic would not cause an exceedance of the statutory air quality objectives for NO₂ and PM₁₀ as set out in the UK Air Quality Strategy. The effects of the development on annual mean NO₂ concentrations are likely to be minor negative to negligible at the locations assessed, while the effects on PM₁₀ will be negligible at all locations included within the assessment. The proposed traffic calming measures will result in a reduction in NO₂ and PM₁₀ concentrations at a number of receptors and furthermore the A28 dualling and the M20 Junction 10 improvements will result in re-routing of vehicle movements on the road network. The Travel Plans will encourage the use of sustainable modes of transport which will help improve local air quality.

Ecology and Nature Conservation

149. A comprehensive suite of ecological surveys has been completed to determine the ecological baseline and potential effects of the proposed development. The potential effects include habitat loss or fragmentation during construction, direct and indirect effects on legally protected or Priority species during construction, indirect effects on features of conservation value during operation and recreational and/or other disturbance effects on legally protected or BAP priority species.
150. Where effects on ecological receptors cannot be avoided, mitigation and compensatory measures are set out in relation to specific effects. Provided that this mitigation is developed, and implemented in line with the principles described in the ES, the development should be compliant with relevant legislation and effects on species such as badger, bat species, birds, dormice, great crested newt and reptiles will be minimised. It is likely that the construction phase will have a negligible to minor positive effect in relation to ecology and nature conservation.
151. During the operational phase, there is potential for indirect effects associated with recreation and other disturbance on nearby ecological

sites and designated areas. The proposed development will seek to retain the features of greatest ecological value for example the woodlands, hedgerows and mature trees. It will also deliver part of Discovery Park and green corridors throughout the development. This green infrastructure will incorporate existing habitat linkages for example hedgerows. In addition, SUDS areas in the south and east of the site will be managed for ecology and biodiversity.

152. As during the construction phase, where effects upon ecological receptors cannot be avoided, mitigation and compensatory measures are set out in the ES in relation to specific effects. Provided that mitigation is developed and implemented in line with the principles described, the proposed development should be compliant with relevant legislation with regard to protected species.
153. Overall, the proposed development in isolation, and in combination with other committed developments in the vicinity, is considered to have a negligible to moderate positive effect on ecology and nature conservation.

Landscape and Visual Impact Assessment

154. A detailed study has been undertaken using maps and aerial photographs to identify various sensitive views, topographical features and landscape, visual and townscape features. This was supplemented by a number of site visits and the process resulted in a selection of viewpoints for assessing the visual impact of the development which were agreed with the Council.
155. Landscape and visual effects associated with construction activity will be mitigated by the provision of hoarding around working areas, careful selection of construction traffic routes and appropriate construction phasing. Advanced planting targeting sensitive areas will also establish the green structure as soon as possible during the operation or occupation of each phase. During the construction phase, a number of viewpoints will be adversely affected by the loss of distant views and views of construction activity, as well as associated traffic. This will result in a temporary negligible to major negative (at worst) effect on views. Lighting during construction work will also have a negative effect prior to mitigation. However, the implementation of new tree and shrub planting, use of sensitive lighting and a CEMP will reduce the construction effect on the current night-time scene to minor negative significance during construction.
156. The proposed development will result in a permanent change from predominantly arable farmland to a mixed-use development. The loss

of farmland will directly impact upon those existing properties which immediately adjoin the development site and will result in the loss of a rural outlook. The buffer to the west of the hamlet and the low density homes to the east will achieve a degree of separation between the sensitive landscape character area associated with the hamlet and will result in a moderate negative landscape effect overall. Landscape effects of the proposed development are largely confined to the site and its immediate surroundings. It will be highly visible within the foreground and middle distance from the southern edge of Ashford, the hamlet, the N18 cycle route on Criol Lane and from most of the public rights of way that traverse the site.

157. Following completion of the development, foreground and middle distance views generally experience a negative effect of moderate to major or major significance prior to mitigation. Middle to long distance views typically experience an effect of minor to moderate negative significance, prior to mitigation. Views of the development from the public footpaths near the southern boundary are affected to various degrees, generally ranging between moderate and minor negative significance. This will be mitigated by the enhancement and retention of existing hedgerows and hedgerow trees. Views across the agricultural land will be changed to a park landscape and will result in a permanent loss of farmland views. This is regarded as having a minor to moderate positive effect as play spaces, public footpaths, sports facilities, community uses and additional vegetation will be introduced into the views. Effects on views of the development from the A28 are anticipated to be minor negative to negligible due to existing vegetation screening the view and the visual deterioration of the Great Chart Ridgeline where the Singleton development has interrupted the predominantly rural and wooded character of the ridgeline. Substantial tree and hedgerow planting as well as the creation of significant public open space and the ecological enhancement area will mitigate the visual effects of the proposed development. Woodland planting will significantly filter views of the development from residential properties in Singleton, however the development will result in the permanent loss of distance views across agricultural land from residential properties in Singleton and Stanhope and from the public rights of way at locations within the site and in the local area.

Artificial Lighting

158. A lighting survey was undertaken to establish the existing external lit environment within the site and in the immediate vicinity.
159. During the construction phase, the principal lighting effects are likely to be associated with the requirement for temporary lighting to illuminate

working areas. To mitigate this, the effect will be managed by the CEMP. Overall, the residual effect of artificial lighting on sensitive receptors, following mitigation, during the construction phase will be temporary in nature and it is considered to be minor negative to negligible.

160. During the operation phase, the effects on sensitive receptors will be mitigated through the implementation of an appropriate lighting design scheme. The sensitive orientation of residential buildings will also be considered at the design stage and landscape treatment will also provide additional screening to minimise the effect. Overall, the residual effect of artificial lighting following completion of the development is considered to be minor to moderate negative.

Cultural Heritage and Archaeology

161. The likely heritage assets present within the site and surrounding area have been defined through the results of the desk based assessment, archaeological fieldwork and the built heritage assessment. The results indicate the presence of features in keeping with a wide range of prehistoric and historic landscapes. A number of listed buildings are present within the study area and it is considered that the completed proposed development may result in a change in setting of these heritage assets. Through adoption of design principles which would preclude significant change in the landscape around the listed buildings, any change to the existing built and historic landscape will be minimised.
162. The construction phase has the potential to disturb buried archaeological remains and an archaeological mitigation strategy will be required. A Scheme of Archaeological Resource Management (SARM) is being negotiated with KCC which will serve as a management tool for archaeology through the lifetime of the development. Effects on the built heritage and historic landscape are considered to be moderate negative due to the permanent change in use of the site as a result of the development.
163. The completed development takes into account the result of the built heritage and historic landscape assessment and the archaeological evaluation completed to date. In summary the historic landscape and built heritage assessment has confirmed that while the site lies within an area where Post Medieval buildings survive, the significance of their setting is not directly dependent on site wide characteristics. Eight historic character areas have been identified within the site and the consideration of these will ensure that the overall historic character of the site will be maintained as far as possible. Where there is potential

for impacts on the setting of heritage assets, these will be addressed through appropriate design measures.

Ground Conditions and Contamination

164. The potential effect of the development on ground conditions and contamination was assessed. In particular, the potential effects from current and historic land uses on sensitive receptors such as surface water features, underlying groundwater resources (aquifers), construction workers, local residents and future users of the site were considered.
165. During the construction phase, the soil may be disturbed and this could potentially result in soil contamination and contamination of the groundwater beneath the site. Demolition of the existing farm buildings may result in the disturbance of asbestos containing material and will require appropriate management and disposal. Mitigation includes the implementation of a CEMP and best practice measures and there is likely to be a minor negative to negligible residual effect on ground conditions and contamination from the construction activities.
166. In the operational phase, the presence of former landfilled areas poses a potential risk from ground gas and leachate. Ground gas monitoring will be carried out and protection measures will be put in place within the development if necessary. Following implementation of mitigation measures, there is likely to be a negligible residual effect on ground conditions and contamination during the operational phase.

Flood Risk, Drainage and Water Resources

167. A desk study was undertaken to determine the water resources, drainage and flood risk conditions within and around the site. An assessment was then made of the effect of the development on water resources and the potential effect on flood risk, the management of foul and surface water drainage from the site and the water resources required to supply the development. Measures to prevent any negative effects were determined and the residual effects after applying these measures were subsequently assessed.
168. During the construction phases, a CEMP will be implemented to manage and control ground works, including management of wastewater and the storage of fuel and oils. The residual effects on water resources during construction is likely to be minor to negligible.
169. The development will seek to achieve Code for Sustainable Homes level 4 and BREEAM 'Excellent' for non –residential properties which

will reduce the volume of water required during the occupation of the development and therefore minimise the amount of wastewater produced due to the adoption of water conservation measures. SUDS will be designed to accommodate 1 in 100 year flood event plus an additional 30% for climate change to allow for rainfall events on site. The proposals have been discussed with the Environment Agency in respect of flood risk and drainage and the development has been carefully designed to direct development away from areas which are of highest risk of flooding. Flood attenuation areas have been identified based on the findings of the FRA and have informed design of the layout and the proposed drainage strategy. The drainage strategy has been designed to control run-off at source before providing further storage within the site and takes into account future climate change. SWS and South East Water have confirmed that there is sufficient capacity within the existing infrastructure to serve the development.

170. Following the implementation of appropriate mitigation measures, the development will not result in any significant residual effects on water quality or effects associated with flood risk, increased surface water run-off and water demand. The residual effect on flood risk, drainage and water resources during the operational phase is likely to be minor negative to negligible.

Waste Management

171. The potential effects on site clearance, construction phasing and operational waste management were assessed.
172. The development is not expected to result in a significant quantity of excavation material as the majority of clean excavated material will be reused on site. This will result in a negligible long-term residual effect. During the construction phase a number of mitigation measures will be implemented to manage waste and if the majority of the construction waste is appropriately reused on site or reused/recycled off site and an SWMP is prepared and implemented, the development will result in a residual minor negative effect.
173. The generation of waste during operation of the proposed development is likely to comprise a minor negative residual effect on off -site waste treatment and disposal facilities for household waste in the long term. A minor negative to negligible residual effect relating to commercial waste arising from retail, leisure, community and educational facilities is also likely.

Agriculture and Soils

174. The assessment was informed by an agricultural land classification survey and interviews with local farm businesses.
175. The development will involve the loss to agriculture of approximately 389ha of land. Of this total, approximately 188ha will be required for built development, with 201ha and the retained woodlands to be used for open spaces. As such, 19ha of best and most versatile land (Subgrade 3a) will be permanently lost to agriculture together with 370ha of moderate quality land in Subgrade 3b. The proposed development is likely to have a moderate to minor negative effect on agricultural land resources in the local area. There is likely to be a minor negative effect on soil resources following the implementation of mitigation measures which principally comprise the re-use of surplus resources on site, the disposal of any surplus soils thereafter in a sustainable manner and the maintenance of soil quality by following best practice guidance on soil handling during construction. There is likely to be minor to moderate negative effects on farm holdings and a negligible residual effect on agri-environment schemes as a result of the development.
176. The proposed development would be virtually entirely located on lower quality agricultural land classified as Subgrade 3b, to which national policy (at that time) suggested that little weight should be given in determining planning applications.

Cumulative Effects

177. Two types of cumulative effects were considered. These are: impact iterations (effects of the proposed development on the same sensor receptor) and the combined effect of the proposed development with identified committed developments. The committed developments to be included were agreed with the Council.
178. The overall effect of the construction phase on residents in the local area is anticipated to be minor to moderate negative due to a combination of effects from transport, noise and air quality effects. However, the effects during the construction works will generally be temporary and intermittent, and a CEMP will be implemented to minimise and control any effects on the existing environment and on nearby sensitive receptors. Once the development is complete the residual effect on residential properties near the site is predicted to be up to minor to moderate negative but predominantly minor negative to negligible.

179. The potential effects of the development together with the identified committed developments were assessed and identified that the construction works may result in negative effects should the construction phases of some of the developments be concurrent, resulting in an increase in HGV traffic on the local road network. However, the majority of the committed developments (with the exception of the works to the A28) are located more than 2km from the development site and therefore the potential for cumulative effects is reduced. Significant positive effects will result once the schemes are operational, through the provision of additional housing, education. Recreation, sports and community facilities and employment opportunities.

Conclusion

180. The design of the proposed development, proposed construction approach and commitments that have been made to the proposed management practices during construction and operation incorporate a range of enhancement and mitigation measures. These measures will minimise any significant environmental effects and ensure that the sustainability credentials and biodiversity enhancement opportunities of the proposed development are maximised. Planning conditions, obligations or other means may be used to secure the delivery of the mitigation and enhancement measures set out in the ES and in other documents submitted in support of the outline planning application.

Planning History

181. The only planning history that relates to the site is small scale in nature which is not relevant to this report.

Consultations

Original Consultation on the application as submitted in August 2012.

Ward Members: Parts of three Wards fall within the boundary of the site. One of the Ward Members is a member of the Planning Committee.

Letter from Cllr Davison which is summarised as follows:

- Core Strategy - The Core Strategy is out of date and is under review. To proceed with a major development based on a strategy which is clearly outdated would be harmful to Ashford. The changed economic conditions since 2008 render the planning application unsound as demand for development at Chilmington Green does not exist and funding to deliver the scheme appears unlikely to be secured.
- Need - Without Chilmington Green, there is unused capacity within the Borough to build 761 houses every year until 2031. The 'Prescott Plan' made it clear that development was to be central and concentric with brownfield sites first and jobs and infrastructure led. This development is contrary to that. Ashford has many brownfield sites, many with planning permission. The Core Strategy requires that housing growth is dependent on new jobs being provided but the Council's own figures show that the existing level of house building has been exceeding job creation for some time. Speculative building of large numbers of new houses will not bring the commensurate number of new jobs and Chilmington Green will become a dormitory town for commuters.
- Location - Expansion of Ashford should take place within its natural boundaries and should be along the transport corridor to the south-east and north-west. It should not be allowed to spill over the Greensand Ridge and onto The Weald. Weald clay is notoriously difficult to manage but conversely it is the most nutrient-rich growing medium. The development will have a seriously detrimental effect on the setting of the listed buildings within the hamlet and on the periphery of the site. Endangered and protected species are present as well as ancient hedgerows which are important to birds.
- Impact on residents – The development will not only affect the lives of the few families who actually live in Chilmington Green; the impact will be felt far and wide during the 25 years of construction. KCC's rule of thumb calculation of 8 traffic movements per dwelling per day would result in 46,000 extra traffic movements per day for 5,750 houses. The A28 is already at capacity and

otherwise only country lanes serve the site. It is doubtful if there is sufficient land to dual the railway bridge and KCC Highways say that it will only be duelled after completion of the development, in 25 years' time.

- Local democracy – Two recent Great Chart with Singleton Parish Council elections have on both occasions, returned majorities opposed to the development. The Localism Act suggests that local people should play a part in decisions that affect them and there is strong popular opposition and a petition against the development reached over 8,000 signatures. The proposed development is deeply unpopular with the general public who cannot see why it is needed.
- Impact on Ashford Town Centre – Chilmington Green will inevitably be in competition with the town centre, the very thing the original plan said should be avoided.
- Resources – There is not enough water to serve the development. A KCC Select Committee concluded that if Ashford continued to build at the current rate (then some 500 units per annum) and Broadoak Reservoir was not built (now shelved for review in 2025), Ashford would start to run out of potable water in 2016. Ashford obtains 75% of its water from aquifers that are currently at an historic low. The Environment Agency has confirmed that sewage and waste water from the development will have to be pumped to the Bybrook Treatment Plant which does not sit well with the carbon-neutral aspirations of the development. There have been substantial reductions in public service jobs, and how will a greatly increased population impact on this?

Parts of three Parish Council's lie within the boundary of the site.

Great Chart with Singleton Parish Council:

Summary

The majority of the local population remain strongly against this new settlement which in effect is a town. They continue to believe that by the Borough Council's own criteria it is neither necessary or justified. Local people will have to live their lives with the realisation of this proposal knowing it is a low quality dense development with little to anchor it to the character of Kent and its immediate environment, let alone Ashford. Leaving thousands of local people feeling this development has been forced upon them is no way to manage planning and localism.

The planning application should be put on hold in any event, until the Inspector's report on the AAP has been received and considered by the Borough Council.

What is required is a far greater effort to engage with local people and adopt those options and approaches in which they believe, and go forward with a stake in the successful outcome. Without a stake or belief in what is being created, it rips the community apart and gives no hope or trust in the planning system and those that run it.

To review the Chilmington Green proposal at this stage will show that the Council does indeed take consultation seriously thus reversing the overriding impression that local residents have had of the process hitherto that any serious concerns expressed have been completely ignored.

Outcomes now required from the local authority/applicant

1. Review of the Core Strategy to establish in the present economic climate as to whether new housing is needed at all.
2. Delay this outline application until AAP has been formally investigated, reviewed and agreed.
3. Review provision, suitability and financial viability of key infrastructure, environmental damages and effects.
4. Applicant should provide an Executive Summary clarifying engagement of the key points of decision and developer commitments.
5. Provision of 'resource' (ie money, people, time) and an enabler to assist, engage and co-ordinate the views of local people.
6. An on-going mechanism for tracking what is agreed, what needs to be changed and what is actually changed in the proposals – ie long term Steering Group comprised largely of residents (not just developers, landowners and officials).
7. A clear response to enhancement of the outline proposals and a delivery of the positives.

Kingsnorth Parish Council

The Parish Council has taken part in the consultation and planning inquiry into the adopted Core Strategy and has accepted that the site will be developed, despite being Greenfield land. They take the view therefore that rather than try to resist the development it is better to work with the authorities and

developers to ensure that the best possible outcome is achieved for both existing and future residents. Such a large new development will inevitably have consequences for residents in Kingsnorth, including the area of the site which is within Kingsnorth Parish and such consequences must be considered and conditions put in place to minimise and ameliorate any adverse effects.

Principles and phasing of development

This is a very large development which will take 15+ years to complete, over which time much will inevitably change. For a development of this size and timescale there should be an explicit condition to apply not only the principle of “plan” but also to “monitor” and “manage” as the development progresses.

As each phase is built and completed there needs to be a condition to monitor in order to learn and where necessary to mend before further extending into the next phase. It should also take note of and adapt to a changing environment and to be able to ask questions that may need to influence the next phase, eg impact on the Beult catchment, changes to energy policy and technology, impact on the listed buildings, flood risk assessment and whether the transport arrangements are working in practice.

Consider that the early establishment of a Parish Council would greatly help the ambition of making this a leading example of large scale development and would help facilitate the monitoring and managing.

Design principles

Commend the efforts in the plan to bring the countryside into the development, rather than obliterate the countryside by the development. The “garden city” ideal is an attractive template for a development, however it is little more than ensuring that there is ample landscaping, wide tree lined streets and adequate gardens. All this can be and should be accomplished if the new urban village is to be an attractive and pleasant place to live. These characteristics should be implicit in the application.

Also support the intention to create a “buffer” area of open countryside surrounding the perimeter of the site, which should remain clear of all future development but should be subject to improvement such as the proposed tree planting and encouragement for increased biodiversity by improving habitats.

Roads and traffic management

The principle access to the site must be from the A28 and it is vital that improvements to this road are constructed before any development is started

to enable the construction vehicles to access the site. This includes duelling of the A28 and construction of a new railway bridge.

Construction traffic must be banned from using Singleton Hill, Mock Lane and Magpie Hall Road and strict traffic regulations must be in place, monitored and enforced.

It is also important that restrictions are in place to prevent these lanes being used as rat runs to access J10 of the M20. It was always the intention to construct a new road "Orchard Way" allowing access to J10 but so far no route from this road has even been suggested.

Brisley Farm

This area is in the parish of Kingsnorth and is isolated from the Chilmington Green site and was not originally included. An appeal was dismissed and as a result of this the residents have expected that it will not be the subject of further development. In addition it appears that a range of sports facilities and an isolated car park is proposed for this site. The area is isolated, totally unrelated to any facility and is in an inappropriate place. It should be removed, and any car parking must be related to activity and not be isolated in the open countryside.

A road connecting Chilmington with Brisley Farm is proposed said to be a bus route, and they consider this not to be the best solution. It will be used by all traffic and if no conditions are in place to prevent it, it will be used as a rat run to J10. The road through Brisley Farm and Westhawk is already heavily traffic calmed and not suited for general traffic.

Water supply implications

The application makes no mention of the water supply to the development. They consider that the development should not go ahead until a sufficient and secure water supply has been ensured.

Shadoxhurst Parish Council

Believe that the speculative building of 5,750 houses in Chilmington will have a serious adverse impact on Shadoxhurst and its residents. The great majority of their residents are against the development and it should only be developed if there is a proven need.

The Localism Act states that local people should be consulted when Government or Council decisions affect their lives. Many residents have invested their life savings to live here in a countryside environment with a village way of life. This development will not only destroy that, it will bring

problems from severe traffic congestion on the local roads and bring pressure on all their services. Daily life will be severely impacted by 25 years of construction traffic.

Believe that there is no proven need for the development. Ashford had a building programme imposed on it by Government in 2000 for 31,000 houses. The policy stated that they should be built in the town, centrally and concentric, brownfield sites first and jobs and infrastructure led. The building on outer Greenfield sites ignores these conditions. Excluding Chilmington, the target can be met by the houses already built (7,000), those with or awaiting planning permission (15,000) and in the Core Strategy or newly being added in the Ashford Plan. There is no confirmation of new jobs meeting the target and the current provision is well short of the target of 933 per year. The houses in Chilmington will be in addition to the original 31,000 and raise serious issues.

Ashford has many brownfield sites which should be built out before any Greenfield site is considered.

A petition of over 8,000 signatures against the development has been submitted to 10 Downing Street and to the Council. Six Parish Councillors at Great Chart and Singleton Parish Council have all been elected on an anti-development platform and this shows the strength of feeling against the development.

The statistics used by the Council to support their projections for housing and job growth have been revealed as unsound and inflated following research at Kent County Council and the Office for National Statistics.

There is inadequate water in the area to serve the development.

The centre and east of the development is only served by narrow lanes and the A28 railway bridge is only 2 lanes wide.

1000 acres of productive agricultural land will be lost at a time of world food shortage.

Policy CS1 seeks to protect the villages and surrounding countryside from any adverse impact of growth and the promotion of strong rural communities. Shadoxhurst is already a strong rural community and the environment will be destroyed and the ecology lost.

Not all residents have been made aware of the development, consultation hasn't always engaged with the consultee and an opposition has been voted down by the ruling political group in the Council.

Requests to remove the Chilmington development from the Core Strategy have been ignored by the Council.

Maidstone, Canterbury, Folkestone and Dover all have building programmes, particularly Maidstone.

The high speed rail link is already at capacity.

The only tourist attraction that Ashford has is its beautiful countryside and the development will blight Shadoxhurst and large areas of countryside around it.

For these reasons, we respectfully request that the building development is removed from the Core Strategy or otherwise prevent it from proceeding.

Bethersden Parish Council (adj)

Object.

ABC not considering the impact on neighbouring rural economies of existing settlements like Bethersden.

No real attempt being made to provide local employment opportunity.

The amount of jobs proposed does not comply with policy CS7 as it does not provide employment in balance with housing development.

Consideration should therefore be postponed until either the Core Strategy is reviewed or the employment issue as identified in the existing Core Strategy is properly addressed. The application is premature and should be refused or formally withdrawn.

Yalding Parish Council

Raise extreme concern re allowing surface water to run off into the River Beult, which runs through the centre of Yalding village and has been the cause of severe flooding to many homes in the catchment area. An in depth investigation should be carried out before planning permission is granted to ensure that the proposal will not exacerbate flooding in Yalding.

Kenardington Parish Council

Object to such a big development on green field land outside Ashford. Concerned that the new residents will cause a drain on the resources and services of the Borough and the construction work will not generate jobs as they will be taken by foreign workers or people from outside the Borough.

Wittersham Parish Council

The increased traffic that will be generated will have a detrimental impact on local people, due to congestion and long delays. The measures proposed to improve the road seem inadequate. Government funding for Smartlink seems to have evaporated. Concerns about rat-running through the villages by people trying to avoid the A28. These roads could not cope with additional traffic. Also concerned about the expected significant demand for places at the Grammar schools which will squeeze out places for children from Wittersham who live on the fringe of the Borough. Brownfield sites should be developed and should be fully utilised before large swathes of open fields are built on. The PC trusts the Council will not allow the scale and timing of the development to outstrip or precede the requirements for physical and social infrastructure upon which it will place substantial additional demands.

Kent County Council

The letter from Kent County Council is appended in full at Appendix 1 and is summarised here.

Introduction

Providing certainty over the delivery and timing of the infrastructure needed to support this development is critical to the acceptability of the scheme and KCC would expect to be involved in detailed negotiations so far as they relate to services for which it is responsible and for S106 or similar agreements to be used to secure the necessary infrastructure, including:

- Transport, education, social/community facilities and environmental mitigation as set out in this response.
- The transfer of land at nil cost and in accordance with KCC's 'General Site Transfer Requirements'
- The full cost of construction including build and fit out costs
- Third party land acquisition, compensation, procedure and procurement costs
- Revenue contributions where appropriate.

Transport

The impact of the development on the local and strategic transport network is a material planning consideration. The principle of two new junctions on the A28 Chart Road and a new junction on Coulter Road, as indicated in the

application, forming the main points of access/egress to the Chilmington Green development area is accepted.

The drawings submitted with the application which show the proposed new points of access, which are in detail, are insufficiently detailed to allow a technical review to be undertaken to determine the acceptability of the proposals. A set of fully annotated engineering drawings are required containing all relevant measured distances, as well as the proposed drainage layout. A Stage 1 Safety Audit will also need to be submitted for the proposed new points of access.

Documents submitted as part of the outline planning application do not explicitly define the timing/phasing of physical works required to address highway capacity issues on A28 Chart Road. The Transport Assessment should confirm the phasing of development in relation to the implementation of offsite highway improvements to the A28.

The application will need to demonstrate that off-site highway capacity will be increased to match the roll out of the development, secured through section 106 and section 278 agreements. It is imperative that KCC are not subjected to any financial risk in delivering the A28 Chart Road improvement works. KCC will not be prepared to progress off-site highway works to the A28 until such time that all necessary funding is in place and held on account.

The suggested sequence and phasing for improvements to the A28 Chart Road based on previous discussions, but subject to receipt of further modelling information, is as follows:

Phase of scheme Trigger point (number of residential units)

Full Tank Roundabout	0-250
Loudon Way junction (inc signals)	1,000
Full Matalan Roundabout	1,500-1,800
Railway overbridge	2,500

The Ashford Transport Study proposed a bus mode share target of 30-35% which has been reduced to 20% in the AAP. This reduced figure needs to feed into the VISSIM Transport Model to ascertain the potential impact on trip generation. It is essential that the Proposed Travel Plan demonstrates how the proposed modal shift will be achieved.

The proposed journey time of 15 minutes between the site and the town centre is likely to require bus priority measures (at a number of junctions and

routes) to be implemented. The offsite measures that are critical to achieve this include:

- Tithe Barn Lane/Knoll Lane junction,
- Leacon Road and Brookfield Road/Knoll Lane junction,
- Leacon Road/Victoria Way and Cuckoo Lane via Knoll Lane

The proposed offer of one month's free travel will not do enough to encourage sufficient number of residents to travel by public transport to achieve the 20% modal shift target. An offer of one year's free travel per resident is required to achieve the rate of take-up necessary to meet the target.

It is important that the internal roads along which a bus service will be routed are sufficiently completed by the commencement of a bus service to serve the site to enable a bus service to operate (and under licence, where necessary). The design of residential streets and bus stops must guard against inappropriate residential parking along the alignment of the bus route.

Other key requirements covered in KCC's highway's response include:

- Traffic monitoring and management strategy including proposed traffic calming
- Safeguarding of park and ride site
- Construction management strategy
- Provision for offsite public rights of way, walking and cycling facilities
- Proposed road closures to through traffic e.g. Bartletts and Chart Road to be shown on drawings
- Capital contributions towards the installation of bus stops, shelters and priority measures.

Education

KCC requires the provision of 4 primary schools, each on a 2.05 hectare site. It is currently anticipated that 3x 2FE and 1x 1FE (with facilities capable of expanding to 2FE) will be required with the anticipated delivery triggers set out below:

1st FE of school to be open end of		No of dwellings completed
Primary school 1	Year 3	375

Primary school 2	Year 8	1,690
Primary school 3	Year 16	3,570
Primary school 4	Year 23	5,135

The number of secondary school pupils from the Chilmington development is forecast to consolidate to 1,116. A 6FE secondary school with sixth form can accommodate 1,150 pupils and this would require an 8FE site as proposed in the application. As the new secondary school will become the new strategic provision for Ashford it is necessary to safeguard an additional 2 ha of land, which is 10ha in total, within the application to enable the school to grow to 8FE. The County Council's response to the draft AAP identified a 'strategic' need to provide school places over and above the requirement in Policy CG 15 of the Draft AAP and this would be addressed through the Core Strategy Review.

Social Care

- Free use of dedicated space within the Community Hub (approximately 250 sq.m. net internal) fully fitted out to enable the delivery of services to clients, plus the joint use of a fully fitted out DDA compliant kitchen and Changing Place. Approx 340 sq.m.
- Joint KCC Social Care and Health assessment, located on the site within two separate GP practices. The requirement within each practice is two fully fitted out assessment rooms, each approximately 14 sqm.
- A mixture of 1, 2 and 3 bed Lifetime Home Wheelchair Accessible units to cater for people with physical disabilities and families with disabled children delivered as part of the Affordable Housing quota. (The number of wheelchair accessible properties across the development is 1% of total development).
- A financial contribution towards the provision of Telecare for an estimated 83 clients to cover the cost of purchase and installation of equipment.

Customer and Communities

The provision for Customer and Communities services is not mentioned in the planning application and this needs to be addressed. The County Council's requirements are set out below:

Library Services - 12sqm (net) library Access Point including fixture and fittings to be provided freehold or rent free by the applicant at no cost to KCC and contribution of £1.431m to increase service capacity at local facilities including the Gateway in the town centre

Community Learning -Financial contribution of £225,000 towards the resources to provide additional learning opportunities plus the rent free use of two suitable teaching rooms (general use classrooms of 50 sqm net internal each) for two days and two evenings a week.

Youth - financial contribution of £261,000 towards the resources to provide additional sessions (i.e. youth workers, equipment, transport etc.) plus the rent free use of on site facilities (internal and external space).

It may be possible for Social Care and Customer and Communities' requirements to be accommodated through the proposed 5,000 sqm of D1 community space proposed in the application but this should be demonstrated by the applicants taking into account the requirements of other potential users. The County Council requirements for some services are based on a hub and spoke principle e.g. with Town Centre Gateway being a hub but with space sought on site to deliver the spoke or local element of the service. KCC supports the provision of flexible space which different service providers can access in a cost effective way as the community's needs evolve over time.

Broadband

The County Council notes that the planning application seeks the provision of telecommunication infrastructure and requests that all properties are provided with fibre optic connections direct to premises (rather than cabinet) to provide superfast broadband services at the time of development.

Drainage (See KCC latest response for update from DEFRA)

KCC has increased responsibilities under the Flood and Water Management Act (2010) and is awaiting commencement of its role as the drainage approving body (SAB). This requires the SAB to approve proposed sustainable drainage systems (SuDS) in new developments and redevelopments, subject to exemptions, thresholds and compliance with specific standards. The anticipated commencement date for KCC's SAB role will be in 2014. If planning applications are made prior to commencement of the legislation, drainage approval is not required. However, if conditions or reserve matters are not discharged within 12 months following commencement of the legislation, then drainage approval will need to be sought at that future date. Consent is also required from KCC for works in, over or near an ordinary watercourse.

Biodiversity

KCC is satisfied the applicant has undertaken a sufficient range of habitat surveys. Ashford Borough Council officers will need to review the surveys for the following species to ensure best practice guidance has been followed, and

sufficient information has been submitted to determine the application:
Reptiles, dormice, bats, water voles, wintering and breeding birds,
invertebrates and great crested newts.

Should outline planning permission be granted it is expected that a detailed mitigation strategy and management and monitoring plan be submitted at the reserve matters stage. Any vegetation to be removed outside of the breeding season and any lighting details should ensure that lighting is not detrimental to roosting, foraging and commuting bats.

Heritage

- 1) Figures 12.1 Chapter 12 ES Vol 1 and Figure 3 DBA Appendix 12.1 need to be revised and re-submitted.
- 2) There needs to be clearly presented consideration of historic lanes, footpaths, field boundaries and how they are to be integrated into the Masterplan with reference to the Historic Landscape and Built Heritage Appraisal by Wessex Archaeology
- 3) An Archaeological Framework Strategy needs to be agreed which will:
 - set out a programme of further archaeological evaluation and mitigation works (historic landscape assessment, trial trenching, geophysical surveying, test pitting etc) per phase of development, before detailed applications are submitted.
 - include as a preferred mitigation option, preservation in situ of important archaeological remains. If preservation in situ is not appropriate, preservation by record will be agreed.
 - set out post excavation and publication programme.
 - make arrangements for long term deposition of archive.
- 4) Agreement on preservation in situ of significant heritage assets and their settings, possibly as Archaeological Protection Zones, and possibly set out in a S106 Agreement.
- 5) Proposals for heritage enhancement measures and for heritage interpretation for the future communities.
- 6) Heritage conditions to cover the above points to be agreed.

Public Rights of Way

There are a number of positive re-alignment proposals of PROW, and the proposed new bridleways are welcomed and supported. There are however a number of important matters which remain unresolved, and these are summarised below:

1. In order to meet the prescribed cycling targets it is essential that a continuous Cycle Route be provided on the North/West Side of the proposed A28 improvements between the Matalan and Tank roundabouts. Suitable cycle crossings must be provided on the Repton Park and A28 "town" arms of the Tank roundabout, the Loudon Road Junction and the Northern arm of the Matalan roundabout
2. The current alignment of NCN18 is the most direct and obvious route to the town centre. While the internal network provided appears excellent, the links to the town centre are unacceptable. The route shown for NCN18 should be designed to prevent vehicle access. The suggestion made to stop up roads in the Transport Assessment is supported and must be implemented, for NCN18 to be promoted.
3. In its current design Mock Lane and Bartlett Lanes cannot be promoted as cycling routes out of the development. Development of new traffic free routes to the Environment Centre land should be made to avoid having to share the narrow section of Bucksford Lane.
4. Some of the routes are incorrectly shown. The route shown to the North of Great Chilmington is currently a footpath and should be shown as a proposed bridleway. The proposed bridleway linking the John Wesley School to Discovery Park should be shown as this would provide a direct link to the school and the cycle network and have recreational value.
5. Public Right of Way AW219 between Mock Lane and Chilmington Lane would provide a direct link to the District centre and significantly reduce the walking time.
6. The Greensand Way should be re-aligned along the proposed bridleway to the North West of the development and not along Mock Lane.
7. The Public Right of Way linking to Long Length, number AW297, is currently a public footpath and should be shown as a proposed bridleway, not existing.
8. The proposed bridleway to the South East towards Tally Ho does not currently connect to Tally Ho and will need to do so. This will be a useful connection to the development and bus routes.

9. A new pavement or public footpath should be created on the south side of Magpie Hall Road to connect Stubbs Cross to the new development and services.

Design Quality

Support for High Quality and Mixed use development that will reduce the need to travel, provide the community with access to a range of services and to ensure that the development has a sense of place. This may mean the developer forward funding some facilities such as local shops, leisure facilities and work spaces until they become viable. The County Council would wish to promote high quality design in its own buildings subject to appropriate funding being secured through a S106 agreement to enable this to happen.

NHS Ashford Clinical Commissioning Group

Community Services – Plan should take account of the provision of local community services, which it doesn't at present (District and Specialised Nursing, Health Visiting or allied Health Professional such as Podiatry, Physiotherapy and Speech Therapy)

Social and Community Facilities – support the plan to co-locating social, community and primary care services. Also support the plan to locate these services within the District Centre as the central hub to the development and would want assurance that sufficient space was available including car parking to accommodate the population as it grows.

Flexibility – It is important to recognise that local health commissioners will want to provide a wider range of services in the community as opposed to the local hospitals and they want to ensure community facilities provide the flexibility to meet service changes.

Population Growth – Important that there is a phased approach to when health services are on site delivering care to local people and would support the district centre being built at an early stage of the development to accommodate these services.

Healthy lifestyles – It is important that providing open space and recreation opportunities to improve health should be a priority for this development. Any opportunity to make the development friendly for patients with dementia should not be overlooked.

Establishing links – Support the provision of differing lengths of routes accessible to the public, ideally with the start and finish linking closely to public transport.

Supports the principles laid down in Policy CG17 – Social and Community Facilities.

East Kent Hospitals University NHS Foundation Trust

No formal objection. In their strategic planning they have considered the significant increase in housing development in the Ashford area in the next 20 years. However, they have discovered unexpected activity increases that they had “planned for but had insufficient clarity around volumes: for example the increase in activity at WHH which is coming from West Kent reconfiguration changes”. They therefore need to consider that if they continue to experience the increase in activity they currently are, then the strategic plans they made in 2006 will require review. This will be done in conjunction with their future clinical strategy which is currently in the engagement phase and which they are keen to involve ABC in.

NHS Kent and Medway

1. The application takes into account the needs for healthcare infrastructure in response to earlier submissions made by NHS Kent and Medway.
2. To confirm, the space requirements for Core General Medical Services required to support Chilmington Green do not reflect the need for additional Community based services eg specialist nursing, health visiting, podiatry etc. In the future these will be commissioned by the Ashford Clinical Commissioning Group and it may be that they need to respond separately.
3. The PCT accepts the preferred location for any health facility to be within the District Centre and supports that it provides the best opportunity to co-locate with other related services. Support that it is in a single “community hub” building or in separate facilities close to the District Centre. It may also be necessary to use space at one or both of the two Local Centres.
4. Flexibility is key when delivering health facilities and the PCT supports that this may require the need for phased delivery of space to meet demand as the development progresses. This will most certainly mean that the PCT will look to the reservation of land/facilities to enable the potential for the extension of premises at a later date.
5. The PCT supports the co-location of other key health and social care service partners and welcomes the concept of a one stop shop for patients and public improving access to key services.

6. It is highly likely that the PCT will be looking towards the development of a multi-tenanted site, supporting the delivery of Choice to patients and the access to GPs and other health professionals.
7. A crude estimate is a total of approximately 13,340 patients at completion of development.
8. This suggests that provision will have to be made for up to 8 GPs, however, should additional GP facilities be required to serve the latter phases, the provision should be made as part of the community space to be delivered at the two Local Centres. In addition it would be expected that the development could require 1-2 dentists and 1-2 pharmacies to strengthen the primary care provision.
9. The PCT would expect to apply for S106 funding to support the delivery of additional and dedicated facilities to this new population. The PCT supports that the phasing of such payments should be in line with meeting needs as they arise and expects that this be reflected in the S106 Agreement.

Space requirements

10. Estimated as: GIA of 1,200 sq m. This would consist of 1000 sq m for the delivery of Core General Medical Services, GP trainees and Service Development. A pharmacy may well be included and this would require approximately 100 sq m of space, plus opportunity for a dental suite of approximately 100 sq m. Other space requirements for Community and Secondary Care services are likely to be in the region of 500 sq m.
11. These assumptions are made with the co-location of these services alongside primary care provision. Should two or more facilities be required across the Community Hubs, this space allowance may need to increase to reflect the need to provide additional core and circulation space across the respective sites.

Phasing

12. The phasing should be agreed with the relevant service provider and included in an appropriate S106 Agreement.
13. There is an expectation that the new health facilities will form part of the initial phasing of the development, within the District Centre Phase. However, the PCT considers that a full complement of services is unlikely to be in place until the final growth projections have been achieved.

Ashford Housing Manager

Development at Chilmington Green will aim to provide a total of 30% affordable housing in each phase, with a broad tenure split of 60% affordable rent and 40% other forms of affordable tenure, such as shared ownership.

Each main phase is expected to meet these requirements. Where a lesser figure of affordable housing is proposed in a phase or a different tenure split, this will need to be supported by a robust and transparent viability assessment.

There shall be a mix of affordable housing dwelling types, sizes and tenures at Chilmington Green. The precise mix shall be determined in accordance with the most up to date housing needs information available and in consultation with the Borough Council prior to the submission of detailed schemes for approval in each main phase. Supported housing schemes of a size to be agreed with the Council shall be located at the District Centre or Local Centres.

Proposals for affordable housing will be expected to accord with the Council's Affordable Housing SPD, as well as other adopted policies and supplementary guidance. The layout and design of extra care sheltered housing will be in accordance with the Council's Extra-Care Sheltered Housing Design Specification.

Southern Water

There is currently inadequate capacity in the local network to provide foul sewage disposal to serve the proposed development. The proposed development would increase flows to the public sewerage system and existing properties and land may be subject to a greater risk of flooding as a result.

However there is adequate capacity at manhole TQ98414701 to accommodate flow up to 15 l/s. For other flows and phases of the development additional off-site sewers, or improvements to existing sewers, will be required to provide sufficient capacity to service the development. Section 98 of the Water Industry Act 1991 provides a legal mechanism through which the appropriate infrastructure can be requested (by the developer) and provided to drain to a specific location.

Re SUDS, under current legislation and guidance, SUDS rely on facilities which are not adoptable by sewerage undertakers. Therefore the applicant will need to ensure that arrangements exist for the long term maintenance of SUDS facilities. Therefore, the drainage details should

- Specify the responsibilities of each party for the implementation of the SUDS scheme
- Specify a timetable for implementation
- Provide a management and maintenance plan for the lifetime of the development.

This should include the arrangements for adoption by any public authority or statutory undertaker and any other arrangements to secure the operation of the scheme throughout its lifetime.

Southern Water's records don't show any public sewers crossing the site. However it is possible, due to legislation changes regarding the future ownership of sewers, that a sewer now deemed to be public could be crossing the site. If a sewer is found during construction works, it will need to be investigated.

South East Water

Confirms that South East Water's Water Resources Management Plan does take account of the proposal. Confirms that SEW has the water resources to meet the requirements proposed within that plan.

Open Spaces and Street Scene

The following general comments were made as well as more detailed ones which were forwarded to the applicants:

Informal and Natural Green Space

A plan detailing the exact areas of the informal and natural green spaces is required, and how the areas have been calculated.

Local Plan 2000 Policies still apply: i.e 'any public open space must be genuinely useable and easily accessible.....The following areas will not count towards....requirement for public open space:

- incidental open space within housing areas such as highway land, verges and landscape strips;
- areas of planting required to screen development;
- outdoor leisure facilities which are not available for use by the residents of the development;

- balancing ponds;
- car parking areas unless principally to serve the users of the open space;
- open space not fully accessible to new residents or less than 0.25 hectares in size; and,
- areas subject to significant noise levels.'

With this in mind it is not clear the benefit and value in terms of public open space, of all the green space adjacent to the roads.

The neighbourhood parks – 27, 28, 29, and 30 - are welcomed as 'breathing spaces' within built up areas, but what are the connections to these spaces? There should be off road links with access for pedestrians and cyclists. These isolated spaces must be overlooked by dwellings or alternative built form as appropriate. Ideally G27 and G28 to link to the Local Centre.

It is not clear to what extent SUDS features – both linear and ponds - are located within areas of green space, e.g. G8, G9, G16, G17, and how much they impact on the green space.

Public Rights of Way included on the plans would be helpful in determining circulation routes for all the open spaces, as a minimum include on the Walking & Cycling strategy plan, (p169, D&A statement).

Allotments

Where is allotment A5 on the plan? Small allotments (less than 0.66Ha) are not feasible. Allotments 1, 2, 4, 5 and 7 are all below the threshold of 0.66Ha. SS&OS would favour larger, more manageable allotments which fit roughly with each phase, and provide all the necessary infrastructure. It is not clear from the Implementation phases when allotments are to be provided; this requires clarification. Allotments co-located with other public spaces are supported in principle, provided they complement each other in some way.

Equipped Play

None of the four strategic play sites meet the minimum 1.5Ha requirement as defined in the Chilmington Green Area Action Plan. SS&OS recommend that PS1 is increased in size to 0.9Ha, to meet the needs of the development. PS3 and PS7 are omitted, as residents' needs are covered by the 'super' play spaces. The five play spaces combined would meet the required 6.9Ha.

Confirmation is necessary on the 'naturalistic' and 'doorstep' play features and spaces proposed, 6.5.2.10 and 6.5.2.11. These are not to be equipped, but designed to allow for informal, imaginative play within an area of open space.

It is not necessary to provide play areas every 300/400m. Within walking distance of 10 minutes/800m is acceptable. The four 'super' and one 'local' play spaces if delivered as recommended, appear to allow for this.

P114 of the Design & Access statement: 'The focus of the play strategy is on creating a range of large, unique and distinctive destination spaces that are connected to the green space network'. In answer to this: PS1 sits very much in isolation and within a built up area; there appears to be no connections of any quality in terms of providing an off road, safe, and pleasant route to this play space.

Where play areas are phased, look at creating the infrastructure first, to avoid creating play spaces which will neither cater for users needs, or initially provide quality infrastructure.

There is a strong green link from PS4 to PS2, leading to PS6. It is not clear on the quality of the link to PS5; the majority of the links to this open space appear to be in conjunction with strategic roads, which do not necessarily offer a route of high amenity value.

Flood Attenuation

It is not clear to what extent SUDS features – both linear and ponds - are located within areas of green space, e.g. G8, G9, G16, G17, G18, G25 and how much they impact on the green space; further detail will be required.

The areas coloured dark blue are assumed to be areas of permanent water. It isn't clear from the Application plan or from the AAP exactly how much of the remaining flood attenuation areas will be frequently under water and how much will be accessible for maintenance most of the time. The comments below, out of necessity, assume that most of the areas designated as SUDS will be too wet to allow access or recreation for significant periods each year.

The ease of access and areas useable as public routes and for recreation also depend on the finished gradients. As yet we have no information on this and have assumed that the gradients are sufficiently shallow to allow for vehicular maintenance during dry periods. If this is not the case then additional space will need to be provided to allow suitable gradients to be built.

P176 D&A Statement: Orchard Boulevard. SUDS are shown incorporated in to a narrow space of 2m, mixed with trees and meadow. How is this going to work, particularly in terms of maintenance?

Ecological Mitigation

Hedge lines along boundaries require some thought. Some hedges need improvement and additional planting, some thinned, to create a variety; particular care needs to be taken in front of houses to avoid a green wall.

Outdoor Sports

The 'high hedge' proposed for space S1 is discouraged. This prevents natural surveillance in to the site and does not ensure safe and practical maintenance.

Discovery Park – Parks and Recreation Grounds

The SUD scheme proposed along the western edge will create a 'moated' development as described in the D&A statement, p134. Recent precedent in the borough at Repton Park/Linear Park site provides a very poor interface between the built and natural landscape. Caution is therefore very much applied to this approach. High quality detail will be required to ensure there is integration between the public open space and residential street / development. A SUD scheme consisting of a highly engineered, V-profile ditch will not be approved. If a SUD scheme is necessary here then there is opportunity to make a feature of it.

Clarification is necessary on the 'incidental play areas'.

Design principles (p134 D&A Statement) should also include: provide additional woodland planting to remove pressure of use away from Coleman's Kitchen Wood.

Design principles (p134 D&A Statement) should also include: provide pedestrian and cycle link to Singleton Environment Centre (which appears to have been provided, as shown on the Walking & Cycling Strategy map.

Landscape Management

P117 D&A Statement: A: It will not be appropriate for all hedgerows to be managed on a three year rotation. Some will require an annual cut to ensure visibility is maintained where necessary. Three year rotation is not suitable where more formal hedges are required. SS&OS would like to see a mix of informal and formal, where appropriate with the open space.

P117 D&A Statement: G: Landscape planting does not have to be 'predominantly native' to provide maximum ecological benefit. A diverse mix of species is encouraged, particularly with regards the more formal areas.

P117 D&A Statement: G: Long-grassland strips may require more than the infrequent mowing regime proposed, i.e greater than four times a year, particularly for more formal, highly used areas.

Given the aspiration of both the developers and the borough council for a community trust to maintain and manage all the open spaces, consideration must be given to the physical location of this trust within the development – i.e. a built space with all necessary offices, storage, and services etc. This will be necessary at Phase 1, and would best be combined with another community facility e.g. allotment/community garden.

Miscellaneous Comments

P174 D&A Statement: Typical Cross Sections 1 & 2: 1.2m has been allowed between the hedge and the building. This is potentially a very narrow space; does this leave sufficient room to service the building and/or the planting in front of it? 1.5m width has been allowed for the hedge, which on paper appears excessively wide. The plan drawing p174 is not correct – the hedge at 1.5m appears narrower than the adjacent space at 1.2m. Recommendation is given that the hedge used to define the defensible space is part of the curtilage of the property (although this does result in less control of the street scene). In such a narrow space alternative boundary treatments should also be considered.

P176 D&A Statement: Orchard Way boulevard. The plan and section drawings are not to scale – the hedge has not been shown at 1.5m width as compared to the adjacent 2m width path. How will the wildflower meadow be efficiently managed, particularly given the location of the trees? Wildflower meadows within an urban and public setting require a neat edge – i.e. 0.5 / 1m width mown edge, to avoid looking unkempt and weedy. Recommendation is given that the hedge used to define the defensible space is part of the curtilage of the property (although this does result in less control of the street scene). In such a narrow space alternative boundary treatments should also be considered. The mix of orchard trees will require approval. Comment has been provided on the proposed SUDS.

P174 - 177 D&A Statement: With regards all trees as indicated planted adjacent and parallel to buildings, this will only be acceptable if the buildings are subject to the necessary engineered requirements to ensure there are no future issues attributed to any of the trees. Careful thought needs to be given to their location to avoid shading of properties, and potential maintenance at maturity. More comment can be given at detailed stage

The draft Guide for Developers on Land Adoption and Public Service Provision in Ashford has been prepared, and this makes reference to the new arrangements for the collection and storage of domestic waste. The development must accord with the Guide.

Cultural Services Manager

Outdoor Sports Space including Village Green and Discovery Park

Total 22.08 ha = developer suggests 20.00ha for Discovery Park (S3); 1.38ha for Hamlet green (S1) but has included a number of play and green spaces that should not be included in this total amount required for 'Outdoor Sports Space' (see below S2 and S4).

S1 – Chilmington Hamlet

1.38ha for the cricket pitch and associated pavilion falls short of the 1.85ha identified in the AAP. According to Sport England specifications, the dimensions of the playing surface of a cricket pitch will range from a minimum size of 1.2ha to maximum of 1.4ha. These dimensions do not account for the pavilion/community space required as well as associated parking and access.

A minimum size pitch would only be suitable for recreational and club needs, the maximum would be suitable for International needs, whereas the medium option of 1.3ha would be suitable for county/regional level cricket.

A great deal of consideration would be required in determining the size of the pavilion that will also be required as a community space, the AAP stipulates 0.025ha for building alone.

There could be potential here to utilise the additional 0.47ha not accounted for to develop a pavilion and a 1.3ha pitch that could host County/Regional matches.

Alternatively a multi-use pavilion could include the provision of a bowling green or tennis courts, allowing for the formation of multiple clubs, which could form a management trust for the facilities.

Suggest a discussion around trade off of use of outdoor provision from other areas of development (specifically Green Arc & Adventure Play mentioned below).

S2 – Adventure Play

0.34ha is adequate provision for tennis which is Outdoor Sports Space but the Developer has positioned such as part of Adventure Play. Its positioning is

questionable as there is no provision for changing or toilets and management will be restrictive.

0.34ha stipulated under play should not be considered as part of 'Outdoor Sports Space', as the locations are not suitable for tennis that will be unmanaged.

S4 – Green Arc

The Developer again makes reference to some green space areas accommodating netball courts but the design and location of these are isolated on stretches of land that are not suitable for 'outdoor sports space' which in its very definition requires formal management.

The green arc spaces should not accommodate or be considered for 'Outdoor Sports Space' thus 0.38ha should be placed elsewhere.

S3 – Discovery Park (sports pitches)

It is understood that the Discovery Park will slowly expand over the four phases of the development to meet growing needs and that with reference to sports it will accommodate a total of 20ha of sports pitch provision and an indoor sports hall.

Given the population figures early on, provision for at least two adult football pitches (2.0 hectares) within the Discovery Park must be considered after 500 dwellings as per the AAP policy CG8. This provision for pitches is identified within the Plan's identification that 3.72ha of Discovery Park (sport hub) will be provided in Phase 1.

In December 2011 Mark Carty expressed concerns about the condition of the land marked for sports pitches and the indoor sports hall in the Discovery Park, and that an analysis of the land should be made by the developer before work commences. The drainage costs and on going maintenance would be significant and a 3G pitch may well be more appropriate for Phase 1 depending on the findings of the conditions. Further comment on drainage is provided under 'water use' below.

In addition it is proposed that a Management Plan, as part of the Discovery Park Masterplan led by the Council, should be approved & signed (landowners, developers, council) at 300 dwellings to allow provision to start at 500. This is consistent with AAP Policy CG8 which sets out the requirements of new park and sports facilities and will be guided by Sport England Policy.

2 – 3 sports pitches must be accommodated in phase one of the development at Discovery Park supported by a staged Management Plan and required ancillary facilities.

S3a – Indoor sports building

It will be necessary to provide a specific design and scale for the Sports Hub building to fit into the parameters of the AAP (i.e. including 4 badminton courts, changing, and café and minimum of 500sqm community space). The minimum size suggested by the Developer of 256sqm is clearly not acceptable. The Sports Hub requires car parking & access roads, which will increase the hectares even further.

The AAP states that the Indoor Sports building should be completed by the 2,875th dwelling, which would be phase 2. However at least two sports pitches are expected to be put in place in the Discovery Park in phase 1. These will require changing facilities but the Developer does not make specific reference to such early need.

Design of Sports Hub needs to be agreed and a phased approach to support early provision of required sports pitches.

Discovery Park 1 & 2

Discovery Park North (DP1) and Discovery Park South (DP2) account for 27.39 hectares. This needs to be in addition to that provided for the 'Outdoor Sports Space' in the Discovery park of 20 hectares.

It is not clear at what stage these will be developed as it is clear from the developer's statement this is ABC responsibility?

Parameters will be required to establish a vision and a management plan for the park which maximises the land adoption schedule.

DP3 – Green Spine

The scale & space is very generous given the requirements of the AAP.

Clarification on how so much extra provision can be justified based on a comparison of the AAP.

Water Use at Discovery Park

With reference to drainage at Discovery Park, SUDs are proposed along the Western boundary with the Chilmington Green built development and the north eastern boundary with Brisley Farm.

The Chilmington Green boundary SUD will be in the form of a moat that will separate the built development from the park but have access routes to encourage walking and cycling. The SUDs on the Brisley boundary appear in the form of ponds. It is noted in each phase of the developer statement that the SUDs will form attractive landscape features and ecological improvements.

As mentioned previously, in December 2011 Mark Carty expressed concerns about the drainage of the land marked for sports pitches and that an analysis of the land should be made by the developer before work commences. It is not clear from the Design statement that the proposed SUDs will address this concern.

Open Spaces and Street Scenes commented that “the SUD scheme proposed along the western edge will create a moated’ development as described in the D&A statement, p134. Recent precedent in the borough at Repton Park / Linear Park site provides a very poor interface between the built and natural landscape so caution is therefore very much applied to this approach in the future.

High quality detail will be required to ensure there is integration between the public open space and residential street / development. A SUD scheme consisting of a highly engineered V-profile ditch will not be approved.

If a SUD scheme is necessary here then there must be an opportunity to make a feature of it and the Developer must give thought to creating a feature/leisure lake that could serve both SUDs requirements and leisure use.

District Centre, Hub and Community Leisure Buildings

We note that KCC supports the provision of a community hub as part of the development and that their requirements include free space and financial contributions for the delivery of health and Families and Social Care services, a fully fitted out library, and voluntary sector space to support their service delivery (KCC response 23/01/13).

KCC also note that such provision should be accommodated through the proposed 5,000 sqm of D1 community space and suggests that the applicant must take into account the requirements of all potential users when providing the hub.

The size and design of the hub is not clear. Indicative layouts of the proposed hub from the Development Consortium to illustrate how ABC’s multi-purpose community leisure building of an extra 1,000sqm (to include a single multi purpose space accommodating two badminton courts and changing) at the

District Centre is required along with how this will integrate with the primary school facilities and other principles and parameters for the community hub.

The provision of sports pitches here is also not clear and one might suggest that the notional outdoor sports spaces identified for the Green Arc and Adventure Play (total of 0.72 ha) could be relocated here to provide a Pitchside type provision ie 1 oversized adult pitch or three junior pitches.

Phasing seems to be consistent with the requirements of the AAP.

Indicative layouts of the proposed hub and potential sports pitches to be provided from the Development Consortium is required.

Schools and community use of facilities/pitches

500 sq metres of community space to be provided at each school would be just under the minimum for a standard school hall size.

Whilst it is acknowledged that each phase will provide a school with a school hall that could be used by the community, due to the uncertainty and sometimes inflexible use of school space is not guaranteed for community use. Thus the Developer Statement's note that: 'If dual use of school pitches is achieved the quantity of S3 (ie Discovery Park) will be reduced accordingly'. This should not be considered as use by the community is never a guarantee and thus provision could fall short of the need required.

The Discovery Park management plan should be clear that provision here will not be cut.

Environmental Health Manager

Appendix 3.2 – a draft CEMP is needed as the assumptions made for the attenuation that will be provided to current and future residents, during construction, are not currently adequately demonstrated without a draft CEMP.

Noise chapter;

Most important – clarification is required on the potential implications to the noise assessment of the deviation from the proposed 20mph limit on the parameter plans – it doesn't appear that a worst case has been assumed.

Groundworks on phases I would assume is likely to overlap in some instances which will have an increased noise impact – construction assumptions have included the use of augered piling rather than percussive – this should be qualified in the draft CEMP.

Natural England

No objection. Detailed comments below:

Statutory nature conservation sites

Proposal has the potential to result in increased recreational pressure on several designated sites. Whilst the ES concludes that impacts to these sites are unlikely to occur, NE recommends that a detailed access management strategy is included within the reserved matters application.

With regard to the Dungeness site, NE recommends that the conclusions of the appropriate assessment undertaken for the AAP are revisited at the reserved matters stage to ensure the conclusions are still valid. NE also suggests that ABC liaise with Shepway DC over the emerging work that is being undertaken as part of the Romney Marsh Living Landscape project. This is looking at cross boundary visitor studies.

Protected Species

It appears that a number of protected species will be directly or indirectly impacted and in general NE supports the mitigation proposed for each species. Species specific comments are provided below but they would also expect the following recommendations to be applied to all species impacted by the development.

1. Given the build out time, NE recommends that at the first reserved matters stage a site wide masterplan detailing the habitat and species mitigation for all phases is submitted for approval. This will ensure that each phase contributes to the delivery of a joined up, coherent ecological mitigation network. Permeability of the site to species movements should be an integral consideration and corridors to facilitate movement and the use of under/overpasses should be fully explored to allow unhindered movement of wildlife.
2. NE recommend that at each reserved matters stage a detailed mitigation strategy for each protected species is submitted for approval and this should be based on up to date species surveys, following good practice guidelines which are current at the time of the submission.
3. NE recommends that a management plan and monitoring programme should be produced for all habitats and species affected by the application and recommends that such a strategy is secured from the applicant through an appropriately worded condition. In addition, funding should be secured for the implementation of the management plan in perpetuity.

4. Details of how urbanising effects upon species and habitats will be managed to ensure that the nature conservation value of the site is maintained and wherever possible enhanced.

Bats

The outline mitigation proposals appear appropriate to mitigate the potential impacts on bats but NE recommend that at the reserved matters stage, a detailed mitigation and enhancement strategy is prepared, and this should give full details of the following:

- The location, design and layout (including habitat type, width and details of the maximum gaps that bats are likely to cross) of foraging/commuting corridors across the site. The location of these should mirror, wherever possible, existing key foraging/commuting corridors identified during the bat surveys;
- Details of the lighting strategies for all foraging and commuting corridors (ideally with light contour plans) to ensure that dark corridors are maintained across the site for bats to use;
- Details of how bat connectivity across roads will be maintained;
- How the location(s) of any replacement or roots installed as enhancement will be connected to the network of corridors.

Dormice

EN notes that the survey has yet to be completed for Coleman's Wood. Consequently NE considers it more appropriate to wait until these results are submitted before commenting on the appropriateness of any mitigation measures for dormice.

Great crested newts

The outline mitigation proposals appear appropriate to mitigate the potential impacts on amphibians but NE recommend that at the reserved matters stage, a detailed mitigation and enhancement strategy is prepared and this should give full details of the following:

- The location, design and layout of any habitat creation areas for great crested newts. This should include details of the timing to ensure habitats are sufficiently established to accommodate any translocated newts;

- Details of habitat connectivity will be maintained/enhanced for great crested newts to ensure that interchange within, and wherever possible, between populations is maintained and enhanced;
- Details, where applicable, of measures required to ensure that roads do not act as barriers to dispersal through sympathetic layout/design and newt friendly gully pots, for example.

Water Voles

NE recommends that the Environment Agency, as the lead partner for water vole conservation are consulted on the potential impacts on water voles.

Widespread reptiles

NE recommends at the reserved matters stage that a detailed mitigation and enhancement strategy is prepared and this should give details of the following:

- The location, design and layout of any habitat creation areas for reptiles. This should include details of timing to ensure that habitats are sufficiently established to accommodate any translocated animals;
- For the more wide ranging grass snake, details should also be provided of how habitat connectivity will be maintained/enhanced.

Breeding/Wintering birds

NE recommends at the reserved matters stage that a detailed mitigation and enhancement strategy for birds impacted by this proposal is prepared. This should provide full details of the following:

- The location, design and layout of the habitat mitigation areas for birds including the greater than 60 hectares of farmland which is to be managed in a sympathetic manner for farmland birds through the inclusion of skylark plots, for example;
- Details of how the management of the farmland for the benefit of wildlife in the long term will be secured. During pre-application discussions NE understood that the creation of a community trust with support from the community sector was an option that was being considered.

Badgers

As NE have not been provided with a copy of the confidential badger survey report, they are unable to provide comments on the appropriateness of the survey and/or mitigation measures to be provided. (NE 4)

Other nature conservation interests

There are a number of features of nature conservation interest on the application site, such as woodlands which may be directly or indirectly affected by the proposal. The indicative mitigation proposals appear appropriate to mitigate the indirect impacts that are likely to result but NE recommends that at the reserved matters stage, full measures of such measures are provided.

Local Wildlife Sites

The application has the potential to result in indirect impacts on a number of local wildlife sites. These sites are of county wide importance and are identified by the Kent Wildlife Trust and they recommend that their views are sought on the potential impacts on those sites.

Landscape Impacts

NE has considered the landscape and visual impacts of the proposal and concluded that the application does not meet their criteria for involvement with casework. These are a matter for the local authority to consider.

Enhancements

A scheme of this size has significant opportunity to deliver environmental gain. As such, at the reserved matters stage, NE recommends that firm commitments to delivering environmental enhancement and fulfilling the aspirations of sustainable development are provided.

Kent Wildlife Trust

The letter in full is appended as Appendix 32

In summary, welcomes the outline plans for the urban and landscape scale green infrastructure. It is their view that the preservation of the majority of important hedgerows and creation of broad habitat corridors, within the urban environment, and the proposed buffer of natural and farmland habitat surrounding the development has the potential to preserve and enhance biodiversity.

Subject to appropriate conditions and safeguards, no objection.

Environment Agency

No objections provided that the following conditions are imposed:

Conditions

1. Prior to each phase of development approved by this planning permission no development approved by this planning permission shall take place until such time as a scheme to (refer to list) has been submitted to, and approved in writing by, the local planning authority.
 - a. The surface water drainage scheme should be based on the accompanying Flood Risk Assessment by WSP, dated July 2012. The scheme should be based around SUDS with a presumption against piped conveyance systems and underground crated storage. Swales, rills and open channels should be used wherever possible. Discharge should be restricted to 4 litres per second per hectare with attenuation provided to the 100 year critical rainstorm event plus climate change for all phases of the development. Details should be provided of the maintenance of the surface water drainage scheme including any ordinary watercourses on the site. The scheme should take into account exceedance events to ensure that surface water runoff is routed safely away from the development. Overland flow routes should be defined.
 - b. Details of finished floor levels to metres above Ordnance Datum. Finished floor levels to be set above the 1000 year flood level (FRA paragraph 20).
 - c. A flood risk assessment should be made of any existing and proposed culverts on the development site. This may require hydraulic modelling to determine flow capacity and impact of blockages of the culverts.
 - d. Proposed road levels should ensure safe dry access above the 100 year (including climate change) flood level (FRA paragraph 20).
 - e. Ensure no land raising within the floodplain. All built development to be located outside Flood Zone 3 (FRA paragraph 20).

Reasons

- a. To prevent flooding by ensuring the satisfactory storage of/disposal of surface water from the site.
- b. To reduce the risk of flooding to the proposed development and future users.
- c. To ensure that existing and/or proposed culverts provide sufficient flow capacity (e.g. up to the 1 in 100 year plus climate change event) in order to reduce the likelihood of fluvial flooding affecting the development.
- d. To reduce the risk of flooding to the proposed development and future users.
- e. To prevent the loss of flood storage which may otherwise increase the flood risk to surrounding land. To reduce the risk of flooding to the proposed development and future users.

The scheme shall be fully implemented and subsequently maintained, in accordance with the timing / phasing arrangements embodied within the scheme, or within any other period as may subsequently be agreed, in writing, by the local planning authority.

Although we are satisfied at this stage that the proposed development could be allowed in principle, the applicant will need to provide further information with regard to the surface water drainage scheme to ensure that the proposed development can go ahead without increasing flood risk downstream of the site.

- 2. No development shall take place until a remediation strategy that includes the following components to deal with the risks associated with contamination of the site shall each be submitted to and approved, in writing, by the local planning authority:
 - i. A preliminary risk assessment which has identified:
 - a. all previous uses
 - b. potential contaminants associated with those uses
 - c. a conceptual model of the site indicating sources, pathways and receptors
 - d. potentially unacceptable risks arising from contamination at the site.

- ii. A site investigation scheme, based on (i) to provide information for a detailed assessment of the risk to all receptors that may be affected, including those off site.
- iii. The results of the site investigation and the detailed risk assessment referred to in (ii) and, based on these, an options appraisal and remediation strategy giving full details of the remediation measures required and how they are to be undertaken.
- iv. A verification plan providing details of the data that will be collected in order to demonstrate that the works set out in the remediation strategy in (iii) are complete and identifying any requirements for longer-term monitoring of pollutant linkages, maintenance and arrangements for contingency action.

Any changes to these components require the express written consent of the local planning authority. The scheme shall be implemented as approved.

- 3. No development shall take place until a verification report demonstrating completion of works set out in the approved remediation strategy and the effectiveness of the remediation shall be submitted to and approved, in writing, by the local planning authority. The report shall include results of sampling and monitoring carried out in accordance with the approved verification plan to demonstrate that the site remediation criteria have been met. It shall also include any plan (a "long-term monitoring and maintenance plan") for longer-term monitoring of pollutant linkages, maintenance and arrangements for contingency action, as identified in the verification plan. The long-term monitoring and maintenance plan shall be implemented as approved.

Reasons:

To ensure that development is carried out in line with NPPF guidance. To ensure risks to groundwater and other nearby water bodies are managed appropriately.

Other matters

Land Contamination

They would expect to see the outstanding chemical results mentioned in the Phase II Geo-environmental and Geotechnical WSP Report and the updates to the risk assessment. This should inform what further remediation should be carried out on the site within this phase of the development.

Waste

The development falls within 250m of known gassing or potentially gassing permitted landfill site. The risks associated with landfill gas will depend on the controls in place to prevent uncontrolled release of landfill gas from the landfill site and older landfill sites frequently have poorer controls in place and the level of risk may be higher or uncertain due to a lack of historical records or waste inputs to control measures. If any controlled waste is to be removed off site, then site operator must ensure a registered waste carrier is used to convey the waste material to a suitably authorised facility.

Should this proposal be granted planning permission, then in accordance with the waste hierarchy, they wish the applicant to consider reduction, reuse and recovery of waste in preference to off site incineration and disposal to landfill during site construction.

Since 6 April 2008 it is a requirement for all new construction projects worth more than £300,000 to have a Site Waste Management Plan.

Pollution Prevention

The developer should prepare an Incident Management Plan.

Sustainable Design

Water conservation techniques should be incorporated into the design of all new developments. They welcome the inclusion of efficiency measures/renewable energy within this development.

Informative (KMBRC)

The Kent and Medway Biological Records Centre (KMBRC) collects, collates and disseminates wildlife species and habitat data for the county of Kent and Medway Unitary Authority. To improve the extent and quality of the records held by KMBRC, the applicant should submit an electronic copy of any species or habitat survey data they have obtained to KMBRC).

Project Office - Drainage

I have reviewed the July 2012 Flood Risk Assessment document prepared by the applicants consultants WSP and compared its contents with data held on the Ashford Borough Council GIS database and the Local Development Framework Sustainable Drainage SPD dated October 2012.

This is a high level, low detail strategic assessment of local flood risk and proposes a surface water disposal strategy for the development areas. I can

confirm that the proposals, as they are, reflect the EA flood map data and take into consideration the requirements and recommendations of the local SUDS SPD as well as reflecting the wider national guidance. Development areas have been, on the whole, located within Flood Zone 1 and surface water disposal proposals identify the natural hydrography of the site and work with it.

I note the comments made by the Environment Agency in their letter dated 8th October 2012 and support the contents and recommended conditions.

The applicant should be encouraged to introduce rainwater harvesting/ recycling for flushing of household toilets, car cleaning, garden watering etc. If designed correctly they can provide a degree of attenuation whilst reducing the metered water usage of the dwelling delivering both financial savings to the future residents and a reduction in demand on local domestic water supplies. The size of the development would suggest that recycling of roof and hard standing water would be a viable option.

In addition to the EA requested conditions the below standard condition should also be applied to individual developments sites as they are brought forward.

Condition

No development shall commence until plans and particulars of a sustainable drainage system (including the details below) for the disposal of the site's surface water have been submitted to and approved in writing by the Local Planning Authority.

The submitted system shall comprise retention or storage of the surface water on-site or within the immediate area in a way which is appropriate to the site's location, topography, hydrogeology and hydrology.

The submitted system shall be designed to

- (i) avoid any increase in flood risk,
- (ii) avoid any adverse impact on water quality,
- (iii) achieve a reduction in the run-off rate in accordance with the Ashford Borough Council Sustainable Drainage SPD document, adopted October 2010.
- (iv) promote biodiversity,
- (v) enhance the landscape,

- (vi) improve public amenities,
- (vii) return the water to the natural drainage system as near to the source as possible and
- (viii) operate both during construction of the development and post-completion.

The submitted details shall include identification of the proposed discharge points from the system, a timetable for provision of the system and arrangements for future maintenance (in particular the type and frequency of maintenance and responsibility for maintenance).

The approved system shall be provided in accordance with the approved timetable. The approved system shall be maintained in accordance with the approved details and shall be retained in working order until such time as the development ceases to be in use.

If the proposed surface water discharge point is to be the existing public sewer the applicant must provide written confirmation from Southern Water of their agreement to the proposals.

Reason

In order to reduce the impact of the development on flooding, manage run-off flow rates, protect water quality and improve biodiversity and the appearance of the development pursuant to Core Strategy Policy CS20 Sustainable Drainage.

Highways Agency

Previously provided comments on the Chilmington Green AAP to say that the HA has no fundamental objections to the principle of the development but emphasised that to accord with National Policy in the NPPF and DfT Circular 02/07 guidance, evidence demonstrating that the development can be accommodated such that it will achieve “nil detriment” on the Strategic Road Network will be required. The note from Parsons Brinckerhoff goes into a number of issues that have been identified in detail, but in summary they are as follows:

Personal Injury Accident (PIA) Review

Due to a number of accidents involving vehicles losing control on the bends that form the on/off slips of the A2070/A2042 junction, the PIA review for Corridor 5 resulted in a potential mitigation measure including anti-skid surface treatment and chevron signage. The measure is not however

contained within the road safety mitigation summary. Confirmation is sought as to whether or not this measure is to be taken forward and if not, how the identified issue is planned to be dealt with.

It has also been noted that accident data has not been provided for M20 J10 or the A2070 Orbital Park junction. They have assumed that this may be because of the improvement schemes included in the 2031 traffic impact assessment, or because the majority of the traffic flow associated with development is predicted to use the A28 but this will need to be confirmed.

Modelling Methodology

In para 8.2.1 of the TA it is stated that in 2008 a base year VISSIM model (developed by Jacobs) was agreed with the HA (amongst others). It goes on to state that the model has since been updated (in 2009) to incorporate the Smartlink scheme and again in 2010 where the model was extended to include the Chilmington Green site. An LMVR report (December 2010) detailing the extension of the model area is included in Appendix E.

It is not clear from HA records whether the model, as variously updated, has also been agreed by parties, including the HA, and/or whether the subsequent revision have affected the accuracy of the models outputs (particularly for SRN junctions). For this reason they cannot currently confirm the predicted traffic impact of the proposed development and would welcome any documentation on this matter.

Traffic Growth

Table 8.2 presents the growth factors derived from TEMPRO that have been applied to the VISSIM model. Growth factors applied to AM origins and PM destinations for both urban and rural roads are less than one. It has therefore been assumed that future growth has been constrained to that forecast within NTEM, and that the discounted committed development has resulted in a negative background growth but confirmation of this will be required.

Traffic Distribution and Assignment

In Section 9.6 it is stated that the trip distribution applied to the VISSIM model has been based on information outputted from the Peter Davidson Demand Model. The Demand Model has been agreed with KCC but the HA cannot find any record of being consulted on this work. So the HA request further details on the traffic distribution, particularly traffic proportions predicted to use SRN junctions.

Sustainable Strategy

Section 11 outlines the sustainable transport strategy for the proposed development. One of the three main measures is an over-arching 'umbrella' Travel Plan that includes residential, workplace, and school travel plans. We recommend that a condition is put in place that stipulates no development shall take place until the Travel Plan has been submitted to and approved in writing by the Local Planning Authority.

Traffic Impact

As noted previously, until it can be confirmed that the VISSIM model has been agreed, the HA cannot confirm the predicted traffic impact of the development.

Notwithstanding this, they have some queries with the results provided in Appendix F for M20 junctions 9 and 10. The results show queuing increases but delay per vehicle reductions in the Do Something scenario, when compared with the Do Minimum scenario. There can be legitimate reasons for this but further clarification is sought. There are also some reports missing for link 44.8 (M20 J10 NB off-slip) that requires justification.

The A2070 Orbital Park junction and the A2070/A2042 junction have not been included in the traffic impact assessment. The HA has assumed that this is because of the improvement schemes / low traffic flow associated with development using these junctions, but confirmation of this is sought.

Construction Traffic Impact

Section 14 provides some early stage information regarding the likely construction traffic impact and states a full Construction Management Plan (CMP) will be completed at a later stage. The final CMP should incorporate adequate provision to control and manage construction traffic and address any wear and tear to the highway. The CMP will also need to be agreed with the LPA, KCC and the HA. If not completed prior to planning permission, the requirement for one should be set out in a condition.

Conclusion

Overall it appears to the HA that there are no matters of significant concern. However, in order to demonstrate this, they do require responses to the various matters set out in their letter and the accompanying technical note.

Kent Fire and Rescue

The KFRS has attended a number of planning events related to this proposal over the past few years and have made a number of comments.

The Service's aim is for the first fire engine to reach a life-threatening incident within ten minutes on 80% of occasions. All house or commercial property fires are treated as being life-threatening. The development at Chilmington Green will place a proportion of the new homes and commercial premises outside this response standard. There are two suggested ways to address this; either the provision of an on-call fire station within the proposed development (for which we would seek developer contributions for both the provision of land and a contribution to the construction of the station) or that a means to make the proposed development as a whole safer from fire, accident or flooding is considered.

KFRS supports developers and building designers to promote economically and environmentally innovative designs that provide safe and sustainable accommodation. We have developed a number of case studies to support this and have also been finalising a guide which will provide practical advice and information on safety in the built environment.

Central Ashford Community Forum

Concerned that large development is proposed on a green field site outside the town, with poor public transport links, when there are so many empty sites in town which should be developed first and would help to support the town centre's shops. Particularly aware of the negative effects on the A28 which would carry most of the construction traffic and the new residents. It is hoped that any improvement works to the road are done before construction begins, and trustees are also concerned about the strain on the existing public services caused by the extra residents.

The Conservation Volunteers (Singleton Environment Centre)

Within their remit, they don't generally offer opinion or comment in relation to planning matters. However, they have made the following comments as a neighbour:

Over the last four years that The Conservation Volunteers have operated the Singleton site, traffic in the area has increased following the completion of the Highland Park housing development and the area's two primary schools, Great Chart and John Wesley, increasing forms of entry and the addition of mobile pods to both schools.

The application proposes changes to the highway in proximity to the Environment Centre by way of a roundabout and additional traffic which is of concern.

With traffic regularly grid locked in the area around school times already and access to their site restricted, a further increase in traffic would have effects

on the existing communities of Chart Fields, Washford Farm and Highland Park.

Chart Road is narrow with space for only one vehicle to pass in places and they would like to see improvements to Chart Road/Cuckoo Lane/Wesley School Road taken into consideration, in addition to the planned road at Coulter Road/Cuckoo Lane with the addition of pedestrian and cycle ways.

They would like to see any proposed development adjacent to Chart Road link the Discovery Park zone to the existing Singleton Environment Centre and Ashford Community Woodland corridor rather than viewing this in isolation.

Cycle and footpath links from Discovery Park to connect the woodland and Environment Centre are in their view essential links to both these sites and the neighbouring Singleton community.

CPRE Kent – Ashford District Committee

General comments – The Committee has accepted that the site will be developed being on Greenfield land, which is normally resisted by CPRE. It has been the subject of extensive and detailed consultation and public examination and CPRE therefore takes the view that it is better to work with the authorities and developers to ensure the best possible outcome is achieved for both existing and future residents. The consequences of such a large development must be considered and conditions put in place to minimise and ameliorate any adverse effects.

Principles and phasing of development – Over the lifetime of the development, much will inevitably change. There should be an explicit condition to apply not only the principles of “plan” but also to “monitor” and “manage”. This should be a broad agenda to consider what has already been done and how well it is accepted and enjoyed as a new place in Ashford to live, work and grow up in. It should also be a way to take note of and adapt to a changing environment, and be able to ask questions that may need to influence the next phase. As examples, any of the following might become important:

- Has there been additional or unexpected impacts on the Beult catchment?
- Will rapidly evolving technology, expectations and best practice in energy provision lead to changed specifications for future phases?
- Ask how the existing older and listed buildings have been embraced and integrated into the character and community?

- Ask how new requirements and assessments for flood risk and the restoration of sustainable catchments for the Stour and Beult will impact on future phases?
- Understand how the transport arrangements and modal shift away from the car is working in practice, and whether the improvements to the A28 are working as intended.

This is an opportunity to make this a leading example of large scale development by insisting from the outset that the development will be a living and learning example of excellence in development and community. Establishing a Parish Council or Neighbourhood Forum early on would greatly help this ambition, and would help facilitate the monitoring and managing.

Design Principles – Commend the effort to bring the countryside into the development, in particular the “fingers” of green alongside the existing water courses. The “garden city” ideal is an attractive template for a development, however, it is little more than ensuring there is ample landscaping, wide tree lined streets and adequate gardens. These characteristics should be implicit in the application. Also support the intention to create a “buffer” area of open countryside surrounding the perimeter of the sites. This should be kept clear of all future development but should be subject to improvement in terms of tree planting and encouraging biodiversity.

Roads and traffic management – The principle access to the site must be from the A28 and it is vital that improvements to this road are constructed before any development is started to enable construction vehicles to access the site. This includes duelling of the A28 and construction of a new railway bridge.

Construction vehicles must be banned from using Singleton Hill, Mock Lane and Magpie Hall Road. These lanes should also not be used as rat runs once the development is occupied. It was always the intention to construct a new road “Orchard Way”, allowing access to J20 but so far no route for this road has even been suggested.

The High Street should be developed in the first phase and should be a “shared space”, which has proved so successful in Ashford. As Ashford has already been through the learning phase of shared space, it would be a huge missed opportunity here not to apply those principles at Chilmington Green. It would also reduce sign and road marking clutter and improve the public realm.

Retail assessment – It is important that an element of retail is included in the development, however it is also important that any retail development does not contribute to the decline of the shopping in the centre of Ashford. The

supermarket is considered to be too large, being larger than the Tesco's in Tenterden. Smaller specialist shops which would not compete with the town centre should be encouraged. It is also important that employment opportunities are created.

Brisley Farm – This area is isolated from Chilmington Green and was not originally included. A planning application has been refused and dismissed on appeal. Residents have therefore been led to believe that the land would not be subject to further development. In addition the sports facilities are going here as well as what appears to be an isolated car park. This area is isolated, totally unrelated to any facility and in an inappropriate place. It should be removed and any car parking must be related to activity and not be isolated in the open countryside.

A road connecting Chilmington with Brisley Farm is proposed, said to be a bus route. Consider this not to be the best solution. It will be used by all traffic if conditions are not put in place to prevent it and will be used as a rat run to the M20 J10 through the residential areas of Brisley Farm and Westhawk. The road through these residential estates is very heavily traffic calmed and is not suitable for general traffic.

Water Supply Implications –

1. The planning application makes no reference to water resource issues or water supply requirements.
2. 5,750 dwellings at Chilmington and 14,000 elsewhere in Ashford by 2030, using an occupancy rate of 2.0 would be equivalent to an increase of 39,500 additional consumers during the period up to 2030. Assuming a fairly conservative per capita consumption rate of 130 l/h/day would produce a corresponding increase in public supply demand of 5.1 Ml/d with a possible peak of approx 6.1 Ml/d.
3. Demands arising in the Ashford area cannot be addressed in isolation but in the context of other developments throughout Kent and East Sussex, most of these being served by SEW and SW. By 2026/2027 both companies will need to reduce their output from some of their sources under European Community Directives. Companies will be expected to make some provision for replacement sources of supply in their Water Resource Management Plans, due to be published in draft in March 2013. These will form part of the supply/demand projections for 2040.
4. Additional allowance will also have to be made for other sources of supply that for other reasons have to be de-commissioned or down-graded. The deployable drought output for Bewl Water has for example

been reduced and there have also been substantial downward revisions of the potential yield from future reservoir construction and enhancement programmes.

5. It cannot be assumed that the Water Companies will have sufficient indigenous capacity to meet the increased public supply demand arising during the plan period. The EA November 12 consultation document "Improving the Classification of Water-Stressed Areas" has now identified all 5 water companies operating in Kent as drawing on supplies from areas of "serious water stress".
6. The current fragile balance of resources was highlighted earlier last year by the need for companies to impose a hose pipe ban throughout the county, which is a pattern which has happened every 2 to 3 years for the past 25 years.
7. The House of Commons Select Committee report on water management in 2006 stated that it was "unfortunate" that the selected growth areas were all located in the driest region of the country, and the Government had not considered water demand and supply when making its selection. It also noted, with regret, the failure to sufficiently consult the water industry or give due consideration to the water-management implications when formulating the Sustainable Communities Plan and selecting the growth areas.
8. CPRE Kent is of the view that the increased level of public water supply required to support the proposed development could not be sustained without material detriment to the remaining balance of river and groundwater resources. They therefore recommend against adoption of both the Chilmington Green AAP and the related planning application unless and until there is a full assessment of water supply capacity. This work could be achieved by an update of the Ashford Integrated Water Management Plan prepared previously, which now needs to take account of new requirements and new options being developed in the Water Resource Management Plan.

Spokes – East Kent Cycle Campaign

Would expect the standards for cycle parking contained in the Ashford Cycling Strategy and the Residential Parking SPD to be met for all non-residential aspects of the development. This should be covered by condition and should be fully useable by the time its associated use is to be occupied in order to ensure that it does not adversely affect the choice to cycle over less sustainable means of transport.

Concerned that a number of differences exist between the Access and Strategic Routes Plan (drawing OPA05) and Figure 6.2 in the Transport Assessment – a number of the routes shown in light green in figure 6.2 aren't reflected on drawing OPA05 and they believe that all the routes detailed in light and dark green in figure 6.2 should be included to ensure that the development is permeable. Additionally, they believe that pedestrian-only routes shown in light blue beside the distributor roads on figure 6.2 should also be constructed to permit cycling.

They note that the two variants of the pedestrian/cycle routes shown in light green on figure 6.2 heading west from Willow Wood pass through a flood attenuation Area. These should be realigned such that flooding does not compromise the permeability of the development to cyclists and pedestrians.

Also concerned that drawing 2761/GA/010 rev B shows that the existing cycle path beside the A28 is planned to be narrowed from 2.9m to just 2m. This would make it narrower than the usual 2.5m combined cycle/pedestrian path. There is still a 2.2m verge on the opposite side of the road, which would allow space for the road alignment to be moved. (SPOKES 3)

It is important that the proposed traffic light junction on the A28 and Goldwell Lane has a toucan crossing. The timing of the lights should also not delay cyclists and pedestrians in such a way that this makes this choice of route unviable.

The access to the Park and Ride should incorporate a toucan crossing on the A28 to enable easy cycle and pedestrian access. The Park and Ride should also incorporate a public bicycle hire scheme.

Concerned that the location of the Secondary School will make it less desirable to cycle or walk to school for residents in the southern and eastern parts of the development. Also, its location near to the main exit point of the development will lead to pupils being dropped off by driving parents on their way to work.

It is important that the cycle paths between the development and the rest of Ashford are completed before the occupation of properties at CG. This will enable occupants to form a habit of cycling and walking to Ashford. The cycle and footpaths should be well lit and have a solid paved surface. Cycle paths should be at least 2.5m wide and the principal cycle routes, routes around the schools and community areas and those that will have above average pedestrian flows, should be 3m wide. All cycle paths should be publicly adopted.

All the roads within the development beyond the distributor roads should adopt a 20mph speed limit, which is supported by the Department of

Transport, the European Union, GPs and the Liberal Democrats at their recent party conference.

The traffic calming measures proposed on drawing 2761/SK/049 rev a concern them. These show chicane style build outs without any bicycle bypass measures in the design. Thus cyclists are forced out into the traffic. Alternative traffic calming measures should be used, or bypass measures for cyclists introduced. (SPOKES 4)

The road closure on Chilmington Green Road should not prejudice cycle traffic which should be able to pass the closure without needing to dismount.

The lack of ambition in setting the modal share for cycling is a concern. Para 10.5.1 of the Transport Assessment sets the target at just 5% for cycling while the 2001 census shows the urban areas in Ashford already achieves a 3.5% cycle modal share. As a large proportion of the CG area will fall within the 5km distance which is considered cyclable, they believe that a cycle modal share of 15% would be a much more realistic target.

As regular cyclists in the surrounding countryside and along NCR18 through the development, concerned about the loss of this large area of countryside and wonder what plans there are to mitigate against the loss.

Stagecoach

We are generally supportive of the proposals for bus services, though there are points of detail on which we wish to comment.

Routing between Chilmington Green and the town centre

We agree that the bus service would use the A28, then Tithe Barn Lane. We believe that bus priority on this route is essential to ensure fast, reliable, and consistent journey times. A northbound bus lane on the A28 would be an ideal way of achieving this, and may well represent good value for money, if faster journey times enabled the service to be operated with fewer resources (and therefore at lesser cost). In this respect, traffic signals on the northern access on to the A28 may be of benefit to give bus priority.

While we do not object to the link from Cuckoo Lane, we would regard this as a secondary route. This is mainly because it is less useful for local travel both to and from the district centre in Chilmington Green, compared with the route via the A28, which allows this on all points of the loop. We are unsure of the long-term commercial viability of a route along this link.

Phasing

Figure 11.3 in the Transport Assessment shows that from Phase 2 onwards, the bus can run a circular route in the development. However, in phase 1 this is not possible and it is essential that the design incorporates a means for the bus to turn round in the vicinity of the Market Square.

Note also that as the phasing suggests some roads served initially will later not be served, the design of stop infrastructure should enable it to be moved to a different location as required. Stops should be placed on the exit arms from junctions, to ensure that all buses travelling to the same point leave from the same stop.

Market share and viability

We note that the rail modal share gradually increases as the development does, whereas bus modal share is shown to be the same throughout. We have had particular success in increasing the number of passengers to and from Ashford station since the start of the High Speed service, and it may be more appropriate for bus patronage to follow a similar profile.

This is likely to impact on viability, as patronage would take time to build up. In addition, since initial discussions, a number of government decisions have increased the operating costs for all bus operators. Accordingly, the ambition in 11.3.16 of the Transport Assessment that “the proposed bus services should break even by Phase 2 of the development” may be somewhat ambitious.

As noted above, viability will also depend on the journey times that can be achieved; if a round trip can be undertaken in less than 30 minutes, three buses can provide a 10-minute interval service. If the journey time is longer, four buses would be needed for the same level of service, thus representing a one-third increase in costs.

Ticket arrangements

Experience from elsewhere suggests that the longer the period of free trial travel, the more likely it is that people will then continue to travel by bus at their own expense.

We note the comment from Kent County Council in respect of a “bus travel debit card”. Ticket systems outside London are rarely able to offer such a facility, because unlike London, fares vary for different journeys; however, it would be possible to load a smartcard with a number of Dayrider tickets that could be used on individual days, rather than a Megarider ticket for a continuous period of travel. However, for four days’ use or more, the latter is cheaper.

Kent Mammal Group

Concur with the comments of the Kent Wildlife Trust in entirety and additionally re-emphasise the need for a contract valid for a period of at least 5 years, to an ecological organisation capable of managing the proposed enhanced habitat. Dormice and hares in particular will be adversely affected by the large number of new residents, many of whom will bring both cats and dogs to the area. Any person working with dormice when not the holder of a licence so to do could transgress the law (both British and the EU) governing such behaviour. A well-intentioned but untrained Community Organisation could adversely affect the ecology.

Neighbours: On original application

2,619 neighbours directly consulted. 134 objections, 1 comment of support and 9 general comments.

Standard Letter (71)

- Principle of development – The 2008 Core Strategy is no longer valid and it is being reviewed. To proceed with such a major development before the review would be inexcusable.
- Need for development – Excluding CG, there is provision to build another 13,700 new houses/flats in the Borough by 2030 (9,400 in the planning process and 4,300 soon to enter it). Without CG there is capacity to build 761 houses every year until 2030.

The Sustainable Communities Plan stated that development was to be central and concentric, brownfield sites first and infrastructure led. This has been disregarded. No noticeable work is taking place on the many brownfield sites in Ashford.

The Council is basing its housing need on information which assumes a rapid return to strong growth levels in national and local economies (Strategic Options Report (2012) G L Hearn). However, the Council's own Annual Monitoring Report shows that the existing level of house building has been exceeding job creation for some time. And data from the Office of National Statistics paints an even worse picture of employment trends than the Annual Monitoring reports. The "baseline scenario" devised by G L Hearn is based on flawed data and as such is unreliable. There is an imbalance between the number of houses proposed at CG and the number of jobs that are to be created. Speculative building of large numbers of new houses will not bring the commensurate number of new jobs.

HS1 for commuters is currently at capacity with rail fares at 8% above the rate of inflation, thus pricing Ashford out of the market for all except the best paid commuters.

In 2011, local Ashford house prices were reported as having dropped by 13%, the third greatest fall anywhere in the UK, due to lack of demand.

- Location of CG – Future expansion of Ashford should take place within its natural boundaries and should be along the transport corridor to the south-east and north-west. Ashford should not be allowed to spill over the Greensand Ridge and onto The Weald. Weald clay is notoriously difficult to manage; the development would destroy some 1,000 acres of productive farmland at a time of world food shortages; the Society for the Protection of Ancient Buildings has said that CG is “a near perfect example of an early agricultural settlement” – the development will detrimentally affect the setting of listed buildings; endangered and protected species are present, including bats, water voles, dormice and great crested newts; ancient hedgerows shelter many more species.
- Impact on residents – the effect will be felt far and wide. 25 years of construction traffic and the construction itself will destroy the residents’ quality of life.

8 traffic movements a day would result in 46,000 extra traffic movements a day for 5,750 houses. The A28 is already at capacity at the Ashford end and this is the only main road serving the development apart from country lanes. All the roadworks are not due to be completed until the completion of the development in 25 years’ time. There is doubt as to whether there is sufficient land for the duelling over the railway bridge.

- Local democracy – Great Chart with Singleton PC is opposed to it and the Localism Act suggests that local people affected by decisions should change their lives should play a part in those decisions. ABC seems determined to ignore the wishes of the majority. There is strong popular opposition and a petition against the development reached over 8,000 signatures.

The fact that ABC decided to approve the AAP with only minor modifications when they received a petition signed by over 8,000 people objecting to the scheme and over 80% of the individual responses objected to the development makes a mockery of the planning process and localism. Residents have not been consulted as the events organised by ABC and the developers merely sought to sell

or impose the plans. We regard the planning process as entirely undemocratic.

- Impact on Ashford Town Centre – CG with a market square, including a supermarket with an immediate customer base of some 15,000 residents plus those from Great Chart, Singleton, Brisley Farm and Shadoxhurst will inevitably be in competition with Ashford town centre, the very thing the original plans said should be avoided.
- Resources – There is not enough water in Ashford now, let alone with this development. The EA has confirmed that sewage and waste water from the development will have to be pumped over the Greensand Ridge to the Bybrook Treatment Plant – this does not sit well with the carbon-neutral aspirations of the development.

The Government's austerity measures have seen substantial reductions in public service jobs and the health service, the police and social services are all under pressure. How will a greatly increased population impact on all this?

Other representations

- The appropriate infrastructure is not in place
- The A28 cannot support the additional traffic.
- The Schools will not be built until there are enough children in the surrounding area.
- The proposed shop units will not be filled long term.
- The William Harvey cannot support the additional population
- Loss of green space which will be a blight on the countryside
- Increase in pollution from the additional traffic on the roads
- What alternatives have been explored?
- Effect on wildlife, including rare plants and animals
- Effect on the character of Singleton and Great Chart
- Increase in noise pollution
- Increase in light pollution

- The area has limited water available and additional pressure on the existing supply will adversely affect current residents and businesses.
- Is there a need for this many houses?
- The proposed shops will have a detrimental impact on Ashford town centre
- The development will have a detrimental impact on existing services
- Increase in traffic on the surrounding roads which will detrimentally affect road safety
- A development of this size will be of little benefit to the existing population
- There are not the jobs available in Ashford to support this increase in population
- The housing market is not buoyant – demand is not high and buyers cannot afford deposits
- The crime rate may well be quite high in this location
- The development will increase surface water run-off so will have an impact on flooding
- The development next to Brisley Farm would cause light reduction to those properties and result in overlooking
- Previous applications for the development of the land adjacent to Brisley Farm have been refused
- The land is prone to flooding and building on it will make this worse
- There is no physical link between the main CG development and the proposed development along the edge of Brisley Farm
- There will be a large increase in traffic using Coulter Road for access
- There are no shops or services in Brisley Farm which could serve the additional residents from the development along the edge of Brisley Farm
- The brownfield sites in Ashford town centre should be developed first

- Increase in traffic in the Kingsnorth area
- There has been inadequate consultation
- Consideration should be given to a new west-east road to improve access to the A2070
- The new Coulter Road/Cuckoo Lane access will restrict access for residents to an area of grassland which is heavily used at present
- In previous plans, the area of development was limited to west of Bartlets Lane. This is now changed, so what other changes will be added in the coming months/years?
- The proposed cycleways should link up with existing cycle networks
- There is no need for a cricket club
- There should be a financial penalty if the developer fails to provide any of the facilities
- The tax payer should not foot the bill for any of the improvements so that a private developer can profiteer from them.
- Inadequate service will be provided eg a fire station, police station and hospital
- No guarantee that the proposed jobs will go to local people
- There is little evidence of income being spent locally during the construction phase
- There are many empty business premises locally, including retail units
- There is nothing in the plans that will rejuvenate the town centre or attract big employers to the town
- The development is contrary to National Planning Policy
- There should be a purpose built link road from the development site to Ashford Road in Kingsnorth so that traffic is not concentrated on to Magpie Land in Stubbs Cross or directed through the residential areas served by Coulter Road and Britannia Lane
- The proposed sports pitches are too close to existing houses

- The widening of the existing footpath will have a detrimental impact on Willlowbed Farm
- Human rights of existing residents will be diminished altogether
- Loss of productive agricultural land
- The proposal is contrary to National policy which aims to protect green belt land
- If planning permission is granted, there should be a buffer zone between existing and proposed housing and the existing housing should be provided with fencing at the developer's expense
- The focus of the application does not appear to be on creating a sustainable community
- Wards should be forced to comply with their original planning permission at Brisley Farm and plant a woodland along the southern boundary. This would inspire confidence in the Council
- Proximity to power lines will be dangerous to new residents, so there should be a buffer zone around them
- The area, through its topography and agricultural use provides a natural boundary to urban Ashford and should remain
- The sustainable expansion of Ashford requires something on an appropriate scale and integrated with the existing urban area, rather than being superimposed on it
- There is no effective guarantee that the development will evolve as envisaged
- The development will result in the demise of the individual characters of Chilmington Green, Stubbs Cross and Shadoxhurst
- The development is outside the original Ashford Development Plan which did not show development crossing over Magpie Hall Road/Chilmington Green Road
- A change of policy in respect of infill development would avoid the need for such large housing allocations
- Should planning permission be granted, there should be opportunity for plots for self-build houses at cost price

- The overdevelopment of Ashford has resulted in house price falls of 13% in 2011 – the third greatest decline anywhere in the UK
- Detrimental impact on listed buildings in the hamlet and on the immediate boundary
- The blight on existing property prices will inevitably be worse for listed buildings
- To grant permission after an inducement of £51.7 million from the Government implies a conflict of interest
- Granting permission for this development will significantly reduce the appeal of developing Ashford's brown field sites and exacerbate Ashford's existing problems
- Will blight property prices for many years
- Local governance in the form of the Parish Council is dysfunctional and hampers the consultation with the local community
- There is no joined up thinking regarding all the roads around Ashford
- This is a carbon negative balanced development
- The planning application should not be determined in advance of the adoption of the Area Action Plan and any amendments incorporated in the AAP following the public examination process should be reflected in appropriate amendments to the planning application.
- Development should not extend as far as it does in the south west quadrant which is identified as being a sensitive area in landscape terms
- The lower density development should extend to the south western corner of the built development
- Proposed development is too close to the woods in the south western corner of the site
- The depth of the green land uses in the south west area is significantly less than in the south and south eastern parts of the site
- Clarification is required that the new wetland areas in the south west corner of the site will not affect Possingham Farmhouse

- The masterplan originally showed less development in the south west corner of the site. It appears that there is no justification for increasing the amount of development here
- A detailed phasing plan should be the subject of a planning condition
- An in depth investigation should be carried out before planning permission is granted to ensure that the proposal does not exacerbate flooding in Yalding or in any other area downstream of the application site
- The continued promotion of the proposal by the Borough Council does not accord with the Localism agenda.

Consultation on the amendments May 2014

Kent County Council

Kent County Council (KCC) supports the ambition to deliver an urban extension at Chilmington Green based on 'garden city' principles. The County Council has been working closely with Ashford Borough Council (ABC) and the developer consortium to identify the appropriate scale and timing of key infrastructure to deliver a high quality, sustainable development.

The KCC response refers to the position of the authority on matters relating to transport infrastructure, the Community Management Organisation (CMO), education and other detailed Heads of Terms.

Transport

Subject to South East Local Enterprise Partnership (SELEP) funding being agreed and satisfactory repayment mechanisms being in place, the County Council, as Local Highway Authority, will consider delivering the preferred A28 Chart Road improvement scheme which is required to mitigate the impact of the proposed development on the local highway network. The improvements would then be delivered as a single scheme in order to reduce costs, minimise disruption and maximise benefits at the earliest time.

The Local Highway Authority has secured capital funding of £10.2 million from the SELEP Local Growth Fund (LGF) towards the A28 Chart Road scheme, subject to the submission and approval of a business case. The Local Highway Authority will work with the Borough Council and other stakeholders to put forward a business case to the SELEP to meet funding requirements.

In the event that agreement cannot be reached on a forward funding mechanism, the County Council would require that alternative mechanisms

are put in place to ensure that the preferred scheme is delivered directly by the developer consortium via a S106 agreement and grampian conditions. The improvement scheme proposed by the developers has not been fully tested in terms of either deliverability or adequacy and is unlikely to be considered acceptable.

In order to achieve the required modal shift of 20% (needed to ensure there is no adverse impact on the local road network), it will be necessary for the developers to make adequate provision for public transport services and infrastructure (both on and off site) which are detailed in KCC's draft Heads of Terms/ full response. The County Council has also requested that mechanisms are put in place to carry out traffic calming on specific roads in the vicinity of the site which are also set out in the draft Heads of Terms. KCC believes that it should be possible to satisfy ABC's aspirations for design quality within existing adoption arrangements.

NB Preferred scheme is as set out in drawing reference: B1620900/H/007 Rev A dated 12.05.2011 and B1620900/H/003 Rev A dated 12.05.2011 with amendments as necessary to the crossing of the railway.

Community Management Organisation (CMO)

The County Council recognises the Borough Council is proposing a CMO to ensure the long term maintenance of the development. A Community Hub is proposed to be owned and managed by the CMO and will deliver a range of services. The County Council supports the approach to delivering a range of services in one location. However KCC services (including Youth, Community Learning and Social Care) will only be able to be provided on site if space is provided rent free or commuted sums are secured to cover rent/ start-up costs.

KCC has submitted a detailed schedule of requirements including land transfer, funding and phasing requirements which it believes will ensure the development is acceptable in planning terms. Subject to these being accepted, the County Council is keen to work with ABC and the developer consortium to proactively plan for this package of infrastructure to be delivered in a timely way, to ensure the impacts of the development are satisfactorily mitigated and a sustainable community is created.

Education

The education requirements of the County Council reflect those set out in the Chilmington Green Area Action Plan 2013; three 2 form entry (FE) primary schools, one 1FE primary school (with the capacity to expand to 2FE) and one 6FE secondary school (with sixth form). KCC intend to provide an

additional 2FE Secondary Provision (i.e. 8FE in total) in order to meet the additional demand arising from other developments in Ashford.

The County Council have accepted the recent proposals of the developer consortium regarding the timing of the contributions towards the provision of the second and third primary schools, subject to a number of caveats to reduce KCC's financial risk. These include the ability to apply education and other contributions flexibly in order to reduce the need for forward funding. KCC require the secondary school to open in September 2022 with a site transfer to the County Council in 2019 to allow sufficient time for preliminary works (survey, design and planning) and construction.

To provide certainty and to enable the planning and provisions of the schools in a timely manner, KCC request that payments and site transfers are linked to long stop dates in addition to completions/ occupations. All site transfers should be in accordance with the County Council's General Site Transfer Requirements document (dated June 2014).

Heads of Terms

In order to assist the viability of the overall scheme, the County Council has endeavoured to ensure that its costs are fair and reasonable and are not sought until required. KCC has also adjusted a number of its requirements (i.e. relying on temporary facilities in the short term) to assist the overall deliverability of the development.

KCC understands that the overall package of infrastructure required is broadly capable of being funded by the development. The County Council will continue to liaise with ABC on finalising the proposed Heads of Terms and viability review mechanisms with the objective of ensuring the development remains acceptable in planning terms.

The County Council, as Local Education Authority, Local Highways Authority and Statutory Library Authority, should be included as a signatory to any Planning Obligation Deed that is completed. The agreement will be subject to sign off by the S151 Officer and appropriate Cabinet Member in order to ensure that the County Council can make appropriate provision for delivery as required under the terms of the agreement. Being a signatory will also enable the County Council to monitor and enforce any obligations and have the required certainty to plan for infrastructure delivery in the interests of both the existing and future community.

A summary table of KCC's requirements should be inserted unless included as agreed in the overall Heads of Terms annex.

Heritage

The County Council has requested contributions to mitigate Heritage impacts in its draft Heads of Terms including provision for the storage and interpretation of finds.

Other Heritage issues including investigation and safeguarding measures can be addressed by way of condition.

The County Council recognises the strategic importance of Chilmington Green and will continue to work with the Borough Council and the developer consortium to ensure that the aspirations and objectives for a high quality, sustainable development are achieved.

East Kent Hospitals University NHS Foundation Trust

Regarding the application for Outlining Planning Permission at Chilmington Green documents, we have reviewed the amended plans and further information and there appears to be no real change to previous documents.

In relation to the additional health care support this may require, we have already factored in the projected population increase in Chilmington Green in our strategic growth plans for Ashford.

We presume you have contacted the Ashford CCG in relation to the impact this might have on primary care so that access to GP surgery services can be considered as this may be an important consideration.

English Heritage

The following comments relate specifically to the Cultural Heritage Addendum to the Environmental Statement for the above development. It confirms that the proposed development will affect the settings of a number of listed buildings, the most concentrated group of which located at Chilmington Green, at the centre of the proposed mixed-use development.

In determining this application, your Council will need to consider the extent to which the open agricultural land surrounding this hamlet contributes to the significance of the listed buildings within it, as required by paragraph 129 of the NPPF. The Environmental Statement focuses on the significance that these assets derive from their immediate surroundings, and views to and from them, but their significance should additionally be considered in relation to their wider landscape setting. It is the surrounding farming landscape, after all, which accounts for the existence of the farmhouses, farm workers' cottages and agricultural buildings that largely make up this hamlet. This rural

landscape should for that reason be treated as contributing to their significance.

With the above comments in mind and the need identified in paragraph 132 of the NPPF to give great weight to the conservation of heritage assets, we recommend that you give consideration to the full effects of the proposed development on the significance of the affected heritage assets and, then, to the most appropriate action required to mitigate any harm caused.

We think that paragraph A21.6.5 of the ES may have underplayed the effects of this development on the setting described above by suggesting that any harm to the significance of the Chilmington Green heritage assets can be mitigated entirely through the avoidance of high structures and use of sympathetic materials in their immediate surroundings. It may be appropriate to also consider whether landscape features associated with rural landscapes, such as large open spaces, hedges and grass verges should also be required around these buildings as a means of preserving a greater sense of their existing setting than is currently proposed.

In terms of archaeological impacts, we think that the main impacts in this case are to undesignated archaeology and we therefore strongly recommend that you continue to seek archaeological advice on this application from KCC's Heritage Conservation Team.

Highways Agency

Having reviewed the additional documentation we are content that the transport issues are adequately addressed.

Natural England

This letter should be read in conjunction with our letter dated 17 October 2012 (our reference 63703) which details a number of recommendations regarding designated nature conservation sites, protected species (with the exception of dormice) and biodiversity enhancements along with suggestions on securing long-term management and monitoring. All of the advice provided in our earlier response is applicable to this current consultation and we recommend this is fully considered when determining this application.

In respect of this current consultation, Natural England welcomes the submission of the additional dormouse survey. We acknowledge that the survey did not follow good practice guidelines but given the open nature of the site and the potential for disturbance to occur to dormice from third parties, for determination of the planning application we consider the survey is sufficient. Additional surveys may however be required should a protected species licence be required for this site.

From the surveys undertaken, dormice appear to be present in several locations across the site. The outline mitigation proposals appear appropriate to mitigate the potential impacts to dormice from this development but we recommend that at the reserved matters stage, a detailed mitigation and enhancement strategy is prepared and this should give full details of the following:

- An updated survey for dormice should be undertaken for all habitats which may support the species;
- Full details of how works to habitat supporting dormice will be undertaken (including, for example, information on timing, habitat management and movement of animals);
- Full details of any habitat creation and/or enhancement works, and the timeframe for their creation, to accommodate any displaced dormice;
- Details of how habitat connectivity will be maintained between blocks of woodland/hedgerows to allow dispersal of animals;
- Details, where applicable, of measures required to ensure that roads and other infrastructure do not act as barriers to dispersal;
- Details of the long-term management proposals for all habitats, both retained and created, where dormice are present along with details of the monitoring strategy to ensure that the population of dormice is conserved, and wherever possible enhanced at the site.

Ashford Clinical Commissioning Group

This follows our previous letter on the proposed use of land and the potential increase in population resulting from the additional housing contained in the proposal. I would like to summarise our comments as follows:

1. We estimate that based on the plan there would be an increased population of 12,362 people, using an average of 2.15 people per unit. It is important that there is a phased approach to when health services are on site delivering care to local people and we would support any new health facilities being built at an early stage of the housing developments.
2. We are surprised that, following our previous response, no land has been set aside for general practice.
3. An increase in population of this size equates to approximately 8 new GPs, plus supporting nursing and administrative teams. We do not

believe that there is sufficient capacity within the borough to meet this level of demand. Nor do we believe that there are sufficient facilities to house this number of additional GPs.

4. The local Health and Wellbeing Board gives all partners an opportunity to address the provision of health related facilities so that they happen alongside any new housing developments, rather than separately. This will ensure that the needs of new residents are being met without delays.
5. We welcome the development's ideal to support the health and wellbeing of the local population; specifically the increase in cycle paths and the desire to ensure open space is available for recreation and exercise. Good quality open spaces can make a significant contribution towards healthy living. Green spaces have a positive effect on the health of the population helping to reduce stress, provide formal and informal opportunities for physical activity, sport and play and provide environments for relaxation. It is important that providing open space and recreation opportunities in these areas to improve health should be a priority for this development. Any opportunity to make the development friendly for patients with dementia should not be overlooked.
6. We are pleased to note that the proposal identifies the need for a variety of housing across the locality. When considering the need for social housing we would recommend that specific allocations are made for community recovery facilities (such as that provided by Horizon Housing) which are aimed at people recovering from a period as a mental health inpatient and empower people to attain their optimum level of functioning in their own home.
7. Major infrastructure changes, such as those mentioned, have an impact on health status of the local population during the period in which the build is being undertaken, in addition to changing demands afterwards. As a consequence a Health Impact Assessment should be undertaken by Public Health to fully establish the consequences of each of the proposed build.

We recognise the difficulties which public sector organisations face in developing future plans and understand that this may lead to difficult and unpopular decisions needing to be made. With that in mind we offer our support for the health related elements of planning applications and will work in partnership with the council to ensure that any short term negative impact on health services is minimal and that we are all still in a position to deliver the same outcomes as previously.

Kent Police

I refer to the planning application detailed above and have no objections to make on the principle of the proposal in regard to crime prevention and Crime Prevention Through Environmental Design (CPTED) matters, in accordance with the DCLG Planning Practice Guidance March 2014 (Paras 10 & 11) – Crime Prevention and the Kent Design Initiative (KDI) - Design For Crime Prevention document dated April 2013, however I would like the following comments and recommendations to be taken into consideration.

I can confirm that I have already attended one of the presentations at Ashford. On that occasion I was part of a group that took part in some of the requirements that had to be met for various issues, however I was not able to include my role as a Crime Prevention Design Advisor (CPDA).

With this in mind it would be advantageous for us to consult directly with the applicant/agent in so that we can go through the necessary steps for Secure By Design, CfSH and BREEAM applications. If no consideration is given to crime prevention and designing out crime this could affect the future services and duties of the Ashford District Council Community Safety Unit (CSU) and the local police.

Recommendations

We would be grateful if you could draw the applicant/agent attention to the Kent Design Initiative (KDI), Design For Crime Prevention document dated April 2013 which will also assist them when Designing out of Crime. We would welcome a meeting with them to discuss designing crime out and any notes from this meeting would then be forwarded to you.

If the applicant fails to contact us then this may have an effect on not being able to achieve accreditation of the Secure By Design (SBD), Code for Sustainable Homes (CfSH) and BREEAM. We welcome any support from you regarding this matter and would like the following comments and recommendations to be taken into consideration if planning approval is given for this application and should no further contact be made to us by the applicant/agent.

We suggest that a condition be added to ensure that this development has the appropriate crime prevention measures and can be worded something similar to the below:

The development hereby permitted shall incorporate measures to minimise the risk of crime. No development shall take place until details of such measures, according to the principles and physical security requirements of Crime Prevention Through Environmental Design (CPTED) have been

submitted to and approved in writing by the Local Planning Authority. The approved measures shall be implemented before the development is occupied and thereafter retained.

Reason: In the interest of security and crime prevention and to accord with Policies of Ashford District Council Core Strategy Plan. (dated ?)

For your information we are also working on informatives and letters that can be sent to applicants and agents when they make contact with their local planning authority, below is a copy of what we have come up with and would very much like some feedback from you and your colleagues.

We feel that this will speed up some of the time on planning approvals and would serve both our needs.

Designing Out Crime – Pre-application letters

We recommend the following insertion for pre-application correspondence:

‘The applicant is advised to seek the input of the Kent Police Crime Prevention Design Advisors (CPDAs) to ensure that all efforts have been made to incorporate Designing Out of Crime (A Kent Design Guide for Developers Designers and Planners) into the high quality design of any proposal.

The contact details of the Kent CPDAs are:

John Grant & Adrian Fromm Crime Prevention Design Advisors, Kent Police Headquarters, Sutton Road, Maidstone ME15 9BZ email: pandcr@kent.pnn.police.uk Tel No- 01622 653209/3234

Designing Out Crime – Informative

In terms of an informative – We suggest something along the lines of:

‘Prior to the submission of any reserved matters application, the applicant, agents, or successors in title, are encouraged to undertake pre-application discussion with the planning authority. As part of this pre-application discussion, it may well be necessary to consult with external bodies such as Kent Police Crime Prevention Design Advisors (CPDAs) to ensure that a comprehensive approach is taken.’

This would only be imposed upon outline planning permissions prior to the submission of reserved matters application. The contact details of the Kent CPDAs are : John Grant & Adrian Fromm Crime Prevention Design Advisors,

Kent Police Headquarters, Sutton Road, Maidstone ME15 9BZ email:
pandcr@kent.pnn.police.uk Tel No- 01622 653209/3234.

British Horse Society

The new proposed bridleway from the north is adjacent to the edge of the new development, this will impact on the enjoyment of equestrian users, the noise during and after development would also pose a Health & Safety Risk, as many horses will be distressed by sudden noises that are not in their immediate line of sight.

Whilst we are pleased that the Equestrian element is being considered, we need to ensure the new route will actually be viable. The bridleway would be more user friendly if it were to travel across the field where the existing footpath is located to the north of the development.

During and after the development, the surrounding roads will be affected by increased traffic causing an ongoing problem for the safety of the horse & rider.

We would welcome a continuous route, obviously this can be difficult to achieve but it is essential for equestrians to have a safe environment to enjoy the pleasure of the open space on horseback. Perhaps it would be more economical to use part of the existing National Cycle Route or existing footpaths.

The proposed bridleway will be located in the middle of the development. Will there be a screen between the development and the bridleway?

Kent Invicta Chamber of Commerce

The contents of the amended Environmental Statement for Chilmington Green were discussed at the meeting of the Kent Invicta Chamber of Commerce, Ashford Economic Development Group on 19th June 2014 after Chamber members had previously been given the opportunity to comment.

No objections or concerns have been referred to the group, therefore the Kent Invicta Chamber of Commerce broadly supports the application.

Kent Wildlife Trust

The letter from the Kent Wildlife Trust is appended as Appendix 3.

Subject to the recommendations in Appendix 1 (to their letter), KWT has no objection to the planning application. Environment Agency

Flood risk

It is understood that the minor material amendments to the proposed scheme consist of an increase in the quantum of floor space associated with both the community uses (class D1) and leisure uses (class D2). We also note that the ES has been updated in light of comments received from ABC, in relation to the assessment of impacts on local water abstraction consents, the consideration of water efficiency measures and the viability of including mandatory water metering for all the new dwellings.

In terms of the material changes to the application, the increase in built footprint will be located within Flood Zone 1 (low risk) and therefore we have no additional concerns in terms of flood risk. In relation to the updated ES, we have no further comments in relation to flood risk and drainage aspects of the amended proposals.

Given the above, our previous consultation response and recommended conditions set out in our letter dated October 2012 (EA Ref. KT/2012/115127/01-L02) are still relevant to this application.

Land contamination

Section A13 (Ground Conditions and Contamination) indicates that the Phase 2 Geo-Environmental and Geotechnical Report has been revised. The copy of this report provided in Appendix 13.1 appears to be the same copy we have previously reviewed and made comments on under ref 115127-1. We have nothing further to add to these comments and await the results of the additional groundwater monitoring as detailed in the recommendations of this report.

Stagecoach

At this stage, we do not feel that the application has demonstrated that it can achieve the 20% modal split required by policy CG12. We therefore place a holding objection to the application, for the reasons shown in detail below.

These comments relate to the Supplementary Transport Assessment dated 19 May 2014.

Bus Routing and Journey Times 9.4-9.17

Having considered the drawings in Appendix M showing the proposed bus priority measures at junctions, we are doubtful that these can achieve the claimed time savings. We comment on this in more detail below, however it seems that many of the features proposed to prioritise buses as part of the Smartlink plans are now being discarded. It will therefore be difficult to achieve the 12mph operating speed which we quoted in the belief that there would be significant bus priority, and even more difficult to achieve the ambitious 20% modal share for bus as a consequence.

As an example of the difficulty in achieving this speed, our E-Line route (Eureka Park – Station – Orbital Park) is timetabled as 12.4mph in the off-peak, but only at 10mph in the peaks, and even at the lower speed, concerns have been raised about its punctuality. Indeed further evidence suggests a significant decline in journey speeds for buses in Ashford, notably around the station.

The E Line should have benefitted from bus priority on Templer Way, as well as a bus gate through the centre of Drovers roundabout leading to bus access and a park and ride in the site now occupied by John Lewis. But none of this has been implemented, and the consequence is an under-used bus service that operates at less than 10mph at peak times, a very small proportion of the modal split and has a limited prospect of continuation once revenue funding ends.

Accordingly we strongly believe that far from being a conservative estimate, 12mph is probably optimistic, though reasonable for developing areas such as Victoria Way and Chilmington Green.

9.09

Table 9.2 fails to allow for buses from the town centre being routed via the domestic side of the station. This is necessary, because there is no alternative location for a stop within reasonable walking distance; it would not be possible to use the old stop on Beaver Road bridge, because it would be too difficult to manoeuvre from this stop to the right hand lane, in order to turn into Victoria Way.

9.10

We doubt therefore that round trip times of 40 minutes could be consistently achieved, especially in peak conditions.

9.11/9.12

Further, we cannot recommend the operation of a service on a 40-minute headway. Long experience in this matter is that it does not offer easily memorable times for passengers, who would need to consult a timetable on every occasion.

In the start-up phase, we recommend that two buses are used in peak times to provide a 30-minute headway service. This also ties in more closely with the aspiration in 9.60 to make connections with the High Speed timetable.

In time, this would build up to a memorable 15 minute headway, then possibly to every 12 or 10 minutes. Whilst we understand the desire of the developers to achieve economic efficiency, we would point to the example of the Fastrack operation in North Kent where a very high frequency service was introduced from the start of the development. This has admirably illustrated the value of getting a good bus service into a development early to offer new inhabitants a real choice to using the car.

In contrast, a low frequency bus service will do nothing to discourage car use (and indeed ownership) and once established, it will be difficult to persuade car drivers to switch back to the bus. A good initial service is also an investment in long term customer support. The dangers of an over-parked residential area and congestion on local roads further delaying all traffic are much more difficult problems than some initial “wasted” revenue subsidy.

9.20-9.25

Tithe Barn Lane/Knoll Lane (Drawing 131065/A/28)

We note the concerns, and record our disappointment that this change, which would assist bus services, is not to be taken forward. No account seems to have been taken of the number of people that this change would affect, only the number of vehicles. We would urge that this is re-assessed with this in mind, creating a safe design which would facilitate the speed of buses.

9.26-9.28

Knoll Lane-Brookfield Road (Drawing 131065/A/28)

We agree that a two-lane exit for all traffic from Knoll Lane would give greater overall benefits to bus services, compared to a dedicated left turn facility. There may be a similar problem with the proposed right turn lane from Brookfield Road – again, it will only require a few cars to block access to the bus lane.

Unfortunately, Drawing 131065/A/64 showing the revised layout does not appear to be included in the appendices.

9.29-9.41

Brookfield Road-Knoll Lane

We are somewhat confused as to how removing the right turn lane from general traffic results, according to Table 9.9, in shorter queues than the current situation.

We think it more likely that the concentration of all traffic in two lanes is likely to cause a queue that prevents buses from reaching the bus lane quickly. We do not believe that this change could deliver a one minute saving on journey times; indeed, may cause a delay that doesn't exist at the moment.

Whilst we agree with these conclusions, they do not alter the fact that they do not create the prioritisation of buses over cars and allow a higher operating speed, to contribute to the envisaged 20% modal split. If these aims are to be achieved, alternative solutions need to be found.

9.42-9.47

Victoria Way/Beaver Road (Drawing 131065/A/66)

The Beaver Road bridge bus stop is already in use. In terms of the modifications proposed, we would wish to see tracking to show the ability of two buses to arrive and depart independently at this stop. Some alteration to the kerb line may be required to achieve this.

However, one idea which doesn't seem to have been taken up (9.43) would be for a bus lane between Victoria Way and Beaver Road bridge, on the line of the old Victoria Road. This would enable buses to bypass the traffic signals, offering savings to commuters of perhaps two minutes – very significant in overall journey times.

A new bus stop would be located on this bus lane, which would reduce pressure on the existing stop on Beaver Road bridge; it would be ideally placed for commuters using the pedestrian entrance from Avenue Jacques Fauchoux to the station (although in passing we note that the gradient of this entrance is too steep to meet normal guidelines for disabled access). In view of the vehicle flows involved, we believe this bus lane could join Beaver Road bridge by a simple priority junction.

The failure to provide such an enhancement here is another example of the step by step erosion of the intention to provide a quality bus service of the type envisaged in the Smartlink plans.

We agree with the comment in 9.45 that the Beaver Road bridge layby “would not lead to any direct reduction in journey times”. However, as explained above, there is no equivalent stop to enable the station loop to be omitted on outward journeys from the town centre. We therefore disagree with the comment in 9.47 that sub-20 minute timings can be achieved in the outward direction.

What are the works referred to in section 9.51? No drawing appears to illustrate these. 9.53 Noted. It must be clearly understood that developers will need to provide access to unadopted roads and turning areas without further costs or liabilities to the bus operator(s).

9.54

For the avoidance of doubt, while most modern buses are 2.55m wide, the width over mirrors brings this up to about 2.95m

9.55

We agree that RTI can be cheaply delivered to mobile and smartphone.

It is puzzling that this therefore remains a proposal in para 5.22 of the Travel Plan.

9.59

As explained in detail above, we doubt that a 40-minute round trip can be achieve, and a 10 minute interval service would therefore require five buses. Four buses may possibly be enough to provide a 12 minute service.

9.60

It is unclear what frequency this is referring to – of the five lines converging on Ashford, only the service to and from Canterbury runs at these (irregularly-spaced) intervals. High speed services to and from London are almost uniformly half-hourly, to which frequency we would expect to align the initial bus service.

9.62

Based on our current prices, £100 would buy slightly less than ten weeks’ worth of travel. We note that KCC’s response was for a period nearer a year – our annual ticket for the Ashford area is currently priced at £490.

9.64

PlusBus tickets are only available when purchased in conjunction with a rail ticket.

Drawing 131065/A/05

Contrary to the vehicle used, most modern buses are 2.55m wide, and about 2.95m over mirrors. Consequently it would be impossible not to stray into the cycle lane, in order to pass a bus of similar dimensions waiting on the other side of the chicane.

We request an alteration to the design that does not – on the basis of the cycle lane being mandatory – force our drivers into an illegal situation of having to use it to pass other buses and large vehicles.

Southern Water

The comments in our previous response dated 2/11/2012 remain unchanged and valid for the amended details.

Sport England

Sport England welcomes the proposed provision of sports facilities and a financial contribution. However, as stated previously, the level of financial contribution should be determined based on the delivery costs associated with providing the facilities required to meet the needs arising from the development. Any financial contribution must also meet the legal tests set out in regulation 122 and 123 of the Community Infrastructure Levy Regulations 2010 (as amended). The tests require any contribution to be:

1. necessary to make the development acceptable in planning terms
2. directly related to the development; and
3. fairly and reasonably related in scale and kind to the development

In order to meet the above tests, you will need to identify specifically where any contribution will be spent and specific projects need to be named. This information is required to ensure that adequate provision is proposed and secured as part of the proposed development.

Once we have been given the opportunity to review the draft s106 agreement we will then review our position accordingly.

Neighbours: Re-consultation on amended plans
2,619 neighbours directly consulted. 17 objections.

- Sports pitches will be in close proximity to existing residential properties
- Proposed flood attenuation areas in close proximity to existing residential properties.
- Impact on human rights
- Harm to character and appearance of the setting of the listed buildings in the hamlet
- The traveller's site at the north of the site has a green buffer next to it which the hamlet does not.
- This is a lazy and unimaginative approach which will worsen Ashford's blight
- There have been suggestions that the development will be enlarged to 15,000 houses which will extend the development towards Tenterden
- Ashford is a town of massively unfulfilled potential with lots of undeveloped brownfield sites, which should be developed first.
- Building here will not boost the town's depressed situation
- Increase in traffic from the development as well as construction traffic will have a detrimental effect on amenity
- The development is not acceptable in terms of its bulk and scale.
- Will have a detrimental impact on ecology and wildlife
- The Council isn't interested in local objections to the proposal
- The William Harvey Hospital will be unable to cope with the additional people
- The A28 is already congested during rush hour and will be unable to cope with the additional traffic that will be generated
- The M20 London bound is full to capacity at most periods of the day
- Railway provision is already inadequate – car park and train capacity
- Impact on the quality of life for existing residents of Ashford and the surrounding areas

- No politician either locally or at Westminster included development of this scale in their manifesto
- Development unwanted by the vast majority of local residents and Councillors have a duty to represent the views of the residents of Ashford
- The destruction of such a vast amount of countryside and farmland would represent vandalism on an epic scale
- The increase in population would far outweigh employment creation
- Concerned regarding the possibility of flooding
- The re-positioning of Access B will be immediately opposite a listed building
- Access B will have the worst impact on the most number of residential properties.
- The 3D masterplan shows no proposed housing to the south-west side of the new access road into the development which is not the same as the other plans
- Access B is ill conceived and dangerous
- Impact of the road improvements next to the listed building close to Access B
- Increase in traffic on the A28 will be dangerous to pedestrians
- A signalised junction as originally proposed for Access B would be much safer
- Developers need to be honest about their objectives for Access B – it seems to be becoming the main entry to the development
- If planning permission is granted it should be subject to condition that Access A should be constructed first and should be the access for all construction traffic
- Surrounding narrow lanes cannot accommodate the extra traffic
- Where will the occupants of the houses find work in Ashford Borough Council

- Kent Police, Southern Water and Stagecoach have all raised serious issues in relation to the development
- Previous objections still stand
- There are enough schools in Ashford that are not full to capacity, so these should be filled first
- There are many empty/abandoned buildings in Ashford that could be converted into houses or accommodation first
- It will increase pollution levels
- The development at Ebbsfleet makes these proposals redundant
- Inadequate water supply in the area
- Business premises around Ashford are empty so no need for any more
- Services cannot cope with existing demand
- The development was opposed through a petition signed by 8,000 people
- Will add to the already considerable volume of traffic passing through Stubbs Cross along Magpie Hall Road to get to the Ashford Road in Kingsnorth
- The proposed access on to Coulter Road will increase traffic through a residential development with roads with traffic calming – a development of this size should be provided with a purpose built link road to the east side of Ashford
- Development at Brisley Farm is remote from the main part of the development and will spoil the rural aspect and light those properties currently enjoy. Those properties would also be overlooked by the new properties
- There should be traffic calming for Langney Drive

Planning Policy

182. The Development Plan relevant to this application comprises the saved policies in the adopted Ashford Borough Local Plan 2000, the adopted LDF Core Strategy 2008, the Tenterden & Rural Sites DPD 2010, the Urban Sites and Infrastructure DPD 2012 and the Chilmington Green AAP 2013.
183. The following paragraphs reference the pertinent extracts from the Ashford Borough Local Plan 2000 and the Core Strategy. All of the policies contained in the Chilmington Green Area Action Plan are appended as Appendix [] with just a heading in this part of the report.
184. The relevant policies from the Development Plan relating to this application are as follows:-

Ashford Borough Local Plan 2000

EN23 - Sites of Archaeological Importance - In exceptional circumstances, permission may be given for development affecting important archaeological sites of regional or local importance, if the applicant has demonstrated that the site will be satisfactorily preserved either in situ or by record.

EN32 - Importance of Trees and Woodland - Planning permission will not be granted for any development proposals which would damage or result in the loss of important trees or woodlands.

SH2 - New retail schemes in out of centre locations – New retail schemes in out of centre locations of Ashford and Tenterden will not be permitted unless a need for additional retail floorspace is shown to exist; no suitable sites are available in central or edge of centre locations; and a retail impact assessment is provided that indicates that the proposal is acceptable in terms of impact on vitality and viability of any other shopping centre and that the proposal is acceptable in terms of impact on amenity and highways.

TP6 - Cycle parking – Proposals for employment, shopping, leisure and any public buildings should provide secure parking for cycles.

LE5 - Equipped public open space – Provision to be made in new residential developments over 15 dwellings for equipped public open space to meet the needs generated by the development.

LE6 - Off-site provision of public open space – In certain circumstances, a financial contribution can be made to provide equivalent public open space nearby or to provide improvements to existing open space.

LE7 - Play facilities – Provision to be made in new residential proposals for children's play facilities to meet the leisure needs generated by the development.

LE8 - Leisure facilities – Provision to be made in new residential proposals for leisure facilities to meet the leisure needs generated by the development.

LE9 - Maintenance of Open Space - Where equipped open space (including play facilities), landscaped areas, woodland or protected habitats are proposed as part of a development, the Council will need to be satisfied that it will be properly maintained in future.

CF6 - Standard of construction of sewerage systems – Sewerage systems within development areas should be constructed to the standards required for adoption.

CF21 - School requirements for new housing development – The council will seek the costs of primary and secondary school facilities that are generated as a direct result of housing proposals and where the need arises from the implementation of that scheme, through planning obligations.

Local Development Framework Core Strategy 2008

CS1 - Guiding Principles

Sustainable development and high quality design are at the centre of the Council's approach to plan making and deciding planning applications.

Accordingly, the Council will apply the following key planning objectives:

- A. Development that respects the environmental limits that protect the high quality built and natural environment of the Borough, minimises flood risk, provides for adequate water supply, and protects water and air quality standards;
- B. The conservation and enhancement of the historic environment and built heritage of the Borough;
- C. Protection of the countryside, landscape and villages from adverse impacts of growth and the promotion of strong rural communities;
- D. New places - buildings and the spaces around them - that are of high quality design, contain a mixture of uses and adaptable building types, respect the site context and create a positive and distinctive character and a strong sense of place and security;

- E. New buildings and places designed to meet challenging sustainable design and construction standards that work towards achieving zero carbon developments, including minimising the use of resources and waste, and to enhance biodiversity;
- F. The best use of previously developed land and buildings to help regenerate urban areas and the careful phased release of green field land to make best use of a finite resource;
- G. The timely provision of community services and other local and strategic infrastructure to provide for the needs arising from development;
- H. A general balance between a growing population and the creation of jobs locally and, on large sites, a mix of residential, employment, community and other local services that together help create a well-served community, capable of providing locally for many of its needs;
- I. A wider choice of easy to use forms of sustainable transport to serve developments that generate significant demand for movement;
- J. Provision of a commercial environment that is conducive to encouraging new and existing businesses;
- K. The creation of an integrated and connected network of green spaces to provide a framework for growth - helping serve the recreational needs of the community, enhancing biodiversity and providing green routes for pedestrians and cyclists.
- L. Healthy sustainable communities that put human health and well-being at their heart – fostering access to amenities, healthier forms of transport, and mixed and cohesive communities designed for social interaction.
- M. Developments that are designed to mitigate and adapt to the effects of climate change.

CS2 – The Borough Wide Strategy

Land for about 16,770 new dwellings and related uses, and about 16,700 additional jobs plus contingency allowances of about 10% and 40% respectively will be identified within the Ashford Growth Area. Large scale development proposals will be located in the Ashford Growth Area in line with a compact growth model consisting of significant development within an expanded Ashford town centre; the use of appropriate brownfield sites within the Ashford urban area; allocated greenfield sites on the edge of Ashford and

initially, two major new peripheral urban extensions as shown on the Core Strategy diagram.

CS5 – Ashford Urban Extensions

The Chilmington Green/Discovery Park area should be planned to accommodate no less than 3,350 dwellings and 600 jobs by 2021 and has the potential for over 7,000 dwellings and about 1,000 jobs in total.

The development of these areas must be planned and implemented in a comprehensive way that is linked to the delivery of key infrastructure. The core aims of these are as follows:

- (a) to create flexibly designed, mixed-use places of real character, with well-defined local centres reinforced by variations in the density of development. The overall layout must be designed to maximise the potential use of public transport, walking and cycling;
- (b) to incorporate high quality and innovative building design, public spaces and landscaping to create strong character areas within the development and, overall, a coherent sense of place. Innovative proposals will be needed to deal with the future management and maintenance of public spaces and facilities, and for community development initiatives to help create a vibrant local community;
- (c) to be well related to the rural landscape surroundings by the creation of a well-designed and defined edge to development and a sensitive transition to adjoining areas and the wider countryside. Proposals will need to include plans for the long term use and management of these areas to best respond to the various interests at stake – including landscape and heritage protection, nature conservation and ecology, flood mitigation and sustainable drainage, public access and agricultural uses;
- (d) to be developed at a rate which is supported by the delivery of infrastructure and the elements required for a balanced, mixed community. Area Action Plans for these areas will need to relate both to the delivery of strategic off site infrastructure and to a detailed plan that shows how on-site infrastructure will be provided, when needed, linked to the rate of development on site.

CS7 - The Economy and Employment Development

The Council is committed to improving the economy of the borough and enabling a range of employment opportunities to be provided that will be

sufficient to generate an additional 16,700 jobs by 2021, thus ensuring that employment remains in balance with housing development.

CS8 - Infrastructure Contributions

A 'strategic tariff' will be used to secure contributions to help fund the strategic physical infrastructure and other facilities needed to support the sustainable growth of the Ashford Growth Area. Amongst other things, the tariff may be used to facilitate the establishment of community organisations in accordance with Policy CS18.

All residential development in the Ashford Growth Area will pay the tariff - including schemes on allocated LDF sites, in-fill sites and 'windfalls'.

CS9 – Design Quality

Development proposals must be of high quality design and demonstrate a positive response to each of the following design criteria;

- a) Character, distinctiveness and sense of place
- b) Permeability and ease of movement
- c) Legibility
- d) Mixed use and diversity
- e) Continuity and enclosure
- f) Quality of public spaces
- g) Flexibility, adaptability and liveability
- h) Richness in detail
- i) Efficient use of natural resources

CS10 – Sustainable Design and Construction

All major developments must incorporate sustainable design features to reduce the consumption of natural resources and to help deliver the aim of zero carbon growth in Ashford. Developments are expected to:

- A) Achieve the standard set out in the policy or in a later DPD, or an equivalent quality assured scheme, with a strong emphasis on energy, water and materials. These requirements will be met through:

- a. Energy and water efficiency;
 - b. Sustainable construction materials;
 - c. Waste reduction.
- B) A percentage reduction in carbon dioxide emissions through on-site sustainable energy technologies
- C) Be carbon neutral which can be met through a combination of A) and B) with any shortfall being met by financial contributions to enable carbon emissions to be offset elsewhere in the Borough.

CS11 - Biodiversity and Geological Conservation

Development proposals should avoid harm to biodiversity and geological conservation interests, and seek to maintain and, where practicable, enhance and expand biodiversity. If exceptionally, there are circumstances in which other considerations justify permitting development that causes harm to such interests, appropriate mitigation or compensation measures will be required.

CS12 - Affordable Housing

On qualifying sites in the growth area the Council will seek the provision of not less than 30% of all dwellings as subsidised affordable housing; elsewhere the target is 35%. The affordable provision shall be split between social rented (60%) and other forms of affordable provision (40%).

CS13 - Range of Dwelling Types and Sizes

To maintain and extend the range of dwellings to increase local housing choice, respond to emerging needs and to promote the creation of sustainable communities, the Council will require a range of dwelling types and sizes based on the Council's assessment of local housing needs.

CS15 - Transport

The Council will seek to promote public transport and other non-car based modes of travel especially in the Growth Area. The Council will seek the earliest possible implementation of highway and other schemes that would remove serious impediments to growth. Within this context, development proposals must show how all highway, public transport, walking and cycling needs arising from the development will be satisfied and provide for the timely implementation of all necessary infrastructure. Development proposals must show how all highway, public transport, walking and cycling needs arising from the development will be satisfied and provide for the timely

implementation of all necessary infrastructure. Developments that would generate significant traffic movements must be well related to the primary and secondary road network, and this should have adequate capacity to accommodate the development. New accesses and intensified use of existing accesses onto the primary or secondary road network will not be permitted if a materially increased risk of road traffic accidents or significant traffic delays would be likely to result. Where development sites include part of an identified key transport route or facility, the land required should be reserved and the scheme designed to accommodate this. The Council's Parking Strategy will be implemented through the designation in DPDs of three Park & Ride facilities at the Warren, Waterbrook and Chilmington Green. Maximum parking standards will now accord with standards in DPDs.

CS16 - Retail

The existing hierarchy of retail provision in Ashford town centre, rural service centres, urban neighbourhoods and villages will be protected and enhanced. Major new retail development will be located in Ashford town centre. Retail development should be provided at an appropriate scale to serve the local needs of each of the two major urban extensions at the edge of Ashford without a detrimental impact on the existing hierarchy of retail provision.

CS18 - Meeting the Community's Needs

Infrastructure and facilities required to meet the needs generated by new development, including public open space, recreation, sports, children's play, leisure, cultural, education, youth, health, public service and community facilities should be provided in accordance with detailed guidance, including guidance on the nature of provision required and the timing of deliver, that will be established in other DPDs and SPD.

CS18A - Strategic Recreational Open Spaces

The Council will seek to protect and enhance Victoria Park and to establish new strategic recreational open spaces at Conningbrook, Discovery Park, South Willesborough Dykes and Cheeseman's Green. The required size and detailed boundaries of the new strategic open spaces will be determined in the relevant site allocations DPDs in the context of a local assessment of the existing and future need and demand for open space, sports and recreational facilities. The strategic spaces will be linked by a green 'necklace' that will make use of the existing 'green corridors' through Ashford and the proposed 'blue infrastructure' of floodplain and water management features in accordance with an overall 'green and blue grid' strategy that is intended to be adopted as SPD.

CS19 – Development and Flood Risk

Proposals for new development within the 100 year undefended river floodplain or the 200 year sea floodplain (plus an appropriate allowance for climate change) will not be permitted unless following a Flood Risk Assessment it can be demonstrated that:

- i) It would not be an unacceptable risk of flooding itself, and
- ii) The development would not result in any increased risk of flooding elsewhere.

CS20 - Sustainable Drainage

All development should include appropriate sustainable drainage systems (SUDS) for the disposal of surface water, in order to avoid any increase in flood risk or adverse impact on water quality. For greenfield developments in that part of the Ashford Growth Area that drains to the River Stour, SUDS features shall be required so as to achieve a reduction in the pre-development runoff rate.

CS21 - Water Supply and Treatment

Major proposals for new development must be able to demonstrate that there are, or will be, adequate water supply and wastewater treatment facilities in place to serve either the whole development, or where development is being carried out in phases, the whole of the phase for which approval is being sought.

Chilmington Green Area Action Plan 2013

<http://www.ashford.gov.uk/chilmington-green-aap>

Policies in full contained in Appendix 7.

CG0 – Presumption in favour of sustainable development

CG1 – Chilmington Green development principles

CG2 – Strategic development requirements

CG3 – The District Centre and High Street Character Areas

CG4 – The Local Centres

CG5 – Chilmington Green Hamlet Character Area

CG6 – Southern Fringe Character Area

CG7 – Discovery Park Edge Character Area

CG8 – Meeting the Recreational Needs of Chilmington Green

CG9 – Discovery Park

CG10 – Developing a Community at Chilmington Green

CG11 – Highways and Access

CG12 – Public Transport

CG13 – Cycling and Walking

CG13A – Travel Plan

CG14 – Park and Ride

CG15 – Education Provision at Chilmington Green

CG16 – Indoor Sports and Community Leisure Provision at Chilmington Green

CG17 – Social and Community Facilities at Chilmington Green

CG18 – Provision of Affordable Housing at Chilmington Green

CG19 – Sustainable Design and Construction

CG20 – Flood Risk and Sustainable Drainage

CG21 – Ecology

CG22 – Phasing, Delivery and Implementation

185. The following are also material to the determination of this application:-

Supplementary Planning Guidance/Documents

Sustainable Design and Construction April 2012

This SPD requires Ashford's Urban Extensions to meet Code Level 4, with BREEAM Overall 'Excellent', with 'Excellent' energy credits; 'Maximum' water credits; and 'Excellent' material credits. It requires a minimum CO2 reduction of 30%. It also requires a keen focus on sustainability in all phases of design and construction.

Residential Space and Layout October 2011

The Residential Space and Layout SPD provides a useful measure against which the adequacy of the proposals for this new residential accommodation can be judged. Developments which fail to meet with the essential minimum standards set out in this document are likely to be refused planning permission unless there is compelling justification for non-compliance.

Residential Parking October 2010

The suburban parking standard will be applied to the vast majority of the development which is 'designed for need'. The SPD allows for central parking standards to be applied within some parts of the urban extensions, likely to be the district centre and two local centres.

Sustainable Drainage October 2010

Larger sites may lie on the watershed between two catchments – for example, Chilmington Green lies on the watershed between the Stour and the Beult. In such instances the general assumption is that surface water will continue to drain to the same catchment pre and post development.

At Chilmington Green's Stour Catchment a runoff level of 4l/s/ha is acceptable. At Chilmington Green's Beult Catchment a runoff level of 4 l/s/ha is encouraged as far as possible, but must avoid any run-off rate in excess of existing greenfield rate for the site (where this can be established) or 6 l/s/ha (where the existing greenfield rate cannot be established). This should be undertaken using carefully designed SUDS.

Landscape Character April 2011

In Studio Engleback's (2005) Landscape Character Assessment it was found that there has been extensive loss of hedgerows, particularly between Chilmington Green and Long Length leaving remnant hedgerow trees isolated in the middle of vast fields. The land rises along Mock Lane which is well vegetated and sunken in places and gives elevated views southwards towards Chilmington Green.

Data compiled by Ashford Borough Council from the Kent Historic Landscape Characterisation report (2001) shows the majority of the site classified as 'Prairie Fields', which are nineteenth century enclosures with extensive boundary loss. Other areas form part of the classification of 'Scattered settlement with paddocks' as a post-1800 extent. At the northern boundary of the site (Coleman's Kitchen Wood) the classification is '19th century plantations (general)'. To the north west of the site is a Scheduled Ancient Monument (SAM), a medieval moat.

Public Green Spaces and Water Environment July 2012

Applying the Green Space Standard: Large areas of green space should provide a natural setting for a wide range of activities, including outdoor sports facilities and playing fields, children's play for different age groups and informal recreation pursuits, formal gardens, sitting-out areas, or other areas of a specialist nature, including nature conservation areas. In Ashford, the emphasis will be on creating three new strategic parks with different functions, as set out in the Core Strategy 2008.

Discovery Park - a new major open space and recreation facility for Ashford located south west of the town adjoining the proposed Chilmington Green urban extension.

The Green Flag standard is now generally recognised as the national standard for parks and green spaces and the council aspires to meet as many of the criteria as possible.

Affordable Housing February 2009

Affordable Housing will be in accordance with the Core Strategy policy CS12, which is a level of 30%.

Dark Skies 2014

The adopted Dark Skies SPD sets out advice and guidance for applications in which lighting is an integral part of the development. In accordance with National Planning Policy Guidance, it understands that while lighting is necessary to support recreational activities and to provide a sense of safety, lighting is not always suitable in all locations, can be an annoyance to residential amenity and rural tranquility and harmful to wildlife. There is no doubt that the large scale of the development will have a significant impact upon lighting levels of the locality, currently assigned an E2 environmental designation. As an urban extension adopted in the Development Plan, Chilmington Green's lighting levels will be reassigned within the E3 category, allowing Medium district brightness.

Government Advice

National Planning Policy Framework 2012

At the heart of the NPPF is the presumption in favour of sustainable development. This means that, where the development plan is up-to-date, local planning authorities should approve development proposals that accord with the development plan without delay.

The relevant NPPF core planning principles include that planning should be genuinely plan-led; be a creative exercise; proactively drive and support sustainable economic development; secure high quality design; support a low carbon future; conserve and enhance the natural environment; promote mixed use developments; conserve heritage assets; maximise use of public transport, walking and cycling; and deliver community and cultural facilities and services

Of particular relevance to this application is Para 52: The supply of new homes can sometimes be best achieved through planning for larger scale development, such as new settlements or extensions to existing villages and towns that follow the principles of Garden Cities. Working with the support of their communities, local planning authorities should consider whether such opportunities provide the best way of achieving sustainable development.

The Chilmington Green Area Action Plan was examined and adopted in the context of the NPPF which indicates that the development plan is the starting point for decision-making but that there is a general presumption in favour of sustainable development. Accordingly, Policy CG0 of the AAP sets out the proposed approach to the presumption in favour of sustainable development within the AAP boundary. It states that when considering development proposals within the Chilmington Green AAP area, the council will take a positive approach that reflects the presumption in favour of sustainable development contained in the NPPF.

Planning Practice Guidance March 2014

Another material consideration to consider is the Planning Practice Guidance (PPG) which was published by the Government on 6 March 2014

(<http://planningguidance.planningportal.gov.uk>).

186. The PPG is an iterative and accessible online tool which provides more detailed guidance about the policies within the NPPF and how they should be applied. The PPG was published post the adoption of the Chilimington Green AAP. Officers have reviewed the PPG and consider that the application is consistent with its approach. Members should note that the determination must be made in accordance with the Development Plan unless material considerations indicate otherwise. A significant material consideration is the National Planning Policy Framework (NPPF). The NPPF says that less weight should be given to the policies above if they are in conflict with the NPPF.

Assessment

Introduction

187. This Assessment section will identify the issues and primarily specifically reference them to the policies within the Chilmington Green Area Action Plan 2013, as this is the most up-to-date part of the adopted development plan for the area. The Assessment will also address the issues identified in the ES submitted in support of the application, and assess whether the impacts identified by that are acceptable, with specific reference to the advice from the ES Consultant the LPA instructed to assess it on its behalf. Finally it will address all the points raised by consultees.
188. The main issues for consideration are:
- (a) Is the principle of the development acceptable within the terms of the development plan policies
 - (b) Is the development acceptable in terms of its impact on the transport network, and other transport related issues
 - (c) Is the proposal acceptable in terms of the amount and mix of housing proposed, including the proposed provision of affordable housing.
 - (d) Do the employment, commercial and job creation proposals meet the aspirations for the development within the AAP.
 - (e) Are the proposals for education acceptable within the terms of the AAP
 - (f) Is the amount of open space proposed acceptable within the terms of the AAP
 - (g) Do the proposals adequately cater for the recreational needs arising from the development
 - (h) Are the proposed social and community facilities acceptable to cater for the needs of the development
 - (i) Do the proposals address issues of flooding and sustainable drainage adequately

- (j) Do the proposals address the issues of ecology and nature conservation, including sites and species protected under the Birds and Habitats Directives
- (k) Have heritage and archaeology issues been addressed satisfactorily
- (l) Impact on the landscape and visual amenity
- (m) Does the proposed development meet the aspirations for developing a community
- (n) Impact on existing residential amenities
- (o) Does the proposed development meet the vision and objectives set out in the AAP
- (p) Phasing and delivery
- (q) Whether the impacts identified in the ES have been satisfactorily addressed
- (r) Any other material considerations raised by consultees
- (s) Viability
- (t) S106 Heads of Terms

The principle of the development i.e. how the development of the site fits within the existing development plan policies in terms of use and location

189. A large scale urban extension at Chilmington Green has featured in the Council's development plan for many years as a specific proposal (policy CS5) of the 2008 Core Strategy (CS), it having been concluded in the Greater Ashford Development Framework (April 2005) (GADF), that a small number of major new urban extensions was the most sustainable manner for Ashford to expand.

190. The Core Strategy, which was adopted in 2008, stated that detailed proposals for the two initial expansion areas would be set out in an Area Action Plan for each area, and it went on to provide guidance for those plans. In so far as Chilmington Green was concerned, it stated that although GADF had originally shown development extending across the A28, this was considered inappropriate given the potential effect on the character and setting of Great Chart village and the

difficulty of creating an integrated neighbourhood divided by a busy main road. Instead, development was to be extended further south of Magpie Hall Road and the southerly extent of development was to be defined in the AAP taking into account the visual benefits of minimising development on the ridge to the north-west of Coleman's Kitchen Wood.

191. It was considered that provision should be made for not less than 3,350 dwellings and 600 jobs by 2021, and that the overall area had the potential for over 7,000 dwellings and 1,000 jobs in total. Furthermore, it stated that the land that was to be allocated was a valuable resource and must be used in the most sustainable manner and if development was not comprehensively planned, there was a significant risk that the full benefits arising from this opportunity to create high quality new districts will not be successfully realised. The AAPs would also include plans showing how, where and when on-site infrastructure should be provided. It went on to say that where necessary, the AAPs would be supplemented by development briefs and design codes, which would provide more detailed guidance for the development of these areas or specific sites within these areas. Where produced, those documents would also form part of the Local Development Framework (LDF) and be subject to public consultation.
192. The Chilmington Green AAP was prepared having regard to the guidance in the Core Strategy. Whilst the Core Strategy indicates that the Chilmington development had the 'potential' for over 7,000 homes in total, this figure was not based on any detailed site capacity or density analysis at that stage. The range of detailed studies that formed the evidence base for the AAP comprised a series of 'layers' to create the parameters from within which the housing target for the development area was achieved. These layers included the built footprint, the Council's commitment to a high quality development and the proposed residential density gradients, balanced with the underlying CS requirement for the development to be of a sufficient size for the development to be of a sufficient size to be sustainable. The layers also included site-based constraints i.e. Ancient Woodland, and this fed into the layout of the site. Taking all these factors into consideration, the number of dwellings proposed in the AAP for Chilmington Green was 5,750. This was considered the most appropriate for providing the right balance of high quality development and critical mass necessary to deliver the form of sustainable community envisaged in the Core Strategy.
193. The purpose of the AAP was to establish a policy and delivery framework which provided clear and firm guidance to ensure that the Council's aims set out for Chilmington Green are achieved, and that the

AAP is consistent with the established approach in the adopted Core Strategy. The AAP was influenced by the Chilmington Green Masterplan, which is a background document to the AAP. The Masterplan took a number of years to evolve and its approach has been supported by a range of evidence, most of which also formed the evidence base for the AAP. At key stages throughout the masterplanning and AAP process, the emerging work was tested with local community representatives in a variety of ways. This included four stakeholder workshops, two public exhibitions plus a pre-application exhibition, a community planning weekend, a school workshop, consultation with the business community and formal presentations to Councillors. An AAP Steering Group which comprised the developer consortium, their consultants and ABC and KCC Officers met once a month during the production of the AAP and the Community Stakeholder Forum, which is organised and led by ABC officers and which includes local councillors and residents, has met on a monthly basis (these two latter groups have carried on in the same manner during the processing of the planning application). In addition, the masterplan was reviewed by the South East Regional Design Panel. Both the AAP and Chilmington Green Masterplan set out the aspiration for the whole development to the end of development and this reflects the requirement of Policy CS5 of the Core Strategy that the area should be planned in a “comprehensive way that is linked to the delivery of infrastructure”.

194. The AAP makes it clear that “for the avoidance of doubt, planning applications coming forward within the AAP area will need to comply with the policies in the AAP (including the vision, objectives, general policy guidance and more specific Character Area policy approach), as well as other adopted parts of the Local Plan/LDF and other “saved” policies or Supplementary Planning Guidance from the Ashford Borough Local Plan 2000.
195. Following an Examination in Public in January 2013, the AAP was adopted by the Council in July 2013. It was examined and adopted after the introduction of the National Planning Policy Framework (2012) so the AAP policies are therefore compliant with the NPPF, and provide a policy base which is in line with the most up to date national planning guidance available at this time. The AAP is the primary Plan most relevant to this outline planning application and any future reserved matters. It forms the detail against to the planning application should conform and is principally what the planning application should be judged against. The planning application the subject of this report, had been submitted in the August preceding the Examination and adoption of the AAP, but it had always been made clear to the applicants that if planning permission was to be granted, compliance with the policies in

the adopted AAP would have to be demonstrated and therefore no decision would be made until after the AAP was adopted, and they could demonstrate such compliance.

196. In conclusion therefore, a large scale urban extension at Chilmington Green has been a feature of the Council's development plans for many years, and has been adopted policy since it was included in the Core Strategy, which was adopted in 2008. The AAP which was produced following the adoption of the Core Strategy has established a policy and delivery framework to ensure the Council's aims for Chilmington Green are achieved and this was carried out in consultation with the public and the developer team. Whilst the planning application was submitted in advance of the adoption of the AAP, in order for it to be considered acceptable, it needs to demonstrate compliance with the policies contained in the AAP. The boundary of the application site is identical to the boundary of the AAP area. With regard to the use of land within that area, the NPPF requires that development resulting in the loss of ancient woodland is normally refused permission; that the economic and other benefits of the best and most versatile (BMV) agricultural land should be taken into account; and that where significant development of agricultural land is necessary, poorer quality land should be used in preference to that of a higher quality. The extent of the proposed built development is set out on Parameter Plan OPA07R, which is the same as the built footprint set out in the AAP (as Policy CG2 requires). This does not propose built development on ancient woodland. Also, the small percentage of BMV land within the site is on its northern boundary, and the vast majority of this is not proposed for built development but for green space and/or woodland. The built development is therefore almost entirely on poorer quality land as the NPPF requires.
197. The following paragraphs assess the development against the specific issues and policies contained in the AAP, but in terms of the principle of development, I am satisfied that the principle of the development is acceptable in planning policy terms, subject to compliance with other more detailed policies.

The impact of the development on the highway network and other highway related matters.

198. Traffic generation from the development has been assessed by the applicants' Transport Engineers in the Transport Assessment (TA) and Supplementary Transport Assessment (STA) and agreed by Kent County Council Highways and Transportation. It has been assessed as 3,589 vehicle trips in the AM peak and 3,417 vehicle trips in the PM peak period.

199. Kent County Council Highways and Transportation has no objection has been raised in principle subject to certain outstanding issues being resolved (including confirmation that bus services will be procured by the developer to the standard and frequency required by KCC, and associated infrastructure will be provided), and conditions being imposed and matters included within legal agreements. The Highways Agency raises no objection to the proposal.

A28

200. Of particular importance is the impact of the development on the A28, which is the main transport artery serving the development and which is part of the county-wide primary road network. It currently experiences peak-time congestion on its southern approach to Ashford and improvements are necessary to cater for growth in background traffic as well as supporting the growth aspirations set out in the Core Strategy, which includes the development the subject of this application. As part of the AAP process, studies were commissioned to consider the scale and type of improvements necessary to upgrade the A28 corridor so that it could function at least as well in 2031 as it does now. A package of junction improvements and link widening was identified and tested, including the traffic impacts from the Chilmington development.
201. Policy CG11 of the AAP consequently states that the occupation of development at Chilmington Green may be restricted by condition and/or planning obligation unless it can be demonstrated that sufficient off-site highway capacity on the A28, or any other primary or secondary links or junctions within the adjacent parts of the urban road network, is available to accommodate any additional traffic generated by the development (based on achieving at least a 'nil detriment' position). It also requires funding to a level agreed by the Borough and County Councils to be provided towards the delivery of the agreed off-site improvements to the A28 corridor.
202. As part of this application therefore, this work has been carried forward and the TA and the STA submitted with the application refine the outcomes so that it is clear what improvements are necessary and at what stage in the development of the site. The STA takes on board comments made by Kent Highways and Transportation and the Highways Agency during the initial round of consultations on the application, and has been prepared following a number of discussions with relevant officers of both KCC and the Council since then. The STA provides a detailed response to the issues that have been raised and sets out a revised transport strategy, which includes the implications for the A28 and the funding of those works. The key comments raised

during the consultation stage on the application were the identification of the phasing of the development to be assessed against implementation of off-site highway works; the trigger points for the delivery of key junctions to be established; and assurance that KCC should not be subject to financial risk, and consequently off-site works could not be progressed until funding is received.

203. The consultant's employed by Kent Highways during the preparation of the AAP, produced plans showing an improvement scheme to the A28 from Matalan roundabout in the south, through the railway bridge and the Loudon Way traffic signals to Tank Roundabout in the north. This plan formed part of the submission with the TA for the planning application, but the STA improvement scheme is amended such that it would allow their improvement scheme to be implemented within the land that is available (either owned by KCC or ABC) and using the existing service bridge over the railway line. This they state, ensures that the required improvements can be achieved in the most cost effective way.
204. However, this is not KCC's preferred scheme, and KCC have made it clear that if they are implementing the works it is their preferred scheme (i.e. that tested at AAP stage) that will be carried out (subject to public consultation). In addition, they would require that if the scheme is implemented by the developers, it is the Jacobs scheme that is built. Both schemes have been the subject of an EA screening application to KCC and both schemes have been assessed as not being EIA development. As a consequence KCC can carry out either without the need for Planning Permission apart from some minor acoustic works. The two schemes vary in two respects. KCC's scheme delivers a larger roundabout at Tank, with more capacity. It also proposes a new bridge over the railway to the east of the existing crossing rather than using the existing service bridge.
205. It is agreed that it is preferable that all the A28 improvements should be implemented in a single scheme in order to minimise disruption, reduce costs and maximise wider economic benefits. KCC has agreed to forward fund their preferred works, through borrowing and the use of an LEP grant (agreed in principle) provided that all its costs and risks are covered. This will include having appropriate agreements/bonds in place ahead of work commencing. A detailed cost plan has been prepared and agreed by the applicants. They have also agreed the Heads of Terms for a s278 agreement and bond. Ideally, this should be entered into before any PP is issued and the matter can be covered in the s106 as well to ensure that the works are carried out to the appropriate timescale and that congestion does not increase as a result of this development.

- Further modelling was undertaken for the STA to consider the impact of the proposed development on the A28, the proposed improvements and the timing of the implementation of the works. KCC, with the advice of their consultants, identified that in order to establish the critical highway capacity constraints on the A28 and the extent of the improvements needed to mitigate the impact of the proposed development, that the A28 VISSIM model should be used. The model could also be used to provide evidence for the sequence of the works. Information from surveyed traffic flows, speed data and queuing on the A28 during 2013 as well as peak journey time surveys was used to update the transport model and to validate the base model. Sensitivity testing was also undertaken to help define appropriate trigger points for the implementation of the proposed highway improvements in terms of development quantum build-out. The results of this modelling can be summarised as follows.
 - The proposed improvements to the A28 will deliver sufficient increased capacity to accommodate the traffic associated with the proposed development;
 - A comparison of the future situation with no development and no improvements to the situation, with the development and the improvements having been implemented, shows that higher levels of traffic can be accommodated with reduced peak period queuing and shorter journey times;
 - The improvements at Matalan Roundabout need to be completed prior to the occupation of 500 residential units on the site;
 - The sequence then needs to be either the Railway Bridge or Tank Roundabout, but other factors will determine which can be implemented first;
 - All the improvements need to be in place by 2,500 units; and
 - If the proposed improvements are implemented prior to the completion of 2,500 units, then there are significant benefits.
206. Although KCC's preferred scheme was not tested, KCC are confident that their enhanced scheme at Tank will also cater for other strategic growth as well as this development as required by the AAP. In terms of the mechanism for funding and carrying out the improvement works to the A28, as stated above KCC has applied for/sought funding from the LEP for part of the improvement works (some 25%) and the rest will be paid for by the developers of Chilmington with KCC carrying out the works as the Strategic Highway Authority. KCC have indicated that

they are prepared to forward fund the works given the strategic importance of the scheme and the fact that this would enable delivery as a single entity sooner rather than later. This would have wider strategic benefits, be less disruptive and will reduce overall costs. A method for the timing of the re-payment of the monies to KCC has been agreed in principle and is currently being progressed through KCC's formal approval processes, with the expectation that agreement will be in place prior to the Committee considering this application. This demonstrates a commitment from both the developers and KCC that the improvements necessary to the A28 will be carried out, as required by policy CG11 of the AAP. The alternative, if negotiations do not mature, is that delivery is by a series of upgrades – this alternative scenario is reflected in the recommendation with Grampian style conditions being suggested. This option would fall away if the developers sign the necessary s278 agreement with KCC ideally prior to the issue of Planning Permission. As a KCC led scheme there would be consultation with the local community prior to final design and execution.

Access to the site

207. The AAP is prescriptive in terms of the main access to the site. Policy CG11 requires the principal vehicular access to the development to be from two new roundabout junctions with the A28, as well as a third, signal-controlled access from the A28 at the junction with Chart Road and Goldwell Lane. A new link is also required linking the District Centre across Discovery Park to the Brisley Farm development, connecting to Coulter Road. It is quite appropriate to restrict the main accesses to the development from the A28 – it is the primary strategic distributor of traffic to the west/south-west of Ashford, and there is also a desire to protect and manage existing and new links with surrounding areas as the AAP acknowledges that the surrounding country lanes and existing residential areas are not designed to carry significant volumes of additional traffic.
208. The planning application therefore includes detailed proposals for three new accesses off the A28 and a proposed mini-roundabout off Coulter Road/Cuckoo Lane. These new accesses are the only part of the planning application for which detailed planning permission is sought at this stage. Amendments have been made to all four accesses since the submission of the application originally.
209. Access A is a new northern roundabout with an ICD of 40 metres (reduced from 60 metres in the application as originally submitted); Access B is a staggered priority junction with Goldwell Lane, having been revised from the proposed signalised junction as originally

submitted; Access C is the southern roundabout off the A28 which has minor amendments; and Access D is the mini-roundabout at Coulter Road/Cuckoo Lane and this has also had minor amendments.

210. Taking these amendments in turn, the northern access was previously designed as the principal form of access with the largest proportion of traffic using this junction. After further consideration however, it was determined that a higher proportion of traffic would use the other two junctions (B and C) than originally thought, and the size of the northern roundabout access was reduced from 60 metres ICD to 40 metres ICD. It is anticipated that 50-60% of (A28) traffic would assign via the northern roundabout, with the remaining 40-50% of site traffic assigning via the A28 via the southern roundabout (Access C) and the priority junction (Access B). A robust sensitivity test was undertaken which assessed a 65% distribution of traffic in terms of assignment on to the A28 via the northern roundabout, with a further 35% of traffic assigned via the southern roundabout, and the results of the modelling indicate that the reduced size roundabout at Access A will operate within capacity in terms of peak times and queue length. KCC Highways agree to the reduction in the size of the roundabout at Access A, but requests that land either side of the lanes/radii into and out of the site is safeguarded and the use of the roundabout is monitored. If the results of the monitoring demonstrate that the enlarged lanes are required at a future point in time then the applicant will be required to implement the enhanced scheme for the roundabout. It is intended that a bond will be in place for the cost of monitoring and the cost of construction to take place before the development is completed. Access B, which is close to the junction of the A28 with Goldwell Lane, was amended from a traffic signal junction to a priority junction for a number of reasons. It was not considered that a traffic signal junction was required to accommodate future development traffic and may have led to future road safety problems. In addition, it was not considered that there would be a significant desire for pedestrians and cyclists to cross the A28 in this location.
211. Access C, the southern roundabout, has had a minor design layout amendment in order to accommodate the anticipated additional traffic that would use this junction to access the A28. Access D, is the mini-roundabout to Coulter Road/Cuckoo Lane and this has had very minor design layout changes.
212. Accesses A, C and D proposed in the application are as proposed in the AAP. Access B is slightly further south than the AAP indicates, and has been amended from a signalised junction to a priority junction with the agreement of Kent Highways. It therefore represents a minor

change from the AAP plan, but in my view it remains sufficiently in accordance with Policy CG11 of the AAP, not to represent a departure.

Impact on local roads within the site and its immediate vicinity

213. Whilst the majority of traffic generated by the development will be encouraged to use the strategic A28 corridor, it is inevitable that the role of the rural roads and lanes that surround the site and lead through it will change with the development. Parameter Plan OPA 05R shows the vehicular access and movement strategy for Chilmington Green and whilst it does not attempt to define the network of estate roads that will serve individual development parcels, it does show the network of more strategic new roads as well as existing roads that will need up-grading, and roads and lanes which are proposed to remain, but will not be up-graded.
214. The strategic road network shown on the Parameter Plan OPA 05R is as shown on the Strategic Diagram 2: Movement Framework b) in the AAP. This shows the closure of Chilmington Green Road close to the point where it currently meets the A28, which is also a requirement of Policy CG11. The timing of the closure will be prior to the opening of the Secondary School. This will have to be delivered through KCC promoting an order. The Parameter Plan OPA 05R also shows the rural lanes (Bartlets Lane, the majority of Mock Lane and Criol Lane) to remain with no upgrading. The aim of this is to preserve as far as possible the existing character of these rural lanes with vehicular access to development in their vicinity being primarily from new routes created within the development and this will be secured by condition. The only exception is the southern part of Mock Lane which will be up-graded as it will serve the District Centre.

Two pedestrian footpaths are to be provided on Magpie Hall Road in a position that has been agreed with Kent Highways. Whilst the AAP requires a footpath along Chilmington Green Road, an alternative location on the southern side of Magpie Hall Road is considered by Kent Highways to be acceptable. In addition, the developers are now proposing a further link on the northern side of Magpie Hall Road, which will run across the front boundaries of the properties on the northern side of Magpie Hall Road, thus enabling a safer pedestrian access to Stubbs Cross. All of these matters will be secured by condition Traffic Calming Strategy

215. The AAP requires the delivery (or funding) of off-site highway works to Magpie Hall Road and the road which runs through Great Chart village, with monitoring to take place following implementation, and the

developers being required to fund or implement any additional works to these routes should traffic flows generated by the development exceed an agreed level.

216. During the processing of the application, discussions have taken place with representatives from the Parish Councils of Great Chart with Singleton, Kingsnorth and extended to Shadoxhurst, as well as with Kent Highways. As a consequence of these discussions, the proposals for traffic calming have been refined. The STA now proposes that the traffic will be monitored at agreed locations in all three Parishes, as development progresses and the monitoring will determine when the traffic calming schemes will be implemented, funded by the developers. It has been agreed with Kent Highways that the schemes will be delivered by Kent Highways with the developers contributing the costs of delivery. This will allow Kent Highways to undertake consultation with local community groups and allow flexibility to amend the schemes in line with feedback if this proves necessary. The applicants have also agreed to monitor the impact of traffic associated with the development on other local roads and funding will be put in place through the S.106 Agreement. This is in accordance with Policy CG11 of the AAP, and in fact the inclusion of Shadoxhurst for potential traffic calming is over and above what is required by the AAP.

Parking

217. The AAP requires that parking within the development should comply with the Councils Residential Parking and Design Guidance SPD 2010. The parking strategy is referred to in the Design and Access Statement as one of the Design Principles for the masterplan. The principles as they relate to parking, are stated as being to provide an appropriate amount of parking for the surrounding homes without allowing it to dominate the environment of the street; and to provide parking which is clearly defined and integral to the design of streets and spaces.
218. Two designations of parking are proposed, which are based on the Council's Residential Parking and Design Guidance SPD 2010. The two designations are Central Location which is proposed in the District and Local Centres in the mixed use and central density areas and Suburban Location which will be applied to all other areas. The parking proposals are set out in my report in the table in paragraph 45 and for the Central locations the parking standard is the maximum, as per the advice in the Parking SPD. For the Suburban location, which is the vast majority of the site, the parking is as described in the Parking SPD as "Designing for need", where the aim is to ensure that residential environments are created that are self-policing through provision of sufficient space for the storage of cars when not in use, against a

background of needing to use land efficiently and create new residential environments of a high design quality. The Parking SPD does not allow garages to be counted as a parking space within a suburban location, so the parking spaces provided within these areas will be in addition to any garages proposed. On-street parking will be limited to a combination of any allowance for tandem parking on-plot (an additional 0.5 space per dwelling), plus the requirement in the SPD for 0.2 spaces per dwelling for visitor parking.

219. The SPD does allow for the central location parking standard to be applied to some parts of the urban extensions and the masterplan allows for this standard in the district and two local centres where density is at its highest. Policy CG3 of the AAP relates to development within the District Centre Character Area and this states that residential uses in this location will largely be in the form of flatted accommodation. Therefore the suburban location parking standards apply for most of the development apart from a very small area within the three centres, where there may be a very small number of 3-4 bed houses anyway. In terms of the parking standards, there is no difference for 1 bed flats – in both the central and suburban locations the requirement is for 1 space. For two bed flats, the central parking location standard is 1 space and the suburban parking location standard is 1.5 spaces. Whilst I consider it acceptable to allow the central location parking standard at the heart of the three centres, it is at the interface with the surrounding areas that this might become more problematic, leading to problems that have been experienced in the past when parking standards were reduced. For that reason, I intend to impose a condition requesting details of parking to be submitted to be in accordance with the Residential Parking Standards SPD. This allows for some locations within the urban extensions to be assessed in terms of the central parking location standard, so would not conflict with the masterplan as it has evolved.
220. The amount of parking proposed for each type of dwelling and within the two locations specified forms an integral layer to the masterplanning process, and it is clear that the aims are to provide the appropriate amount of parking without allowing it to dominate the streets. The Residential Parking SPD advocates that “a combination of the right amount of parking suited to context and an approach that treats parking as an important layer in scheme design will help ensure that new residential developments become attractive places within which people will want to live and stay...”, and I am satisfied that this approach has been taken in the masterplanning of this proposal and that the parking proposed accords with the Residential Parking SPD, subject to the condition suggested in the preceding paragraph.

Cycling and Walking

221. The application provides for pedestrian and cycle routes through the development and linking outside. Parameter Plan OPA 08R shows the existing and proposed footpath and cycle routes through the site and this is in conformity with those proposed in the AAP, apart from two minor discrepancies in respect of two links across proposed Discovery Park – one existing and one proposed. This has been raised with the applicant's and the response is that the northern footpath can be removed as the proposed main east-west pedestrian / cycle spine in conjunction with Greensand way provides sufficient pedestrian links. I consider this to be acceptable. In respect of the southern east-west link which is shown on the AAP Strategic Diagram but not on the Parameter Plan, this connects to Long Length just to the north of its junction with Chilmington Green Road. The response from the applicant is that a connection to Long Length would have some merit for cyclists but probably not pedestrians as there are no footways provided on Long Length. They say that if development to the east comes forward in the future, safeguarding a continuous east-west link at this location would also have some merit.
222. Off-site works include a proposed new cycleway between Matalan and Tank Roundabouts on the A28, and pedestrian crossings at four points on the A28, as well as the footpath along Magpie Hall Road as already discussed. In addition, the STA also now shows a pedestrian/cycle link between the development and the existing pedestrian footbridge across the A28 which forms a section of the Greensand Way. This would provide a direct pedestrian/cycle link between the site and Great Chart.
223. A recommendation was made by KCC that Bartlets Lane (which forms part of the NCN18 Cycle Link) be stopped up for vehicular traffic at the northern end in order to retain its rural character and avoid rat-running traffic. The applicants have considered this but concluded that Bartlets Lane is narrow and winding and would be unlikely to be accessed in significant numbers by motorised vehicles. It was not considered that leaving Bartlets Lane open to local traffic would be counter to the promotion of NCN18. Similarly KCC suggested the development of a traffic-free route through the Environment Centre to avoid cyclists having to share a section of Bucksford Lane, but this was rejected on the basis that Manual for Streets 2007 states that cyclists are recommended to be accommodated on streets rather than segregated routes for safety purposes. As such, the plans show NCN18 on its current route and promoted as the key cycle link between the development and the town centre. The pedestrian and cycle routes through the development and outside it will need to be secured by condition.

Public Transport

224. The transport planning of the proposed development has assumed that there will be a significant use of public transport for trips both within the development and for those going elsewhere. Policy CG12 of the AAP therefore seeks that public transport services from Chilmington Green shall be designed to deliver at least a 20% public transport mode share for trips to and from the site. The policy goes on to state what the developers will be required to do in order to achieve this, which includes the subsidising of a new fast and frequent bus service from the development to the town centre, and to provide contributions towards bus priority measures and bus related infrastructure. As is stated in the AAP, this is a challenging aspiration that requires bespoke measures to bring it about.
225. In response, the STA proposes a bus route which has been agreed with ABC, KCC and Stagecoach, with improvement measures at the Knoll Lane/Brookfield Road junction and a new stop at Victoria Way/Beaver Road junction (on Beaver Bridge). The route enters the A28 at the northern roundabout (Access A), then runs along Tithe Barn Lane, Knoll Lane, Brookfield Road, Leacon Way – Victoria Way, Beaver Road, Elwick Road, A292 Somerset Road and A2042 Somerset Road. It is anticipated that bus journey times as a result of these measures, would reduce journey times by 2 minutes, achieving an average 20 minute journey time between the site and the town centre. Funding of the bus measures will be a matter for the s.106 to secure. When the STA was submitted it showed 3 off-site improvements within the highway to allow a faster service to the Town Centre. Following discussions with KCC the improvement to the junction of Tithe Barn Lane/Knoll Lane (to change the priority) has been withdrawn. Changes to the Knoll Lane/Brookfield Road junction now consist of a minor kerb alignment rather than bus priority measure.
226. The bus service will have to be phased in order to avoid running empty buses and ensure that the service achieves value for money. The STA therefore states that the 20% bus mode share should be viewed as the target for the development upon full occupation and realisation of the high frequency bus service, i.e. when the development and bus service reach 'critical mass' and viability. The S106 requires specific timing for the phasing of the bus service, with details such as routes and frequencies to be agreed through a Public Transport Plan, which will be reviewed over time and as the development proceeds. An interim bus service is to be commenced no later than the occupation of 101 dwellings and expanded no later than the occupation of 1,222

dwellings. Thereafter, the bus service is to be extended through the phases, with the final infrastructure in place no later than the occupation of 5,000 dwellings. `

227. Kent Highways has advised that bus services should start at 100 dwellings and their frequency should improve from 30 minutes initially, to 10 minutes (after 4,108 dwellings are occupied). Officers and the applicants' highway consultants however, initially did not regard this as being practical. There is a capped amount of money within the S106 for the provision of the bus service and if the service commences at 100 dwellings it is likely to be running with very few people using it. A compromise has therefore been reached whereby a service will be provided which provides a 30 minute frequency prior to the occupation of the 101st unit, with the 20 minute service not commencing until the commencement of Main AAP Phase 2. This is to ensure value for money as at the start of the 101st unit there will not be sufficient demand to warrant anywhere near 3 buses per hour with a capacity of 150 passengers (50 per bus). At 200 units, even with a 20% modal shift there would only be around 20-25 bus passengers during peak hours. Similarly, the next level of bus service will be introduced prior to the commencement of Main AAP Phase 3. It is agreed that a 10 minute frequency should be in place prior to the commencement of Main AAP Phase 4. The Table below illustrates this:

STA Triggers		KCC Triggers		Suggested Triggers	
Trigger	Bus Service Frequency (minutes)	Trigger	Bus Service Frequency (minutes)	Trigger	Bus Service Frequency (minutes)
0	40	101	30	101	30
1,223	20	201	20	1,223	20
2,773	13-14	1,323	13-14	2,773	13-14
4,108	10	4,108	10	4,108	10

228. Kent Highways would expect services to be procured by the developer; it has also requested public transport infrastructure both on and off site and bus vouchers to the value of £450 per dwelling, which should last for a period of up to 12 months. These will be covered through S106 Agreement.
229. Kent Highways has indicated that a bus stop in Beaver Road should only be considered if their preferred option for Victoria Road is not deliverable, and has recommended further discussions with Stagecoach and the developers before a choice is finalised. From an urban design point of view, I consider the option of a bus pull in and lane on Victoria Road to be unacceptable, as this would widen the road considerably into the northern part of the road, thus harming the symmetry and avenue character of the road and the land is not within

the ownership of the applicant. Instead, the use of the existing (to be enlarged) bus stop on the Beaver Road bridge is recommended. This would allow passengers using the station to alight at this stop, and to walk across the pedestrian crossing to the station. This would avoid the need for the bus to make the circular route into and around the station forecourt and instead it could carry on through the Beaver Bridge traffic lights, and turn left into Elwick Road. On its return journey, it would pick up at the station. Whilst this will add slightly to journey times, it is deliverable. This is a matter which can be considered in further detail when the bus services are procured by the developers and the S106 HOTs will deliver that funding. If a more acceptable design for Victoria Road can be achieved when that site comes forward for development then that will be looked at.

230. Kent Highways has also requested adequate on and off site infrastructure to support bus services and target journey times to the town centre of 15 minutes. Bus priority measures have been agreed at Knoll Lane/Brookfield Road, and Kent Highways acknowledges that the detailed design of any proposed traffic calming will need to take into account the impact on bus services. The S106 Agreement HOTs delivers the funding for the bus priority measures.

Regional Infrastructure Fund (RIF)

231. Policy CG11 of the AAP requires the developers to provide funding to a level to be agreed towards the repayment of the forward funding arrangements that delivered the improvements to the A28 Drovers roundabout and M20 Junction 9. The STA confirms that such funding will be made and provision for this is included in the S106 Agreement.

Travel Plans

232. Policy CG13A of the AAP requires a Travel Plan to be provided to bring together the different transportation elements necessary to support the proposed development, and for it to be agreed with ABC, in consultation with KCC prior to the commencement of development.
233. The STA states that in addition to the Travel Plans that were submitted with the original TA, the STA has submitted Supplementary Travel Plans to take account of the amendments made as a result of the consultation process.

234. Kent Highways has requested that additional measures should be incorporated into the Travel Plan and I can confirm that these will be in the S106 Agreement. They should include:

- Bus services to be procured by the developer
- Ongoing measurement of walking and cycling
- Ongoing measures of monitoring traffic leaving the site
- Monitoring of total trips and modal share for each land use including, homes, commercial and schools (every 2 years)
- In the event the plan is underachieving, remedial action will need to be taken
- Demonstrate £450 vouchers p.a. will provide the support needed to provide modal shift.

Park and Ride

235. Policy CG14 of the AAP states that land to the west of the A28 is identified for a future Park and Ride facility and no development that would prejudice the ability to bring this forward shall be permitted unless the Council has determined that the facility is no longer required. During the consultation process of the application, it was decided that it should not be included within the development description as it is not required as a result of this application, but is a strategic requirement the need for which may arise in the future. However, it has been agreed that the land should be retained within the application boundary and described as being safeguarded for Park and Ride use. Therefore, the land will be reserved for Park & Ride use in the s.106 to ensure it is available in the future if a Park and Ride is promoted, and on this basis there is no conflict with this policy.

Is the proposal acceptable in terms of the amount and mix of housing proposed, including the proposed provision of affordable housing.

236. There are two issues to be assessed in terms of housing. The first one is whether or not the proposals comply with Policies CG1 and CG2 of the AAP in terms of the delivery of a mix and range of house types, located within various density gradients, whilst providing a varied housing offer to meet the changing needs of the residents throughout their lives. The second issue relating to housing is whether or not the proposals meet the requirements of Policy CG18 which seeks to provide a total of 30% affordable housing with a tenure split of 60%

affordable rent and 40% other forms of affordable housing. This policy also seeks supported housing schemes of a size to be agreed with the Council to be located at the District or Local Centres.

237. The application proposes a range of housing types, sizes and tenures, extending from one bedroom flats to five bedroom detached houses. Because market demand and affordable housing needs will change over the course of the development being built, it is not considered appropriate to 'fix' the exact housing mix at this stage. The application does provide an indicative mix of housing, which is as follows:

1 bed flats	1.4%
2 bed flats	5.9%
2 bed houses	18.8%
3 bed houses	35.3%
4 bed houses	27.9%
5 bed houses	10.8%

238. It is considered that this is an appropriate indicative mix of housing types and sizes, however, it is accepted that demand and need will change over the period of the development. To ensure that a balanced mix of unit sizes is achieved, it is proposed that a condition is imposed so that no less than the figures stated for flats are provided and no more than the figures stated for the houses are provided. The applicants will be required to demonstrate through the course of the development that this is being achieved.
239. It is one of the development principles of the AAP that the mix and range of house types is located within various density gradients, to create a coherent, distinctive and attractive series of places throughout the development. To this end, one of the three Strategic Diagrams in the AAP is a plan showing the residential density gradients that will be expected. In terms of how this is expressed in the application, Parameter Plan OPA03R (2013 amendment) shows how densities vary across the site from less than 10dph on the southern boundary to up to 66dph adjacent to the District Centre and Local Centres. Policy CG2 of the AAP requires the density of residential development to be consistent with the average density bands shown on Strategic Diagram 3 of the AAP, and the density Parameter Plan OPA03R is consistent with it. I am therefore satisfied that the housing density as proposed is acceptable in terms of development plan policy and that the aims of

Policy CG1 in term of density can be achieved. This will be secured by condition.

Affordable Housing

240. The policy position in terms of affordable housing in the AAP is that the aim is for the development to provide a total of 30% affordable housing, with a tenure split of 60% affordable rent and 40% other forms of affordable housing. A development of 5,750 dwellings would therefore generate a total requirement for 1,725 affordable housing units, with a required tenure split of 60% affordable rented and 40% in other forms of affordable housing, such as shared ownership. Given the changes that have taken place in Government policy in its approach to affordable housing with the introduction of the Affordable Rents scheme and the scale of affordable housing required through this application, and the length of time over which it would be delivered, the AAP advocated that a flexible approach may be required to achieve the delivery of affordable housing over the plan period. Policy CG18 requires in all main phases, a mix of affordable dwelling types, sizes and tenures, and the s.106 will secure this.
241. Policy CG18 requires that each main phase of the development is expected to meet the requirements in the preceding paragraph unless a robust and transparent viability case proving this is not possible is accepted by the Council. It goes on to say that in these circumstances, the policy may be applied with a degree of flexibility in line with the Council's deferred contributions policy, so that at least 10% of housing in any main phase shall be 'affordable'; no more than 40% of housing in any main phase shall be 'affordable'; and no less than 30% of affordable housing in any main phase shall be within the affordable rented section.
242. As I explain in detail in paragraphs 406 to 420 of my report, Officers have required that independent viability consultants were involved in the S106/viability negotiations around the application from the outset, as from the start of pre-application negotiations on this scheme, the applicants identified that the development would not be able to bear the full costs of all developer contributions sought by this Council through the AAP at this point in time. I would advise Members to read the section of my report on viability as this explains the issues involved and the conclusions that have been reached, as this has a bearing on this issue.
243. The conclusion is that the scheme can deliver all of the Infrastructure Delivery Plan requirements, and other necessary policy requirements, with the exception of the full quantum of affordable housing sought by

the plan (30%). The AAP identified that a flexible approach to the delivery of affordable housing may be required and on the advice of their consultants, Officers have taken a slightly different approach to the usual deferred contributions approach, but which has the potential to deliver a similar outcome. This is explained in detail in the section of my report which deals with viability specifically, but in essence it reduces the size of the phases over which viability will be reassessed (i.e. 9 small phases, not the four Main AAP phases), and the proposed arrangement would seek to recover unmet Affordable Housing contributions up to the original level requested (i.e. 30% across the scheme as a whole) and then cease. Any unmet AH in each phase would be rolled forward to the next phase up to a maximum of 40% for that phase. On current modelling, the scheme can support a total of 10% affordable housing, and the developers are looking to fix this for the first phase (1,000 dwellings). However, on present costs/returns the later phases of the development are viable, and as it is proposed not to roll forward any development losses from phase to phase, this would mean that if conditions remain static, significantly greater than 10% of affordable housing would be delivered in later phases (up to a maximum of 40% per phase) to make up the deficits in earlier phases. If the level of affordable housing exceeds 30% in a phase, then it will help to make up deficits in earlier phases. In addition, values would only have to improve slightly for more affordable housing to be delivered in all phases subsequent to phase 1, and the developers' viability consultant has stated his belief that this will occur.

244. The section of my report on Viability summarises why, in officers' view, this recommendation is justified and on this basis, I am satisfied that the approach that has been agreed between Officers, their consultants and the developers is the appropriate way forward in terms of the delivery of affordable housing. This is what I recommend that the s.106 secures.

Do the employment, commercial and job creation proposals meet the aspiration for the development as set out in the AAP.

245. The AAP requires there to be a range of non-residential land uses to support job creation within Chilmington Green, including retail, services and employment space. The majority of retail, employment and community-focussed accommodation is to be focussed around the District Centre and the scale proposed in the AAP is such that it reasonably reflects the level of residential growth envisaged and does not detract from the vitality and viability of the town centre, and other centres.

246. The application proposes up to 10,000 square metres of B1 (Business) floorspace, the majority of which would be located within the District Centre, where demand is likely to be predominantly as offices, and to the north of the District Centre, where two storey B1 use buildings will be located, which will be suitable for a mix of professional offices, studios/workshops and light industry. Within the two Local Centres, provision is made for small scale B1 floorspace in association with each of the two local centres. This is compliant with the AAP which requires at least 8,610 square metres distributed at the District and Local Centres. Because this proposed office development is in accordance with an up-to-date development plan (i.e. the AAP), the applicants do not have to demonstrate compliance with the sequential and impact tests set out in the NPPF. Therefore, a condition will be needed to ensure an appropriate split of the office floorspace between the district and local centres. The S106 Agreement HOTs deal with the provision of the district and local centres and require specific timings and provision of retail, office and commercial floorspace.
247. In terms of proposed retail uses, the AAP requires a supermarket of approximately 3,100 square metres, which meet the residents' every day main food shopping requirements without competing with the planned food store provision in the town centre. It also proposes a range of other retail uses A1 – retail, A2 – professional and financial services, A3, A4 and A5 – food and drink, amounting to a total of 4,595 square metres at the District Centre and 850 square metres at the Local Centres.
248. The application reflects what is proposed in the AAP and seeks permission for up to 9,000 square metres of 'A' class uses, the majority of which (8,095 square metres) is proposed to be concentrated at the District Centre. This is supported by a Retail Assessment, which concluded that the amount of retail floorspace proposed, including a supermarket of the size proposed, would promote sustainable shopping patterns by providing a good local main food destination as part of an appropriate day-to-day service and limited comparison shopping offer, thereby reducing travel distances for future residents. It goes on to say that the proposal would not lead to any significant adverse impacts in terms of the vitality and viability of particularly Ashford town centre or precluding any planned investment in and around the town centre.
249. In order to test the report submitted with the application, the Council commissioned its own independent professional retail advice. This concluded that the proposal accords with the development plan. It says that the adopted Core Strategy allocates Chilmington Green as an urban extension and states that retail development of an appropriate scale should be located there. It states that the AAP shows the

proposed location of the District Centre in the northern part of the site and the other local centres in the south and south eastern parts of the site – the proposal accords with this. It concludes that because the development is proposed within a new centre identified in the development plan and there is capacity for the development, the applicants do not have to demonstrate compliance with the sequential and impact tests set out in the NPPF. However, as the AAP explicitly requires an assessment of impact, having reviewed the evidence, it concludes that the proposal is not likely to have a significant adverse impact on existing centres. It does go on to say that the Local Planning Authority may wish to consider limiting the size of the “high street” units to 500 sq m gross. This would, it says, make the units less attractive to major comparison goods retailers and therefore more likely to be occupied by local retailers who will serve the needs of the new residents and will not compete with existing shops in Ashford. I am therefore satisfied that the amount of retail floorspace submitted with the application is compliant with the AAP, is in the appropriate location, and will not have any adverse impact on shopping in the town centre or on any planned future investment in the town centre. A condition will be needed to ensure an appropriate split of retail floorspace between the district and local centres. A condition restricting each high street retail unit to 500 sq m gross is also recommended given the advice of the Council’s Retail Consultant.

250. In terms of the amount of employment and jobs created at Chilmington Green, Policy CS 5 of the Core Strategy required approximately 1,000 jobs to be created over the whole of the development, which is repeated in Policy CG2 of the AAP. The applicant states that when the B1 employment is combined with jobs in retailing, leisure, community and the education sector, it is expected that total employment at Chilmington Green will be around 1,200. Whilst this exceeds the 1,000 required by Policy CG2, the AAP Inspector in his report on the soundness of the AAP, found that the increase in the number of jobs was not unsound. In my view therefore, the proposed number of jobs that will be created at Chilmington Green is in compliance with AAP policy. It will be necessary to ensure, through conditions and the phasing of the development, that the main elements of the employment and retail offer are provided in parallel with the housing development, and not significantly in advance or in arrears.

Are the proposals for education acceptable within the terms of the AAP.

251. The AAP policy requirement for education provision at Chilmington Green is for three 2 form entry primary schools, and one 1 form entry primary school with the capability of future expansion to 2 form entry (all on sites of minimum 2.05 ha each), plus one minimum 6 form entry

secondary school on a minimum 8 ha site. The application proposes this quantum of education floorspace and the sites for the primary schools shown on Parameter Plan OPA02R show a primary school located in each phase. The school sites are to be transferred to the education authority in line with trigger points to be agreed with the County Council, and developer contributions towards their construction are to be made at certain trigger points throughout the building of the schools. These trigger points will be covered in the S106 Planning Agreement.

252. The application includes provision for four primary schools (one in each phase of the development) and a secondary school, close to the boundary with the A28, all of which is in accordance with the AAP. KCC has indicated that it will provide a separate funded 2FE secondary school provision at Chilmington Green in the future in order to meet wider needs of Ashford's growth agenda (making 8FE in total).

Do the proposals adequately cater for the recreational needs arising from the development

253. This section deals with the amount and distribution of open space that is proposed, as well as the adequacy of the proposed equipped play areas, allotments, strategic parks, cemetery provision, indoor sport and community leisure facilities.
254. The AAP requires that there is enough open space provided to meet the needs of the development at its end state. The spatial standards required in the AAP are derived from the Council's adopted Public Green Space and Water Environment SPD, and are as follows:

Type of Green Space	Quantitative Standard	Total Provision
Outdoor Sports	1.6ha per 1000 persons	22.08 ha
Informal/Natural Green Space	2.0ha per 1000 persons	27.60 ha
Equipped Space	0.5ha per 1000 persons	6.9 ha
Allotments	0.2ha per 1000	2.76 ha

	persons	
Strategic Parks	0.3 ha per 1000 persons	4.14 ha

255. The AAP goes on to say that the open space should be planned to ensure that it becomes a key place-making element of the development (in terms of its layout, location and design) and a means by which to create a distinctive and attractive built form; the majority of provision is located in accessible locations, which encourage walking and cycling; and it becomes the catalyst for the evolution of Discovery Park as a strategic open space and recreational resource for the town. Policy CG8 requires the majority of equipped play facilities to be provided within 4 large 'strategic play space areas' and for informal and natural green spaces areas to be delivered in the locations indicated on Strategic Diagram 1 of the AAP. Those areas should include an integrated network of green corridors that connect to key destinations within the development and be of a sufficient size to allow a range of recreational uses, supported by footpaths and cycleways, and there should also be green connections to the surrounding areas. Sports and playing pitch provision should be largely concentrated (20ha) at Discovery Park and allotments will be promoted in line with the aspirations set out within the Public Green Spaces and Water Environment SPD and should be well related to residential development, sit sympathetically within the landscape and have good vehicular access arrangements.
256. Open space provision in the planning application is shown on Parameter Plan OPA06R, and within the Design and Access Statement, which between them show the quantum and distribution of open space to achieve the SPD requirements. The quantum of open space shown in the Design and Access Statement is in complete accordance with the requirement in the AAP and is therefore considered to be acceptable. In terms of the location and distribution of the open space, various amendments were requested when the application was submitted. As a result, the amended Parameter Plan OPA06R shows four 'strategic play space areas' of 1.5ha each as is required by the AAP, one of which is in each of the four phases identified in the AAP. The space allocated for allotments is also consolidated resulting in fewer allotments in total, but each individually larger in area. Again, there is an allotment area in each of the four phases. A condition will be needed to ensure provision at appropriate times.

257. Parameter Plan OPA06R shows the built development to be linked by a series of green corridors as is required in the AAP and illustrated on Strategic Diagram 1 in the AAP. The Parameter Plan also shows green connections to the surrounding areas, connecting Chilmington Green with Millennium Wood, Singleton Hill and the Singleton Environment Centre, Long Length and the areas to the south of the build development, and these are integrated with the proposed SUDS network and ecological mitigation and enhancement areas as required in Policy CG8. Furthermore, Parameter Plan OPA08R (Footpath and Cycle Routes) shows Greensand Way to be retained and diverted in accordance with the Strategic Diagram 2 of the AAP and Policy CG8. A condition will be needed to ensure this
258. Policy CG9 relates to Discovery Park specifically. The Policies Map that supports the AAP shows land to the east of Chilmington Green allocated for a strategic open space, sport and recreational area, and this area in its entirety is a strategic park referred to in policy CS18a of the Core Strategy. Not all of the Discovery Park site should come forward as a result of this application however, as it only needs to provide for the needs of the development in accordance with the guidance in the SPD. Thus the application proposes 20ha of sports pitch provision, 4.1ha of parks and recreational space, a strategic play space area, informal green space, an indoor sports hall and associated car parking, in accordance with Policy CG9. On this basis a s.106 obligation will secure that this application will deliver the central section of Discovery Park and the indicative extent of this is shown in the Design and Access Statement. The policy goes on to say that a masterplan for the whole of Discovery Park shall be prepared by the Council in partnership with the developers and must be agreed before detailed planning permission is granted for any recreational or sporting uses within the Park, and work has started on this. A condition will be needed to ensure this, and the s.106 will need to safeguard the remainder of Discovery Park for its future uses.
259. In concentrating the majority of sports pitches at Discovery Park, it is accepted that the provision will be remote from some residents within phases 1 and 2 of the development. So in order to improve the accessibility of the sports pitches at Discovery Park, attractive routes for pedestrians and cyclists will need to be laid out within the first phase of the development. Parameter Plan OPA08R (Footpath and Cycle Routes), in combination with the Phasing Plan in the Design and Access Statement, shows the pedestrian link from the District Centre to Brisley Farm (across Discovery Park) being completed in Phase 1. It is proposed that the cricket pitch and pavilion close to the hamlet will be delivered in Phase 1, and the amendments have resulted in tennis and netball courts being co-located with the cricket pitch, also within the first

phase. I am satisfied that this will provide an adequate range of facilities within the first two phases of the development, and this will need to be secured.

260. Furthermore, the AAP encourages (but does not require) the dual use of any sports pitch provision which will come forward as part of the delivery of the secondary school. Should such provision come forward, then it would be within easy walking distance of phases 1 and 2 of the development. However, the Council cannot require such space to be made available, and furthermore, it is not likely that the school facilities will equate to an exact spatial comparison, nor is it likely to be available in non-school hours. In order for it to be taken into account, the applicants will need to demonstrate that the secondary school facilities are publicly available, with a long term management arrangement in place. In the circumstances therefore, no school facilities are accounted for within the AAP requirements for open space provision, and the applicants acknowledge this in their submissions. It may be that the timing of the provision of the playing fields for the secondary school allows a temporary public use, in which case this will be explored at the time.
261. The requirements for cemetery provision are for a financial contribution to be used off-site and this is dealt with in the section of my report which refers to S106 Heads of Terms. However, Policy CG8 does make reference to the potential for cemetery provision to be explored through the Discovery Park Masterplan process and this will be explored further as this work is progressed under the planning conditions.
262. Turning to the provision of indoor sport facilities, AAP Policy CG16 requires an indoor sports hall capable of accommodating 4 badminton courts, changing facilities, 500 square metres of community space, a café and complementary active uses, and that the sports hall should be available approximately mid-way through the development (occupation of the 2,875th dwelling) and located within Discovery Park. In respect of community leisure provision, it requires a single multi-purpose community leisure building of 1,000 square metres at the District Centre; 500 square metres of community leisure space at each Local Centre and 250 square metres of community leisure space at the pavilion proposed to serve the cricket pitch at Chilmington Green Hamlet.
263. When the application was first submitted concern was expressed to the applicant that the floorspace that was being proposed for these uses would not be sufficient to accommodate the full range of indoor facilities set out in this policy, and in response, the application has been

amended and proposes up to 7,000 square metres of Community Use (D1) and 6,000 square metres of Leisure Use (D2), which they say will provide for the sports halls, health and community facilities required by Policy CG16. I am satisfied that this amount of floorspace is sufficient to cater for the range of facilities required by Policy CG16, and the s.106 will need to secure it.

264. The comment from Sport England on the application is that whilst they welcome the proposed provision of sports facilities and a financial contribution, they would want to be assured that the financial contributions will be spent on specific named projects. I have advised them that they can view the draft s.106 HOTs in terms of how the financial contributions for sports facilities will be spent when it is made public, but until then, their holding objection is noted. I am satisfied however, that the financial contributions for sports provision and the phasing of the provision is in accordance with the AAP and that the recreational needs arising from the development as expressed in Policies CG8, CG9 and CG16 will be met.

Are the proposed social and community facilities acceptable to cater for the needs of the development

265. A principle of the Chilmington Green development, as expressed in Policy CG1 of the AAP, is that a sustainable development is achieved which generates community cohesion. This is reinforced in Policies CG3 and CG4, which set out the requirements for the development of the District Centre Character Area and Local Centre Character Areas respectively, and Policy CG17 which relates to the need for social and community facilities.
266. Policy CG17 sets out the specific floorspace requirements for social and community facilities and states that they shall be provided in accommodation at the District Centre which may be part of a combined 'hub' or in separate facilities in close physical proximity. Where possible and feasible from a service provider's perspective, community and primary health care facilities may be shared by different service providers including social care providers where joint provision of services is encouraged. It goes on to say that 340 square metres of accommodation for families and social care services will be required as well as primary health care accommodation sufficient for at least a 6GP practice and associated primary care services, with further accommodation to be made available in the two Local Centres should the need for additional demand arise in the future. The Infrastructure Delivery Plan in the AAP provides an indication of the scope of the requirement for social and community facilities and how they may be provided through the delivery of space, funding or both.

267. The application proposes up to 7,000 square metres of floorspace for Community uses which fall within the D1 Use Class, which will be able to accommodate a range of services and activities including clinics, health centres, crèches, social care, youth and adult learning activities, day nurseries, non-residential education and training centres, public buildings and halls and places of worship. In my view, given the responses from the service providers to the application, this will provide sufficient floorspace for the amount required to serve the community at Chilmington Green. The detailed funding requirements and timing of provision is set out in the section of my report which deals with the Section 106 Heads of Terms, but in essence the financial contributions and the phasing of delivery of community uses is in accord with the AAP requirements. I am therefore satisfied that the proposals meet the aspirations of generating community cohesion through in part, the provision of adequately funded community facilities.

Do the proposals adequately address issues of flooding and sustainable drainage

268. As part of the preparation of the AAP, the Council prepared a Strategic Flood Risk Assessment (SFRA) in consultation with the Environment Agency, to determine flood risk across the Chilmington Green site. The SFRA determined that, taking account of climate change, the flood risk to and from the development would be acceptably safe throughout the lifetime of the development. In order to fulfil this requirement, the footprint of built development was to be in line with national policy and Core Strategy Policy CS19, which requires that built development should avoid areas of the 1 in 100 year floodplain.
269. The application site is situated on the watershed of two main river catchments, the Stour and the Beult. The higher ground to the north creates two drainage regimes, flowing south to the Beult and north to the Stour. This drainage is assisted by a number of permanent water bodies, including springs and drainage ditches. The area is underlain by clay soil which means that the rivers can have a flash flood response to flood events, but despite this, only a small part of the application site lies within a 1 in 100 year flood risk area.
270. Policy CS20 of the Core Strategy requires SUDS to be provided to avoid any increase in flood risk or adverse impact on water quality. It requires SUDS to be sensitively designed and located to promote improved biodiversity, enhanced landscape and good quality spaces that improve public amenity. In order to facilitate this, a comprehensive SUDS strategy was to be prepared and submitted with the outline planning application, although the location of where the main SUDS features should be sited is shown on the AAP Strategic Diagram 1, and

this identifies that the strategic SUDS drainage ponds should be located on the southern boundary of the development. This location was considered the most suitable because the majority of water drains in this direction and it provides the opportunity to amalgamate SUDS features into a scheme which provides enhanced ecological habitat, away from the recreational pressures provided by the development.

271. In order to address the requirements of Policy CG20 of the AAP, the planning application is accompanied by a Flood Risk Assessment (FRA). This has taken into account the requirements of the NPPF, the Council's Sustainable Drainage (SUDS) SPD, development plan policy, the SFRA referred to in paragraph 155, and discussions with the Borough Council and the Environment Agency. From these inputs, a series of objectives, key principles and landscape objectives were established and agreed, which formed the basis for the approach to the FRA. Amongst these key principles for example were that the development area would be considered as 'greenfield/ undeveloped' land for the purpose of surface water management; SUDS would be used extensively throughout the development; surface water management would consider water quality, biodiversity, landscape, amenity, viability and maintenance as well as flood risk criteria; there will be a general presumption against pumping surface water and the use of underground storage would be a last resort; and there will be a general presumption against culverting/piping existing watercourses except for access purposes, but where it is unavoidable, compensation habitat is to be provided. In terms of the landscape objectives, these included the SUDS features to be integrated within the wider objectives of the landscape strategy; key existing ditches will be maintained and enhanced within proposed open spaces and utilised to convey flows through the site and form part of the storage requirements; and green swales at the site level will be used to provide additional swales in order to provide further storage and local ecological and amenity benefits.
272. The FRA concluded that the proposed development passes the Sequential Test outlined in the NPPF, all development will have the finished floor levels set above the 1 in 1000 year flood level and no built development will be undertaken in Flood Zone 3; the site has no recorded history of on-site flooding and therefore no mitigation measures are necessary; the drainage strategy has been designed around a SUDS management train hierarchy, controlling run-off at source before providing further attenuation at site then regional levels within each catchment; the surface water storage requirements have been sized based on the 1 in 100 year rainfall event plus 30% for climate change, while discharging at the SPD rate of 4 l/s/ha – this over attenuation of flow discharging from the site will offer significant benefit

to the downstream Stour and Beult catchments; increased river flows and rainfall events due to climate change during the 1 in 1000 year event will not affect the site; the proposed development does not increase flood risk on site or off site; Southern Water is able to accommodate all flows arising from the development; and the development proposals are robust in terms of flood risk.

273. The Environment Agency in its response to the application has stated that it has no objection subject to conditions which refer to the conclusions within the FRA. This is supported by the Council's Drainage Engineer who supports both their comments and the conditions proposed. This is testament to the collaborative approach that the developers have taken both with the Council and the Environment Agency throughout the preparation of both the AAP and the planning application itself. I am therefore satisfied that the FRA submitted with the application is acceptable, and that the proposed conditions will deliver the integrated SUDS proposals as required in Policy CG20.

Do the proposals address issues of sustainable design and construction

274. Policy CG19 of the AAP relates to sustainable design and construction and requires development at Chilmington Green to be carbon neutral, in accordance with the requirements of Policy CS10 of the Core Strategy and in line with the guidance contained within the Sustainable Design and Construction SPD. It also states that a district heating network, supported by a Combined Heat and Power system at the District Centre, is the Council's preferred solution as part of the first phase of the development unless it is demonstrated that a network is not feasible.
275. In support of these aims, the application is accompanied by a Sustainability Statement and a Sustainability Statement Addendum. These set out a range of measures which could be employed to meet the requirements of Policy CG19, which includes the potential to provide CHP at the District Centre.
276. As a minimum, all dwellings will be built to Code Level 4 as set out in the Code for Sustainable Homes and a condition will be needed to ensure this. Under current Building Regulations legislation the Code rating will progressively rise to Code 6 (zero carbon) in 2016, however the Government is currently reviewing environmental standards, so the applicants confirm that the scheme will comply with whatever are the relevant higher standards prevailing at the time each phase is built. The documents state that non-residential buildings will be built to BREEAM 'Excellent' standard in accordance with Policy CS10. Compliance with

Policy CS10 and the Sustainable Design and Construction SPD will be secured by condition and s.106.

277. Other sustainable design measures include:

- Passive design features, including building airtightness and thermal efficiency;
- Use of building orientation and use of appropriate material choices;
- An objective to achieve a gold standard Building for Life Award;
- Water efficient devices, water metering and rainwater harvesting will be used to reduce water consumption within the site;
- Priority will be given to the selection of construction materials with low environmental impact;
- Appropriate waste storage for all building types and the provision of recycling facilities.

278. The application as originally submitted did not include the provision of a CHP facility and was subsequently amended to include it. At present, the developers are in discussions with several providers as to the feasibility of such provision (as is stated in Policy CG19), so no firm assurance can be given that it will be provided. In order to ensure that the environmental effects of a CHP can be assessed at this outline planning application stage however, they have included the 'worst case scenario' in the Environmental Statement, based on existing schemes elsewhere. The Land Use Parameter Plan (OPA02R), the Storey Heights Parameter Plan (OPA04R) and the Building Parameters Matrix define the location and maximum building parameters of both the CHP building and its chimney. I am satisfied that the information provided with the application is a satisfactory basis for moving forward and that the provision of a CHP facility can be covered by condition, as can ensuring that the development as it progresses meets the environmental performance standards that exist at that time. Should any CHP proposals come forward that do not accord with the ES Addendum, it may be necessary to prepare a new ES assessment of this element to accompany the relevant reserved matters submission.

Do the proposals address the issues of ecology and nature conservation, including sites and species protected under the Birds and Habitats Directives

279. Core Strategy Policy CS11 'Biodiversity and Geological Conservation' requires that development proposals should avoid harm to biodiversity

and where practical, enhance and improve it by restoring or creating new suitable semi-natural habitats and ecological networks.

280. The application site lies within a mainly arable farmland landscape and there are no areas within the site that are statutorily designated for wildlife protection. However, various ecological and habitat surveys were carried out to support the AAP and these demonstrated the presence of a range of habitats and resources that are locally important. These include areas of ancient woodland and broad-leaved woodland at Coleman's Kitchen Wood, Roughet Wood, Willow Wood, Boyce's Wood and Stubbs Cross Wood; a range of existing hedgerows, ranging in sensitivity and historic importance; numerous ditches, watercourses and ponds most of which are located to the south of Chilmington Green Road, and extensive areas of semi-improved grassland that is mainly used for agricultural purposes. In addition, a number of protected species were identified including great crested newts, bats, breeding birds, invertebrates, reptiles, dormice and badgers.
281. An ecological enhancement and mitigation strategy was also prepared in connection with the AAP and as a result the built footprint shown on Strategic Diagram 1 of the AAP takes into account the need to protect the existing ecological features on the site. The Strategy also indicated the amount of land that needed to be safeguarded to play a compensatory and enhancement role to improve the semi-natural habitats and ecological networks in line with Policy CS11 of the Core Strategy.
282. Consequently, Policy CG21 of the AAP seeks to avoid the loss of these locally important ecological networks and semi-natural habitats, to provide an ecological and enhancement strategy and where any part of the development would impact on important ecological assets, a demonstration that appropriate mitigation strategy is already in place and already established, prior to the commencement of that part of the development. It goes on to state that the ecological enhancement and mitigation measures will be needed to support each phase of the development. A condition will be needed to ensure the provision and approval of an ecological and enhancement strategy, and the implementation of mitigation measures.
283. In terms of the proposed development, there will inevitably be some loss or severance of existing habitat as a result. However, there will be no adverse impacts on any Ancient Woodland, which is to be enhanced through additional planting and active management. The application proposes new tree and hedge planting and new areas of ecological

enhancement will be created on land controlled by the applicants to provide a range of habitats.

284. This issue is dealt with in the Environmental Statement submitted in support of the application. This outlines the surveys that have been carried out to identify the ecological baseline and potential effects of the development. It then assesses the impact on ecology during both the construction and operational phases, and concludes that where effects cannot be avoided, mitigation and compensatory measures are proposed. Mitigation measures during construction will include minimising habitat loss, creation of woodland and hedgerow areas, creation of semi-improved grassland and SUDS, the management of hedgerows, tree protection and the implementation of a Construction Ecology Management Plan (CEMP). It concludes that following mitigation, it is likely that the construction phase will have a negligible to minor positive effect in relation to ecology and nature conservation. A condition will be needed to require the CEMP.
285. During the operation phase, it states that there is potential for indirect effects associated with recreation and other disturbance on nearby designated ecological sites and designated sites in the wider area, and disturbance to habitat of ecological value and legally protected species and species of conservation concern. It states that green infrastructure and ecological mitigation have been designed into the proposed development in the form of an ecological enhancement area together with retention of existing habitats to ensure connectivity within the site and with adjacent habitats. It goes on to say that the strategy has been informed by relevant legislation and policy and extensive consultation with various stakeholders including Natural England and Kent Wildlife Trust. Where effects upon ecological receptors cannot be avoided, mitigation and compensatory measures are set out in relation to specific effects. These will be refined at the detailed design stage following the approach and key principles described in the ES. It concludes by saying that overall, the proposed development in isolation, and in combination with other committed developments in the vicinity, is considered likely to have a negligible to moderate positive effect on ecology and nature conservation.
286. An Appropriate Assessment Screening Report has been undertaken for the planning application, which updates the AA Screening Report produced for the Regulation 27 version of the Chilmington Green AAP. The AA Screening Report for the planning application concludes that as the scale of the development proposed is broadly consistent with that previously assessed as part of the Core Strategy AA and the Chilmington Green AAP AA Screening Report, the conclusions reached in those documents regarding assessment of impacts remain valid and

apply to the development as proposed. As such, the preparation of an AA for the development is not required as potential harmful effects upon Natura 2000 sites and other protected sites will be adequately mitigated through the application of suitable conditions and obligations, as per the recommendation.

287. Natural England and the Kent Wildlife Trust were consulted on the planning application as originally submitted and on the amendments. Their comments are summarised in the Consultation Section of my report, and both organisations have no objection subject to conditions being imposed. The environmental impacts of the ecological issues with in the ES have also been assessed by the Council's appointed ES Consultant, the results of which are appended at Appendix 1. On this basis therefore, I am satisfied that the requirements of Policy CG21 can be met, and that conditions attached to the outline permission can satisfactorily deal with any further issues. The proposed conditions will ensure that as the development progresses over the years, the ecology and biodiversity of the site will be protected and enhanced and the S106 covers the long term maintenance of the ecological areas through the CMO.

Have heritage and archaeology issues been addressed satisfactorily

288. Dealing with heritage issues firstly, the existing Chilmington Green Hamlet lies in a central position within the application site (although excluded from the red line boundary), and it is made up of mainly detached properties located around a former green and includes both former and currently operational farms and cottages dating from the medieval era to the 19th century. There are 8 listed buildings within the hamlet and 9 more located at various positions around the boundary of the site.
289. Turning first to the impact of the development on the settings of the listed buildings within the Hamlet; having regard to the historical nature of the Hamlet, the significance of these heritage assets is assessed as "high" in terms of the buildings themselves, and "medium" in terms of their settings. The AAP has taken the approach of defining the Hamlet as a 'Character Area' in the plan, whereby a bespoke approach is adopted in terms of the approach to development around the core. As a result the AAP requires the layout and design of buildings, streets and open spaces within this Character Area to:
- Respect the existing historic and architectural character of the area through their siting, design, layout, form, density, scale and landscaping;

- Be sensitively designed and located with reference to key close-range views, natural features and landscape assets, and
 - Deliver suitably designed areas of public open space to maintain a degree of separation between the hamlet and development to the north and east.
290. Policy CG5 therefore requires the submission of a detailed design strategy at reserved matters stage which would incorporate several design aspirations as set out in the AAP including very low density (a maximum of 10 dwellings per hectare (dph) in the core area with development restricted to two storeys in height; development in the 'southern area' of the hamlet to be an average of 15 dph and limited to two storeys; the distinctive grass verges and hedgerows of Bartlets Lane and Chilmington Green Lane to be retained with limited vehicular access and new properties within the 'southern area' to be accessed via Chilmington Green Road; and the proposed cricket ground and adjoining network of green spaces, footpaths and cycleways should be laid out and planted in such a way as to help reinforce the historic hedgerow pattern and create new strategic planting which helps to buffer and provide an attractive setting for the hamlet. A condition will be needed to ensure this.
291. The density of the development as well as storey heights, and land use are all issues which are being 'fixed' at this outline stage through the Parameter Plans submitted with the application and referred to in the Proposal Section of my report. A condition will be needed to ensure that the development is in accordance with them. The proposed cricket ground is shown on the Land Use Parameter Plan (OPA02R), to the west of the hamlet, and the Density Parameter Plan (OPA03R) shows the density around the hamlet to be 10 dph, and 15 dph further to the south, which is in accordance with the requirements of the AAP. The Storey Heights Parameter Plan (OPA04R) shows the area surrounding the hamlet and in the 'southern area' to be up to 2.5 storeys. This would only include two storey houses with rooms in the roof up to a maximum height of 10 metres and if at reserved matters stage, it was considered that this was too tall in terms of impact on the character of the area or indeed the amenities of existing dwellings, then a maximum height of 2 storeys could be insisted upon as the description includes "up to" 2.5 storeys.
292. The ES submitted with the application deals with the impact of the development on the existing properties in the Hamlet and around the application site, in terms of the visual impact to them. This is relevant to this section of my report, given that there are a number of listed residential properties in the Hamlet and on the periphery of the site.

The response from the Council's ES Consultant on this aspect is that the visual impact on those properties can be addressed through consideration of these issues at reserved matters stage and conditions, but careful attention to detail will need to be given to how the proposed development relates to the existing development. It can also be addressed by, amongst other things, advance mature tree and other planting, particularly given that the development around the Hamlet is in the first Main AAP Phase. Thus, the detailed design strategy required at the reserved matters stage will have to take this into account, as will the proposed conditions.

293. As a result of these measures (which comply with the AAP), the level of harm that the development will cause to these assets and their significance is limited.
294. The TA submitted with the application advises that several existing roads will become 'Green Lanes' in order to retain their existing character by restricting them to carry minimal vehicular traffic. Chilmington Green Lane and Bartlets Lane are included as are referred to in the Policy, and on the Parameter Plan OPA05R (Access and Strategic Routes), they are shown as "existing roads" with no changes. I recommend a condition that will achieve this.
295. With regard to the cricket ground, Parameter Plan OPA08R (Footpath and Cycle Routes Plan) shows existing and proposed footpaths running through and around the cricket ground, linking to the surrounding area including the Strategic Play Space adjacent, a SUDS area to the south of that, with green links further afield.
296. The impact on the listed buildings is also assessed in the ES. This concludes that whilst the completed development may result in a change in setting of these heritage assets, through the adoption of design principles which would preclude significant change in the landscape around the listed buildings (such as avoidance of high structures and use of sympathetic materials) any change to the existing built and historic landscape will be minimised.
297. There are also several listed buildings on the periphery of the application boundary, and a plan showing their location is appended as Appendix 5. Two of the listed buildings are located close to the southern boundary, and one at the north east boundary on Long Length. Taking these in turn, the setting of the two on the southern boundary of the application site is unlikely to be affected as this is where the open space, flood attenuation and ecological mitigation areas are located. The nearest housing is some distance away and at the lowest density levels so there will be no effect on their settings.

Whilst the significance of the listed buildings is “high” in terms of the buildings themselves, and “medium” in terms of their settings, because of the distance from the development, I consider the harm to this significance is limited. The listed building on Long Length, in the north east corner of the site has existing development to the north and part of Discovery Park and an area of flood attenuation is proposed immediately to its south and partly to the rear. The proposed development at the edge of Brisley Farm does abut part of the rear boundary of the listed building site, but in considering the layout at the reserved matters stage, I am satisfied that the setting of the listed building can be appropriately preserved. As with the two listed buildings referred to above in this paragraph, the significance of the building itself is “high” and its setting “medium”, and the harm to this significance is limited.

298. There are an additional six listed buildings close to the existing junction of the A28 with the road leading into Great Chart, and close to the proposed new priority Access B. Four are on the main road and two on either side of the road leading into the village. Taking these latter two first, there is no development proposed in their immediate vicinity, which is already compromised by the proximity to the A28 and its junction with the old Ashford Road. Proposed Access B is a sufficient distance away not to have any impact on the setting of these two listed buildings. I consider the significance of the buildings to be “high” and their setting “medium”. Due to the distance of the properties from the application site, I consider the harm to the significance to be limited.
299. Turning to the others, two are a pair of semi-detached properties on the main road just to the south of the existing junction, and directly opposite the proposed new priority junction into the site (Access B). The occupiers of both properties have raised objections to the development on the basis of the impact of this junction on their properties. As originally submitted, this junction was a signalised junction directly opposite the existing road leading into Great Chart. As now amended, it is to the south of the existing junction and it is not signalised. The road works within the existing road itself comprise the creation of a middle lane from which traffic from the south can turn right into the site. This can take place within the limits of the existing highway and as such, the line of the road outside these properties is not changed. Clearly, there will be times when traffic is waiting to enter the site, and there will be a traffic junction opposite the houses where one doesn’t exist now. However, the setting of these listed buildings has already been severely compromised by their proximity to the busy A28 and the junction with the old Ashford Road into Great Chart. The AAP’s proposed signalised junction would in my view, have had a greater impact on their setting due to the need for traffic islands and

traffic lights, with constant queuing traffic in front of their front boundaries. The amended Access B should not result in queuing traffic, other than that entering the application site, which will not be constant throughout the day. I do not therefore consider that their setting is compromised to an unacceptable degree by the proximity of Access B. I consider the significance of the buildings to be "high" but the setting to be "low", given their proximity to the road. I therefore consider that the harm to this significance is limited.

300. There are also two further listed buildings on the eastern side of the A28, to the south of proposed Access B. They both front on to the A28 and the application boundary runs alongside the side/north eastern boundary of the listed building to the north and then turns at a right angle to run parallel with the rear boundaries of both properties. The significance of the setting of this property is assessed as "medium". Immediately on the other side of the north eastern application boundary, a stretch of flood attenuation and an area of SUDs is proposed, beyond which is a hedgerow and then proposed Access B. To the rear of the properties, there is an existing mature, tall hedgerow/tree screen which defines their boundaries, then a gap of approximately 40 metres until the boundary of the application site. It is proposed that built development will extend as far as that boundary, but the density for the most part along that boundary is the lowest, with a very small part being to a higher density. In terms of the impact of the development on the setting of these two listed buildings, they both front onto the A28, and as with the two listed buildings referred to in the preceding paragraph, their setting is already compromised by their proximity to the busy road. The existing hedgerow/tree screen on their rear boundaries will afford them a sense of separation from the development but it is outside the application site and its retention cannot therefore be covered by condition. It is unlikely however that the owners of the listed buildings would voluntarily take the hedgerow down, so it is likely that it will remain. Given this, the distance from the boundary of the site, and the density of the housing that is proposed next to the boundary, I am satisfied that the development would not have an unsatisfactory impact on their setting and that the harm to the significance is limited.
301. It will be noted in the Consultation section of my report that English Heritage has made some observations on the amended plans. The basis of their observation is that the Cultural Heritage Addendum to the Environmental Statement confirms that the proposed development will affect the setting of a number of listed buildings, the most concentrated group of which is located at Chilmington Green, at the centre of the development. English Heritage says that the Council should consider

the extent to which the open agricultural land around the hamlet contributes to the significance of the listed buildings within it.

302. The starting point for this assessment is the AAP, which recognised that sensitively accommodating the existing hamlet within the new development would be a significant challenge. As such it was designated as one of five Character Areas in the AAP, which each required a clear design rationale based on their role, location, planned interface with surrounding areas and specific site characteristics such as landscape and topography. As far as the hamlet was concerned, it was recognised that development here would have to find the right balance by complementing the attractive character of the hamlet, whilst retaining its overall integrity. As such, Policy CG5 has specific design and layout requirements for development around the hamlet, which will need to be expressed in a detailed design strategy prior to the approval of any reserved matters applications for the hamlet. Key design aspirations for development around the hamlet are for density of housing to be low and for there to be a cricket pitch and open space to the north and west, so as to maintain a degree of separation between the hamlet and development further to the north and west.
303. Individually, properties in the hamlet are largely detached properties set in relatively large grounds surrounded by tall hedgerows. Whilst the proposed development will affect the setting of the buildings (as is acknowledged in the AAP), the immediate settings within their grounds will not be affected by the development. The comment from English Heritage reminds the Council to assess the proposals in terms of paragraph 132 of the NPPF, and I have commented above on the significance of the listed buildings in question, and would advise members that the degree of harm to this significance is very limited and would be mitigated during the reserved matters application and as a result of conditions we are imposing. In any case, as the AAP was adopted after the introduction of the NPPF and the Inspector appointed to examine the AAP considered it to be compliant with the NPPF, the built footprint must not encroach nearer to the listed buildings than the AAP envisaged. Finally, the requirement for a detailed design strategy for the Chilmington Green Hamlet is one of the proposed conditions.
304. With reference to archaeology, Policy CG1 refers to the need to positively respond to the distinctive landscape character and assets of the site, including archaeology. The evidence base that supported the AAP suggested that whilst so far there are no known significantly important archaeological assets present that would be required to remain in situ, there are a number of important and relevant heritage assets which were identified within the site area. These were Coleman's Kitchen Wood and Brisley Farm which have landscape and

historic significance, a number of historic routes through the site, and the surviving historic lanes, footpaths and field boundaries which form visible and tangible reminders of the historic landscape.

305. The applicants have assessed the archaeology potential in the ES submitted with the application and have worked in liaison with the County Archaeologist since the application was originally submitted. The ES states that the available baseline evidence supports the conclusions that the site was utilised predominantly during the prehistoric and Medieval/Post Medieval periods, and evidence of Iron Age and Roman activity is known in areas surrounding the site (Brisley Farm and Westhawk Farm respectively). There is a strong possibility that remains from these periods will be present within the site and could be of particular archaeological interest. These results have been confirmed by the non-intrusive survey of the site. An intrusive and geophysical survey of the site has also been carried out and this confirmed that geophysical anomalies exist and may represent archaeological features which are of interest and which could be affected during the construction phase. It says that it has been agreed with the County Archaeologist that no further archaeological investigations are necessary at this stage to support the outline application and a Scheme of Archaeological Resource Management (SARM) is being discussed with the County Archaeologist which will serve through the lifetime of the development.
306. As stated above, since the application was originally submitted, the applicants have worked closely with the County Archaeologist (CA) in order to find a way forward, given her initial views on the application proposals in respect of archaeology. The applicant's Archaeology advisors have produced a SARM which they have consulted her on. At the time of writing the report, this is still a work in progress but it is anticipated that an agreed document will be in place by the time the application is reported to Committee so that it can be covered by condition. Furthermore, the CA has agreed that the other points covered in her initial response to the application, can now also be covered by condition and she is hopeful that her list of concerns will be addressed prior to the determination of the application. Since the application was submitted, the applicants have taken on board the serious concerns of the CA and their advisors have worked closely with her to find a solution and a way forward. I am therefore satisfied that the archaeological issues can now be dealt with by condition and the S106 Agreement.

Impact on the landscape and visual amenity

307. The boundary of the AAP (and the application site, as they are identical), was first broadly established in the Core Strategy Growth Area Diagram, but the final boundary was established in the AAP. The extent of built development within the boundary was also established in the AAP. It took into account relevant opportunities and site constraints including ecology, heritage and archaeology, the location of existing properties, drainage, landscape characteristics and the Masterplan Sustainability Appraisal. The extent of the built development is therefore set on Strategic Diagram 1 (Layout and Land Use) of the AAP, and it is the same as that shown on Parameter Plan OPA07R (Building Parameters Plan) which is submitted for approval and will be conditioned.
308. The AAP recognises that there are several areas that require particular care in terms of approach to design and therefore establishes five different Character Areas within the development where there is a clear design rationale based on their role, location, planned interface with surrounding areas and the specific site characteristics such as landscape and topography. Three of these Character Areas are relevant to this particular issue in that they relate to the effect of the development on, and its relationship with the landscape. They are the Chilmington Green Hamlet Character Area, the Southern Boundary Character Area and the Discovery Park Edge Character Area. This issue is referred to in Policy CG1 (Development Principles) at point g) where it states that there is a need to create well designed edges to the new development at appropriate densities that relate well to the open countryside, to Discovery Park, to the A28 and Great Chart and to the existing urban edge at Singleton Hill and Brisley Farm. The policy position in terms of impact on landscape therefore is that the built form is established but there is a need for careful consideration to be given to the edges of the development where it borders the countryside, and in relation to the interface with existing development at Singleton and Brisley Farm. Whilst the Hamlet does not border open countryside in terms of the proposed development, the interface between it and the proposed development is an important consideration in terms of visual impact and should be addressed.
309. The ES submitted with the application deals with the effects of the development on the landscape. It states that a detailed study and a number of site visits ascertained a selection of viewpoints for assessing the visual impact of the proposed development. The visual assessment is based on the production of verified views, and a comparison of each of these views with the existing 'baseline' view for the spring and winter conditions. A three-dimensional computer model of the proposed development was created and the model was then superimposed on the existing views. This was used to create a visual representation of

the proposed development and the residual effects of the development were modelled assuming 20 years to identify the predicted visual effects when the proposed mitigation planting had fully established.

310. The ES concludes that effects on the landscape during construction phase can be mitigated by hoardings, the use of sensitive lighting, the careful selection of construction traffic routes and phasing, and advance planting targeting sensitive areas to establish the green structure within the development as soon as possible. A condition will seek to secure this.
311. Once the development is built, the ES concludes that landscape effects of the development are largely confined to the site and its immediate surroundings. Residential properties adjacent to the site and users of the footpaths and other rights of way will experience a change in character and use of the land. The site will be highly visible within the foreground and middle distance from the southern edge of Ashford, Chilmington Green Hamlet, the N18 cycle route on Criol Lane and from most of the public rights of way that traverse the site. It is also visible in the far and middle distance from the Great Chart Ridgeline and Coleman's Kitchen Wood. Views of the development from the public footpaths near the southern boundary are affected to various degrees, increasing on approaching the site, and views across the agricultural land will be changed to a park landscape from farmland. From the A28, it is likely that views will not be changed to a significant degree because of the existing screening along the boundary and because of the existing visual intrusion of built development on Singleton Ridge. However, the three new accesses into the site from the A28 will reveal the development beyond the boundary hedging. These views do not of course take into account the landscaping and mitigation proposals contained within the application.
312. Parameter Plans OPA02R (Land Use Plan) and OPA06R (Open Space Plan) show the land around the built form which is "green area" in the form of parkland, ecologically managed farmland, long and open grassland, species rich grassland, meadow ecology park, existing and proposed woodland, flood attenuation areas, publicly accessible SUDS features, green space and sports pitches. This demonstrates that there is a buffer of open space in some form around all boundaries of the built development, with the exception of development next to Brisley Farm which I turn to in paragraph 316.
313. Turning to the southern boundary first, this is referred to in Policy CG6, which requires development to be low density (10 dph); incorporate existing hedgerows and trees with newly planted hedgerows and trees; support a network of well-located routes and provide suitable

landscape treatment, including advanced planting. The proposed density is 10 dph as stated on the Density Parameter Plan OPA03R, and the Design and Access Statement describes the measures that achieve the aims of the Policy through careful design. Beyond the built development itself, is an area of green space, some of which is farmland and some of which has public access, which includes ecology mitigation areas, flood attenuation areas and woodland. The ES concludes that enhancement and retention of existing hedgerows and hedgerow trees will filter and screen views of the development from the south, and the proposed open space and the ecological enhancement area and SUDS planting will enhance and define the proposed rural edge.

314. With regard to the Discovery Park Edge Character Area, Policy CG7 requires development within this area to be designed in a way that creates an attractive and seamless transition between the development edge and Discovery Park. This relates both to the development to the west of Discovery Park and that to the north of the Park that will abut existing development at Brisley Farm. The Design and Access Statement describes the proposals for these edges which include a variety of dwelling types, scale and massing, a footpath running along the edge, and key connections established from the development to the Park. In respect of the development where it abuts Brisley Farm the policy in addition, requires any development to ensure it respects the residential amenities of existing residents. This is also referred to in the Design and Access Statement and this will be an important consideration in the consideration of any detailed proposals for this part of the development.
315. In respect of the impact on the landscape from this particular location, the ES states that whilst the views across the agricultural land will be changed to a park landscape, the proposed development edge will be visible and will provide an active frontage to the Park. It concludes that the change from large scale farmland to parkland is regarded as having a minor to moderate positive effect.
316. From the A28 and land to the west, the existing vegetation will largely screen views into the site. Looking northwards from the A28, the view is already compromised to a degree by the development at Singleton, but with the planting and green space proposed to the south west of the ridge it is considered that this view will be softened.
317. As I have stated in paragraphs 293 and 359, the ES submitted with the application deals with the impact of the development on the existing properties in the Hamlet and around the application site, in terms of the visual impact to them. The response from the Council's ES Consultant

on this aspect is that the visual impact on those properties can be addressed through consideration of these issues at reserved matters and conditions, but careful attention to detail needs to be given to how the proposed development relates to the existing development. It can be addressed by amongst other things, advance mature tree and other planting, particularly given that the development around the Hamlet is in the first Main AAP Phase. Thus, the detailed design strategy required at the reserved matters stage will have to take this into account, as will the proposed conditions. The advance planting will be secured through the S106 Agreement.

318. For all the above reasons, it will be important to secure by condition that the Parameter Plans are adhered to in the development that comes forward, so that the development corresponds to that assessed for EIA purposes.

Does the proposed development meet the aspirations for developing a community

320. One of the key aims of the AAP is to deliver a strong and sustainable community at Chilmington Green, and Policy CG10 promotes a community led management arrangement in order to help establish a strong community where local residents have a real say in the management of the assets where they live and where added value is generated in terms of the quality of public realm, space and built form within that area. Therefore, the council aims to secure an autonomous long-term and sustainable community-led management arrangement for the Chilmington Green development. This aim is consistent with long-term stewardship arrangements elsewhere in the country, and which lie at the heart of the 'garden city and urban suburb' principles promoted by the Town and Country Planning Association (TCPA) and the government. It is important to emphasise that this aim and the evaluation of the developers' initial response must be viewed with the long-term in mind, particularly given the anticipated timescale of the Chilmington Green development.

319. Such stewardship arrangements are increasing in response to the limitations of the traditional public sector model, where conventionally the public sector assumes long-term management responsibility for infrastructure, facilities and community services. Chapter 8 of the AAP directly acknowledged this point as given the demands and financial pressures on local authorities traditional 'time-limited commuted payment' models are now far less sustainable.

320. Policy CG10 is supported by the more general supplementary planning document (the SPD) covering Green Spaces and Water Environment, adopted by the council in March 2012.

321. Chapter 8 of the SPD deals with the management and maintenance of green spaces and reinforces the need for sustainable long-term management arrangements. Explicitly the SPD states it is not the council's preferred stance to adopt new public green spaces and water-related infrastructure. Leading up to the council's adoption of the SPD, and CG10, there was concern expressed that an alternative stewardship model could be similar to some of the developer-led estate management company arrangements in place in several local developments across Ashford. Some of these are perceived as not providing good service and value for money to residents.
322. The council's new adopted policy position recognises this problem as a real issue and seeks to build-in safeguards for any future proposals from developers where private estate management company arrangements are proposed. The Chilmington Green preferred approach through a community management organisation is unlike a conventional management company arrangement in two important ways:
- a. First, its management board will be made up of representatives from a cross-section of important stakeholders, including the developers (for the lifetime of the development), the local authorities, residents, parish council, and other community representatives. This collective board would hold responsibility for a large part of the development's and community's on-going service needs, and shape the delivery of services over the long-term.
 - b. Second, unlike a private sector management company there would be no extraction and leakage of financial resources out of the community, as all surpluses would be reinvested for the benefit of the Chilmington Green community
323. The developers support the council's preferred solution and have committed to many discussions with the council and other partner organisations about the principle and an initial business case since submitting the planning application.
324. As Policy CG10 states an appropriate level of developer contribution will need to be made in line with an approved detailed strategy and business case to provide for the community management arrangement proposed and for community development (especially in the early years), including staff, premises and equipment costs. This support will need to be provided until a local community management organisation has been set up and is operationally effective with a firm financial

basis, including property and other endowments and a potential resident charge.

325. The strategy and business plan must also address the governance arrangement for the proposed CMO. It is very important that the CMO will ultimately be resident lead and controlled (notwithstanding the developer and Council representation on the CMO's Board). For this reason, the S106 will secure that the Council will approve the constitutional arrangements governing the operation of the CMO prior to its creation as an entity.
326. At this stage in the planning process it is essential for the council to be satisfied the developers' proposals for a CMO are suitable and viable for the long-term. As CG10 implies, a viability test for the CMO must be applied across the development period and the Council needs to be satisfied that once the development is complete the community management arrangement is self-sustaining both operationally and financially.
327. Working from the developers' initial outline plan (not submitted as part of the formal planning documents, but submitted to further discussions and evaluation of the proposed model) officers and the developers' team have constructed a detailed preliminary business plan. The purpose of this plan is to act as a base-point for the viability test and the Section 106 Agreement. As the development proceeds the plan will be regularly reviewed.
328. Completed over several months, this process has assessed community infrastructure, amenity and service needs in some depth and has involved discussions and consultations with other public service providers (particularly KCC and the NHS). The financial aspects of the business plan are underpinned by a range of important principles proposed by the developers, all geared to produce a sustainable long-term organisation.
329. An important part of the CMO planning process was the setting up of the Chilmington Green Community Management Organisation Advisory Group (the CMO Advisory Group). This group, chaired by, and attended by several Councillors, has acted as a sounding board and communication channel for the developers and the council to engage inclusively with the range of stakeholders who will have an interest in the CMO, its purpose, role and in its relationships with the existing public bodies, including parish councils.

330. The CMO's primary roles (all prefaced by the need to achieve long-term viability and sustainability both of the place and the CMO) are stated as needing to cover:
- Own, maintain and manage endowed 'community' land and buildings
 - Support and coordinate the delivery of a range of community services and a community development programme that responds to the needs of local residents
 - Promote and support environmental and community sustainability (Please refer to Appendix 2 of the report where the CMO 'Brief' expands on these roles).
331. In terms of governance, the developers propose a CMO arrangement established as a 'not for profit' organisation (NFPO) under s.106 arrangements. A private estate management company is **not** proposed.
332. An NFPO can take one of several forms, most commonly a trust in the form of a limited liability company, although it would not be uncommon for an NFPO arrangement to contain more than one type of structure under an 'umbrella' arrangement. The precise form of entity the CMO will take will be approved by the Council to ensure it is fit for purpose.
333. As required by the council's planning approach the developers' proposal involves the principle of inclusive governance. As stated earlier, the developers' propose that once the development is completed even greater control would pass to local residents and other stakeholders. This is entirely consistent with the council's preferred planning approach and good community stewardship models elsewhere.
334. Achieving long term financial sustainability for the proposed CMO is central to the planning objective of securing and maintaining high quality sense of place and community. The developers' initial outline business plan proposal contains the following statement in this regard:

"The Trust [CMO] has to be viable in the long-term. To be viable, it will need to ensure that the revenue to be generated from the management and letting of the [endowed] land and community facilities as well as other income sources, is enough to sustain it and cover operating costs of any activities. In the first few years, whilst these facilities are being developed, costs will need to be controlled and appropriate levels of grant support agreed and drawn from the developers. Potential resident contribution is a key factor for further consideration."

335. Considerable work to understand the full scope of potential CMO responsibilities, and assess the possible costs and income sources required to achieve long-term viability has been completed since the initial proposal was made in 2012. Before discussing and evaluating the outcomes of the work to date, a set of funding principles was proposed by the developers' team, and which has formed the basis of work since.
336. Well-balanced, diversified funding is important to optimise risks and opportunities the CMO must manage. Early planning and agreement of funding principles is important, therefore, to achieving successful long-term stewardship arrangements.
337. The Heads of Terms for the S106 Agreement (please refer to Head 5 of Table 1) terms reflect the following funding principles and terms:
- a) *A developer contribution to enable the CMO to be started up of £150,000;*
 - b) *A developer contribution towards youth development of £265,000;*
 - c) *Per square metre Business Levy on **all** commercial/retail floor space occupiers;*
 - d) *An endowment to the CMO of fully serviced built commercial/retail ready-to-let floor space of 2supplemented by additional endowment in the form 50,000 square feet or a mix of additional commercial/retail floorspace, (with a minimum of 20,000 square feet), and residential dwellings and/or cash endowment to generate adequate revenue for the CMO to make it sustainable when combined with other income streams (as dictated by the first full business plan that is a requirement in the HOTs). The property endowment is subject to a requirement that a full commercial property asset endowment plan is submitted to the LPA for consultation with the CMO in accordance with the mechanism set out in the Annexe to the HOTs; :*
 - e) *A resident charge levied on residential dwellings as a contribution to overall CMO operating and sinking fund costs;*
 - f) *An annual developer contribution to cover the CMO's deficit (if any) and known as the variable deficit grant, for the period up to 20 years on current modelling when annual operating costs are not fully covered by income;*
 - g) *Opportunity for the CMO to generate other funding through third party grants, contributions, and finance;*

- h) Using the CMO asset base as security for longer term borrowing;*
- i) Using the CMO asset base as security for longer term borrowing.*

338. Officers have worked jointly with the developers' team in order to reach a conclusion about the appropriateness of the developers' proposals for the CMO arrangement. There has been a particular emphasis on evaluating financial sustainability as this is central to the aims of policy CG10.

339. At this point it is useful to explain and illustrate the potential position of the traditional approach (where the council adopts land and property, supported by time-limited maintenance and other commuted payments). Modelling potential payments via the traditional commuted sum approach demonstrates the scale of the gap in funding that would develop after 10 years, (after which time the Council has to assume financial responsibility), and there would be a high prospect the commuted payment approach would lead to the council facing increasing difficulty to maintain the quality of management and service provision. This position could develop before the final phases of the development are completed.

340. A full appraisal of potential operating costs has been made by the council, supported by a financial model using the developers' proposed build phases and timings for community land and property.

341. Unlike the traditional model where commuted sums are not able to reflect the full future liability for replacing, or substantially remodelling built community properties (capital replacements or upgrades would fall to the council to consider and source) the CMO's business plan includes provision for a significant sinking fund. This should ensure long term sustainability of the asset base with flexibility to adapt and develop community assets as demands and circumstances change.

342. On sources of funding, the business plan modelling has followed the principles set out in the S106 HOTs referred to above. Cash-flows are linked to the twenty year build period and a maximum of 5,750 homes, and all are stated at current prices. The heads of terms allow for income levels to increase by inflation to keep pace with anticipated increases in costs.

343. The one area that has called for careful scrutiny and evaluation is the proposed endowment of commercial and retail estate and I refer to this in paragraph 349.

344. The financial model has been prepared on the basis of the detailed HOTs referred to earlier in my report at paragraph 225. This shows the CMO's operating basis would move to a sustainable financial position by the completion of the built development, and be confident of maintaining that position. During the phases of build, particularly phases 1, 2 and 3, the CMO is likely to operate at a deficit. Modelling shows this could be for the first 17 years. These deficits will be covered by a requirement on the developers to pay a 'deficit grant' under the s.106. On current modelling this would amount to £ 3.3434 million in total although if the CMO continues to incur a deficit in years 18 – 20 post commencement of development the developer will still be obliged to pay a sum equivalent to this deficit. The final business planning is likely to vary the assumptions made, but the principle of deficit funding will remain. If the development rate slows or stops, it will be necessary to ensure that the CMO remains viable and this will be achieved by support from the developer grant.
345. The resident contribution is an important component; by the end of the development this income would account for approximately 50% of the funding requirement. Following discussions with members and agreement with the developers' team it is set an assumed average level of £300 per property each year. At this level it contributes to help achieving the objective of full viability with a margin for surpluses (essentially acting as an inbuilt future contingency). The £300 level is comparable to several other similar developments with either community management organisations (for example the Bournville estate in Shropshire) or estate management arrangements that will revert to full resident led community trusts once house building is complete (for example, the Kings Hill, Kent, development) where quality of place and community development aims are similar to the aspirations for Chilmington.
346. More locally a number of Ashford's existing developments apply service charges (where estate management is not adopted by the council) and in several cases the charges are similar or higher than the current proposal for Chilmington. It is emphasised that these local examples are not comparable to the proposed operating model for Chilmington as they are private management companies with no requirement for surpluses to be ploughed back to the benefit of the development. They offer far less scope of service provision and benefit than proposed for the Chilmington development, and do not provide residents with the same potential for involvement and stake-holding.
347. Given the range and scale of functions the Chilmington Green CMO could adopt, operating at lower levels of resident charge would increase the likelihood the CMO would not achieve viability, and with

much lower charges would not be viable, either in the short or longer term.

348. The developers have proposed and now it is a requirement in the heads of terms for the S106 that the CMO is endowed with a minimum of 2 over five tranches 50,000 square feet of built and lettable commercial and retail estate over five tranches, but with the potential for some flexibility in the make-up of the endowment. This flexibility, if needed, is to be informed by the requirement (see Head) that the developers submit to the LPA for approval (the LPA will consult the CMO before reaching an approval) a commercial property endowment business plan in accordance with terms and a mechanism annexed to the Heads of Terms (this is further discussed in para 352 below). A minimum of 20,000 square feet of built and lettable commercial/retail estate must be provided with the balance subject to the aforementioned flexibility. A commercial estate endowment is an important component of the CMO's funding portfolio with the potential to provide a significant long term asset bringing potential for revenue and capital growth. As stated above, this will be supplemented by additional endowment. If flexibility is approved the mix of endowments in the form of additional commercial/retail floorspace, residential dwellings and possibly a cash endowment to must generate adequate long-term revenue for the CMO to make it sustainable when combined with its other income streams.
349. As a significant volume of commercial and retail estate, within a development of circa 15,000 residents eventually, the provision of potentially up to 50,000 sq ft of commercial floorspace provides great opportunities for Chilmington to develop a secondary commercial and retail presence. It is also a risk given the nature of the commercial and retail market, coupled with plans for a supermarket also within the development which will not feature within the endowed estate.
350. Consequently, the council is commissioning specialist professional advice about the proposed endowment, including advice on the type and balance of commercial and retail uses best suited to this development. One possibility is the potential for part of the endowed estate to be provided as flexible fully managed and serviced business premises, suitable for start-ups and growing businesses, *with particular emphasis on availability to local residents*.
351. As income from this endowment is reasonably significant to the CMO's financial model, an approach has been agreed with the developers' team to managing the CMO's financial risk. This involves a requirement in the s.106 for a full endowment business plan to be submitted for each tranche of endowment to the Council for its approval, covering the proposed commercial estate endowment and

other endowment to be delivered to the CMO in that tranche,. This may be that additional commercial estate over and above the minimum of 420,000 sq ft provision per tranche minimum and/or residential dwellings and/or cash endowment. The endowment proposal shall be submitted to the LPA at a point no later than three years in advance of when the CMO's business plan assumes the estate and other forms of endowment are first due to come on stream. At that point the LPA in consultation with the CMO will consider if the developers' proposals are sound. Conditions may be attached that require further reviews, including the possibility of a staged approach to delivery. . deliver that tranche of endowment. The developers would be required to deliver what is finally approved by the CMOLPA in accordance with the Council's approval any LPA conditions and triggers which reflect assumptions made in will have regard to the CMO's existing draft approved business plan regarding when and the CMO must anticipated benefit from the related income streams associated with these five tranches of the endowment.(s). Please see head 5 of Table 1.

352. In addition to the requirement that the developers provide the CMO with a contribution equivalent to the annual deficit incurred by the CMO (if any), until other income achieves a viable position for the CMO or for a minimum period of 20 years (whichever is the later), the developers will be required to provide two other grants. The first is a start-up grant to provide for the setting up and initial staffing of both a shadow CMO and the full CMO. Second is a requirement to provide a specific grant to the CMO in the early years to enable community development activities.
353. An extensive range of community land and buildings will be provided by the developers and endowed to the CMO. These assets are fully consistent with the AAP with areas and provision costs having been agreed with the council. Included are interim built facilities for the CMO as well as space for the CMO within the proposed community hub (the district centre). The CMO financial business plan discussed above includes a sinking fund to provide for the future replacement and upgrade of these assets, as well as their ongoing maintenance.
354. The proposed governance arrangements for the CMO are consistent with the AAP. It is an arrangement where residents, public sector stakeholders (including ABC, KCC and parish council representation), other community representatives and the developers' team will have full involvement and responsibility for the ongoing management and development of Chilmington Green. This arrangement is unlike private estate management company arrangements. Importantly, it will be a resident lead body ultimately and from the start, residents will have

representation alongside a range of other stakeholders, including the developers.

355. Prior to creating the full and incorporated CMO the developers have proposed and it is now a requirement for the heads of terms that a 'shadow' arrangement be created before work on site commences. This is essential so that important preparatory work may be undertaken before the full CMO is established prior to the first house completions.
356. In conclusion, a lot of emphasis has been placed on analysing the potential operational and long-term financial implications to ensure a viable set of proposals is established from the outset. Naturally with such a long development period circumstances will evolve and change. The work undertaken so far suggests that a community management organisation would be robust and not require significant added support from the council or others over the long term.
357. There is still work to be completed on evaluating the commercial and retail estate proposal a process for which has been secured in the Heads of Terms for the S106. The proposal has considerable merit, but as stated is not without its risks. Attention will be placed on ensuring that an appropriate balance of commercial and retail is provided, that it is flexible to accommodate changes in demands, and that the endowment is supported as far as possible with an underwriting of risk from the developers. The AAP's requirement for a detailed strategy and business plan to be approved will be incorporated in the s.106.

Impact on existing residential amenities

358. The properties that will be most directly affected by the proposed development are those within and around the hamlet, including those along Chilmington Green Road, those at Brisley Farm and those that are located around the outer boundary of the site. Policies CG5 and CG7 are relevant as these seek to respect the setting and residential amenity of the Hamlet and Brisley Farm.
359. Policy CG5 concerns the Hamlet and this seeks to ensure that development here is sensitively designed and located to respect and complement the hamlet's historic and architectural character. Such development is expected to be at the lowest density (10 dph), limited to 2 storeys in height, within a variety of plot sizes and be irregularly located to replicate the built form of the existing hamlet. Paragraph 293 of my report refers to the fact that the ES submitted with the application deals with the impact of the development on the existing properties in the Hamlet and around the application site, in terms of the visual

impact to them. The response from the Council's ES Consultant on this aspect is that the visual impact on those properties can be addressed through consideration of these issues at reserved matters and submission of conditions, but careful attention to detail needs to be given to how the proposed development relates to the existing development. It can be addressed by amongst other things, advance mature tree and other planting, particularly given that the development around the Hamlet is in the first Main AAP Phase. Thus, the detailed design strategy required at the reserved matters stage will have to take this into account, as will the proposed conditions. The ES also identified that the rural lane which connects Chilmington Green Road and Bartlets Lane would potentially experience a negative change in terms of noise once the development goes ahead. This is explained as being because it has an existing relatively low level of noise on the road as it exists now, so in considering the reserved matters and conditions for development in this area, this will be taken into account. Whilst it is accepted that the outlook from the existing properties in the hamlet will be affected by the proposed development, I am of the view that the requirements of the policy will ensure that a layout can be provided that ensures that the residential amenities of the properties in the hamlet can be protected.

360. With regard to the development next to Brisley Farm, many of the residents who live there have made their objections known about this particular aspect of the development, through written representations, at the public exhibitions and at the Community Stakeholder Group. Policy CG7 relates to development within the Discovery Park Edge Character Area, the requirements of which I have already stated in paragraph 192 of my report. In addition, in relation to the Brisley Farm edge, it seeks to ensure that the residential amenity of existing residents at Brisley Farm is respected. When the detailed applications are submitted for this part of the development, care will be taken to ensure that there is sufficient distance between existing and proposed properties to avoid overlooking and overshadowing, and it will be a requirement for landscaping for example along existing boundaries as far as possible to protect the existing amenities of the properties. I am satisfied that the amenities of the properties along the existing edge of Brisley Farm can be respected in accordance with the policy.
361. There are several individual properties along Chilmington Green Road, and on the outer boundary of the site. There is no doubt that the outlook from those properties will change as a result of the application, but I am satisfied that the landscaping and mitigation proposals around the edges of the built development together with usual and accepted development management standards will ensure that their visual

amenity is not harmed to an unacceptable degree, and will be secured by condition.

Does the proposed development meet the vision and objectives set out in the AAP

362. The Council's vision, as expressed in the AAP, is an ambitious one, where the development is required to create a truly sustainable new community which delivers a healthy balance of new homes, jobs and local services, supports a viable, high frequency public transport service and is designed in a way that delivers a place of real character with a high quality living environment. This has to be balanced with the need to ensure that the new development sits comfortably with its surrounding countryside and existing nearby communities. Specifically, in the AAP, the vision for Chilmington Green is stated as:

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

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

- Is flexible in design and resilient to change, and able to respond positively to advances in technology and changing working and daily lifestyles.

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

363. The strategic vision set out in The Chilmington Green AAP underpins the masterplan forming part of the outline application, in the context of its relationship to its setting in the wider landscape. The design of the proposed scheme demonstrates a strong response to the topography of the site, with well-considered strategies for the urban framework, movement, access, landscape design, sustainability and the overall built form.
364. The application and masterplan demonstrates a positive attitude towards neighbouring communities, both in the physical connections it proposes and in the social and economic ties it promotes, through better connections, the provision of attractive new spaces on their doorsteps, and wide range of facilities and integration of the layout.
365. The masterplan is based on an effective movement strategy that considers vehicle movements, bus routes, cycling and walkable neighbourhoods. I am satisfied the development of the first phases based on a clear movement strategy will provide a critical mass of activity at an early stage in the development, which will help support the commercial viability of the new district centre and associated facilities. Consequently this design vision for Chilmington Green set out in the masterplan, has great potential to deliver a sustainable urban extension to the town.
366. The evidence demonstrates that the analysis of the site and its context is clear and convincing. It has explored the character of the landscape, the hamlet, and adjoining settlements. The supporting statements indicate that the layout and appearance of existing settlements and built form in this part of Kent have influenced the layouts, streets, open spaces and built form of the masterplan. This is particularly evident in the proposed layout and character envisaged for the rural informality of the Hamlet, the village style district centre, the softer southern rural fringes, the edge of Discovery Park and the modest extensions to Brisley Farm.
367. The proposals will create a successful transition between Ashford urban area and the character and setting of the adjacent wider rural landscape. The masterplan is in accordance with key urban design principles, since it proposes a simple and clear road layout based on

an effective movement strategy, and uses the natural constraints of the site to effectively marry the layout with the interesting topography. This proposed masterplan is clearly seeking to create a distinctive identity whilst providing the important basis for creating an attractive character for more specific places including the wide range of different streets, open spaces and neighbourhoods that are key to the overall vision for Chilmington Green.

368. The basic structure for establishing a successful and attractive new place is in place within the masterplan. The proposal capitalises on the assets of this vast site, and issues relating to the environment and sustainability are embedded into the design. For example the use of the site topography's to orientate streets, the views of the attractive ridge within the rolling countryside setting and themes of the green leafy, garden city style townscape character influencing the design of street's and open spaces all together combine to help shape and determine the masterplan layout and will undoubtedly form a strong basis for helping to embed character in the neighbourhoods. I am also content it will complement the existing lanes and settlements near to Chilmington Green.
369. The focus and understanding in the masterplan of the importance of meeting fundamental urban design principles will help create a distinctive sense of place and community. The emphasis in the masterplan, design codes and Quality Charter, which I turn to in subsequent paragraphs, is on the importance of delivering a high quality designed garden city themed homes and places, takes into account how people might want to live in the future and supports different lifestyles fit for the challenges of the 21st century. I am satisfied the design principles have been tested in the masterplan to explore the character of this centre and the design codes help define how these principles might be translated through subsequent stages of design work.
370. Given the high quality place making which is expected at Chilmington Green and the CMO playing a key role in achieving and sustaining this beyond the lifetime of the development, there is a need to establish a public realm responsibility plan that clearly attributes preferred and alternative responsibilities for the various public realm assets. There is an agreed expectation that where practical, possible and within the core skills remit of the CMO, that the CMO will manage and maintain a significant proportion of assets within the public realm. This will exclude matters such as carriageways associated with routes that will remain the responsibility of the statutory authority, and some assets that are more appropriate for the Borough Council or a new parish council to adopt.

371. The site-wide Design Code is a comprehensive document that looks at all aspects of the development. The application of the design code will be particularly important for the first phase of development, as a means of setting a benchmark for design quality against which future phases can be judged.
372. Further work is currently underway on amendments to the first draft version in preparation for public consultation as required by para. 5.21 of the Core Strategy. It has however been fully developed to get to the draft stage, and any changes that are required will build on a strong draft document. Once it has been adopted, further refinement will continue to be needed as the development moves forward and it will be very important that the document can be adapted, with further public consultation, and the resources made available by the developer through the s.106 to do so.
373. Much of the fine detail relating to this outline application and masterplan will be developed further in the emerging Design Code. The Design Code seeks to achieve some of the following key issues;
- to create flexibly designed, mixed-use places and neighbourhoods each of a distinct and unique character and identity,
 - to incorporate high quality and innovative building design, street design, public spaces and landscaping to create strong character areas within the development and, overall a coherent sense of place.
 - to be well related to the rural landscape surroundings by the creation of a well-designed and defined edge to development and a sensitive transition to adjoining areas and the wider countryside.
 - Implementation of the Quality Charter to ensure high quality constructed homes.
 - Management & Maintenance Issues for the public realm to ensure the place is designed well and that all relevant stakeholders are fully signed up to manage and maintain effectively and closely control and monitor for the long term future benefits of the community.
374. Officers have given feedback to the developer consortium on the draft Design Code and there have been two workshops for local people and other stakeholders during the preparation of the draft to help shape it. Further public consultation will be carried out before the Council agrees the full version of the Design Code. With some relatively modest development of the current draft, especially so that it links very closely to detailed arrangements for future maintenance responsibilities for the

public realm, I am confident that the final version will be both strong and effective. The Code will need to be in place before reserved matters applications are considered – I anticipate this work being completed later this year so that the draft Code can be consulted upon and a final version agreed during Spring 2015. The Code will remain a 'living document' as it will need to be regularly updated in the light of experience. Conditions attached to the outline permission will refer back to the masterplan and approved Design Code to ensure that their principles are implemented.

375. The Chilmington Quality Agreement is a voluntary agreement that has been entered into by the Borough Council and the developer team promoting the Chilmington planning application. The developer signatories are Barratt Homes, Ward Homes, Hodson Developments, Jarvis Homes and Pentland Homes. It is not a formal legal agreement but it is an important sign of commitment and a statement of intent backing a set of practical steps that all parties are committed to. The intention is that the Quality Agreement will help to deliver a fine place to live and work in and will be passed from the original signatories to any successor developers.
376. The initiative to produce the Quality Agreement is based on a recognition that creating something special at Chilmington Green requires more than the imposition of planning controls and design codes – it needs a positive attitude based on real commitment over a sustained period of time and a partnership approach.
377. The Quality Agreement sets out 32 objectives that will guide the development in four broad sections:
- Making a successful community (*including commitments to community management and involvement throughout the development and delivering the facilities and services to serve it – the 'community infrastructure'*)
 - Great homes that meet changing needs (*including a range of homes to suit different needs at all stages of life built to a high quality with a focus on having sufficient privacy; good natural lighting; energy efficiency; noise insulation and high speed internet access*)
 - Designing a great place (*including key elements that will help to make a memorable place – tree lined main streets; easy movement for all users; plentiful space to play and enjoy leisure time; local jobs; a smooth transition to the countryside beyond*)

- Delivering a great place (*including good build quality and finish; managing construction impacts to reduce disturbance; attractive public transport; employment and skills for local people*)
378. The Quality Agreement is an important statement of intent at the outset and background to considering the outline application, but will also help to keep the wider agenda in mind as future detailed planning applications are made. The Agreement will form part of the suite of documents that will guide the development including the outline planning permission; phase masterplans; reserved matters applications and the Chilmington design code. Taken together these will provide the strategic and detailed guidance needed. I am recommending conditions to ensure that they are adhered to.
379. In my view, this proposal has clear potential to become a successful, sustainable community if the detail continues to be carefully thought through within the Design Code and Quality Agreement guiding the reserved matters to ensure these high quality place-making aspirations are met.

Phasing and Delivery

380. Clearly with such a large development as is proposed, there is a need to establish how it will be delivered in terms of phasing, implementation, and construction and in particular, having regard to the vision for Chilmington Green how quality control is achieved over the entire build out period.
381. In order for the development to be delivered in a sustainable way over a long period of time, the AAP sets out the way in which the phasing should be approached. It is informed by the availability of existing infrastructure, and the ability to deliver new infrastructure in a cost-effective and viable manner whilst ensuring that the development remains sustainable in its own right at all stages, which is a key principle of the AAP. As a result the AAP sets out the development into four broad phases (the four Main AAP Phases).
382. In general terms, the phasing starts in the north-west and moves to the south-east of the development area. Starting in the north-west ensures that the A28 is the principal access into the site and the use of local roads is avoided. Development here is also more closely related to existing development. The four Main AAP Phases are Phase 1 – The District Centre Phase (including the hamlet and the Brisley Farm edge); Phase 2 – The Central Phase; Phase 3 – The Southern Phase and Phase 4 – the South-Eastern Phase. In order to ensure that each Phase is sustainable in its own right, in line with Policy CG1(b), the

AAP also includes a phased infrastructure Delivery Plan which sets out when key infrastructure will need to be delivered and how it is anticipated this will occur.

383. The documents submitted with the application follow the approach to the four Main Phases advocated in the AAP and I consider them to be compliant with it. In order to ensure that the development comes forward in accordance with this approach, that the district and local centres are provided at the right times in accordance with Policies CG2, CG3 and CG4 and detailed design strategies thereunder, and that each Main AAP Phase is sustainable in its own right.
384. It is also extremely important to ensure that the high quality of design, layout and public realm is maintained throughout the development if the long term vision and aspirations for Chilmington Green are to be met. I have already discussed the Design Code and the Quality Agreement, which provide the strategic and detailed guidance needed to move forward. The motivation for producing the Quality Agreement stemmed from two main sources:
- A desire to make sure that the high ambition set in the AAP is achieved and commitment to this secured amongst all key players;
 - A concern with the delivery quality of previous major developments, in terms of build quality, poor execution of works to landscaping and the public realm and limited resident influence over how schemes are delivered and managed.
385. The Quality Agreement is part of a wider concerted design initiative that includes the following guidance approved by the Council:
- Residential Parking SPD;
 - Sustainable Design and Construction SPD;
 - Sustainable Drainage (SuDs) SPD;
 - Residential Space & Layout SPD and
 - Public Green Spaces and Water Environment SPD
386. The Council has invested considerable effort in community and wider stakeholder involvement in design, producing masterplans, design codes and development briefs – including a range of initiatives at Chilmington which are summarised elsewhere in this report.

387. But no amount of input to the design process will necessarily guarantee quality delivery on the ground. Experience elsewhere in the Borough has shown the problems this can cause for residents and the poor impacts on the resulting environment. This may be caused by inadequate supervision both by the developer of the contractor and sub-contractors involved and also by the limited resources there are for detailed follow up work on conditions monitoring and checking how briefs and codes are being followed. A further major problem has been schemes where the adequacy and/ or frequency of building control checks by private approved inspectors has clearly been lacking.
388. Tackling these multiple issues and constantly re-enforcing the quality delivery message requires a new approach on a scheme of this scale and duration of build.
389. The Quality Monitoring Team (QMT) is a proposal by the Borough Council to tackle these issues. Essentially the QMT pulls together staff within the Borough Council who can work together to deliver a co-ordinated service on site – being easily accessible for both local residents (and working closely with the Community Management Organisation) and the developers and house-builders on site. A lead person will provide an easy point of contact and help issues get addressed quickly before they become disruptive problems for local people or expensive mistakes for house-builders.
390. The QMT will focus on the build phase in particular but will also have a role in the design stage and in the post- completion reviews stage. The following list indicates some examples of the tasks involved:
- Checking flexibility of construction to enable expansion roof space/ rear extension
 - Assessing Lifetime Homes compliance
 - Checking Code for Sustainable Homes and policy CS10 compliance
 - Assessing higher noise insulation standards met
 - Checking quality of main tree planting – pits/ drainage/ top soil
 - Supervising construction management plan – deliveries/ haul roads/ hours of working/ noise
 - Checking planning and Design Code compliance

- Signing off adequacy of public realm works – street furniture/ footpaths/etc
391. The Heads of Terms for the s106 agreement reported later in this report allow for developer funding of this Quality Monitoring Team through the duration of the Chilmington Green development. In this way a new level of control over build quality can be achieved both for homes and the wider public environment outside the home. Over time the intention is to consolidate a 'virtuous circle' where better quality build and a nicer place to live creates stronger market interest, higher returns for developers and a stronger community. When combined with the excellent maintenance and management of community assets and green space that will arise from the operation of the Community Management Organisation, there is every reason to believe that a place of real and lasting quality will be created at Chilmington Green. All this will encourage a self-sustaining, high quality place.
392. Given the information on phasing and delivery that has been submitted with the application, the commitment from the developer consortium to working together with the Council and other stakeholders to provide a high quality development as it progresses over the course of the build out, the S106 HOTs and proposed conditions, I am satisfied that the requirements of Policy CG11 are met.

Whether the impacts identified in the Environmental Assessment have been satisfactorily addressed

393. A summary of the findings of the Environmental Assessment can be found in the Non-Technical Summary (July 2012)

<http://planning.ashford.gov.uk/Planning/IDOX/default.aspx?docid=780959>

and the Updated Non-Technical Summary (November 2013)

<http://planning.ashford.gov.uk/Planning/IDOX/default.aspx?docid=962521>

394. The Council instructed its own advisors for professional advice on the adequacy of the ES submitted with the application. The consultants made comments on the application as originally submitted and have made further comments on the amended plans. They are satisfied that the process has been carried out properly and the summary table can be viewed by following the following link:

<http://planning.ashford.gov.uk/Planning/IDOX/default.aspx?docid=1073462>

395. This deals with any remaining issues and how they will be dealt with either by condition or through the S106 Agreement.

Any other material considerations raised by consultees

396. Most of the issues raised by consultees have been addressed elsewhere in my report. There are however, several that require specific comment. These can be summarised and grouped together as the need for the development; the development is premature in advance of the Local Plan review; brownfield land should be developed first; local opposition; insufficient water; effect on Brisley Farm; general highways issues and S106 issues.
397. With regard firstly to whether there is any need for the development, the development was shown to be needed through the CS, and the NPPF makes it quite clear that local planning authorities should “boost significantly the supply of housing” (para 47). In any event, there is a need to roll the Core Strategy forward to 2030 which means a further 9 years of development needs to be planned for. Whilst the rate of overall growth may slow to reflect the potential for jobs growth over this period, the preliminary work to support the Core Strategy Review process indicates that several thousand new dwellings will still be needed in the Borough simply to accommodate the natural population and household growth to 2030. This proposed development the subject of this application helps to deliver a significant proportion of these future needs which would otherwise need to be met elsewhere – potentially in areas that previous assessment work has shown to have greater overall environmental impact. This also therefore goes to answer the second issue, regarding the development being premature in advance of the Local Plan review. Preparation work on the review of the Core Strategy (Local Plan Review) is well advanced and the development at Chilmington Green will meet a significant proportion of the housing needs across the Borough.
398. With regard to whether brownfield land should be developed in advance of Greenfield sites, the Core Strategy’s vision is explicit about Ashford’s growth model for the town and it states that “its expansion will follow a compact growth model based on the existing urban area of Ashford town and a small number of sustainable urban extensions to it”. There is no sequential approach to the release of development identified within the Core Strategy, and Policy CS5 states that “with immediate effect, major new development areas are proposed at Chilmington Green/Discovery Park”. Similarly, there is no sequential approach to the delivery of brownfield sites in the NPPF. It is of course frustrating when redevelopment of brownfield sites is allocated in plans and even has planning permission granted, only for them not to be

implemented. However, there is no support either in the Core Strategy or in the NPPF for an approach which prevents allocated Greenfield sites coming forward until brownfield sites have been developed.

399. Turning to the local opposition to the proposed development, the principle of significant development at Chilmington Green has long been established in the Council's development plans, as explained in paragraphs 189 to 197 earlier in my report, and it has been subject to thorough examination. The significant scale of local objection was considered during the examination of the AAP. It is accepted and respected that there is concern locally about the scale of this development, but it is the Council's role to make what are sometimes difficult or unpopular decisions that will deliver wider benefits to the community at large.
400. Several objections concern the lack of water supplies available to serve the development. South East Water has the strategic infrastructure in place, or in plans, to meet all predicted requirements for the 2035 Water Resources Management Plan (WRMP). It is clear that their forward planning for their resources has accounted for the development at Chilmington Green and in fact, the wider Ashford area. Short-term fluctuations and longer-term changes in weather patterns are expected and have been planned for and there is no evidence that the development of Chilmington Green will place an undue burden on water supplies in the future. South East Water was consulted on the application and has confirmed that it has no objection.
401. Several objections relate to the extension to Brisley Farm which comes forward as part of this development. There are several reasons for including it. Firstly, it will form the north eastern edge to Discovery Park, and the current layout of Brisley Farm presents an unstructured and rather harsh urban edge to the countryside to the south. The proposal represents an opportunity to improve the urban edge in this location which is important as it will be an edge of Discovery Park and the facilities that will be located there with much greater public footfall than is currently the case. It will also be the catalyst for providing an early pedestrian and cycleway connection from Brisley Farm to the District Centre at Chilmington Green where new services and facilities will be located. In addition, the progressive emergence of new community and sporting facilities at Discovery Park will greatly improve the access of existing residents at Brisley Farm and surrounding development to these facilities as well as a major new area of public open space. It is understandable that residents here are keen to protect the amenities that they currently enjoy in terms of being close to the existing countryside, but as stated in paragraph 256, I am satisfied that

the detailed layout of development in this location can be designed so as to respect residential amenity.

402. Many of the objections relate to highway issues, including the impact of the traffic generated by the development on the A28 and the impact of traffic on local roads surrounding the site. For the reasons stated in paragraphs 192 to 227 of my report, I believe that all the highway issues relating to a development of this scale have been addressed, and that the measures that are required to enable the local roads to accommodate the development, both in the construction and operational phases are contained within the conditions and S106 Agreement.
403. Finally with regard to the S106, the Heads of Terms appended to my report, sets out clearly what infrastructure is required, at what stage of the development and at what cost. It also includes reference to the relevant Policy within the AAP which established what infrastructure and facilities would be necessary to support the development and make it a truly sustainable development.

Development Viability

404. Policy CG0 of the AAP sets out the need to approve sustainable development proposals at Chilmington Green which are in line with the AAP without delay, and policy CG1 sets out the key development principles that will deliver a sustainable place, including many of the matters outlined above, and specifically social and physical infrastructure to support the day-to-day needs of residents. Phasing of that social and physical infrastructure is set out in Chapters 11 and 12 of the plan and its appendix 3 – the Infrastructure Delivery Plan. As usual, it is necessary and appropriate that these matters (along with others) are delivered within the context of a s106 Agreement with the Council. Negotiations on the Heads of Terms for such an agreement have been on-going during the period of considering the application.
405. From the start of negotiations on this scheme, the Applicant identified that the development would not be able to bear the full costs of developer contributions sought by this Council through the AAP at this point in time. More recently the up-turn in the housing market has lessened those viability issues, but some still remain. Officers have therefore required that independent viability consultants were involved from the outset. A full cost plan has been produced and assessed – this shows the costs of community infrastructure as required and produced by service providers, and other infrastructure needed to facilitate the development (i.e. roads, sewers etc). All costs have been

the subject of scrutiny between the Council's providers and consultants and the developers cost consultants.

406. The remaining, more theoretical costs (i.e. building costs, developers return, financing, land value etc.) have been agreed using industry best practice, and various scenarios have been tested to achieve the best outcome, and provide a basis for financial re-appraisal of the scheme in the future (see below). All this is set out in the confidential report from Bespoke Property Consultants attached as an exempt annex to this report.
407. The conclusion of all of this is that the scheme can deliver all of the Infrastructure Delivery Plan requirements, and other necessary policy requirements, with the exception of the full quantum of affordable housing sought by the plan (30%). Members will be aware, from earlier reports, that since the demise of much of the grant support previously offered by the HCA, the cost of supporting the delivery of Affordable Housing by developers has risen dramatically at a time when many developments have been at risk due to the 2008 – 2013 recession. Ironically, it is this recession that has increased the need for additional affordable housing. In a consultation entitled "Planning performance and planning contributions" March 2014, the Government stated that "A significant proportion of all planning obligations are affordable housing contributions. Previous research found that affordable housing accounted for approximately half of the value of all planning obligations." Thus, many Local Authorities are now finding themselves in the position that delivery of their full quantum of AH puts in jeopardy other community infrastructure, and the Government is considering reducing the ability for LPA's to require AH and has introduced an appeal process for existing s106 agreements specifically relating to the levels of affordable dwellings.
408. Chapter 1 of the AAP deals with scheme viability. Para. 1.19 identifies that major housing developments tend to have heavily front loaded costs especially the main elements of new infrastructure (roads, utilities, off-site highway improvements etc.), but become relatively more profitable in their later stages. The viability appraisal carried out by the applicants demonstrates this is currently the case here. Lending institutions will only give so much consideration to the whole scheme viability in terms of what funding they will consider for the early years, in the event that predictions do not materialise for whatever reason. On current modelling, the whole scheme can just support a total of 10% affordable housing (if all other infrastructure needs are met) as required by the AAP, and the developers are looking to fix this for the first phase (in viability terms) of 1,000 dwellings; to put this into perspective the cost of a 5% additional tranche of AH would be approximately £2m for

that phase(an additional 50 dwellings). However, on present costs/returns the later phases of the development are viable, and as it is proposed not to roll forward any development losses from phase to phase, this would mean that if conditions remain static, significantly greater than 10% of affordable housing would be delivered in later phases (up to a maximum of 40% per phase) to make up deficits in earlier phases. If the level of affordable housing exceeds 30% in a phase, then it will help make up deficits in earlier phases. This and other AH matters are set out in more detail below. In addition, values would only have to improve slightly for more affordable housing to be delivered in all phases subsequent to phase 1, and the developers' viability consultant has stated his belief that this will occur.

409. Returning to Chapter 1 of the AAP, para. 1.21 sets out the Council's flexible approach to dealing with uncertain and unviable development projects. It identifies a range of measures that the Council has employed over the last 5 years to assist development delivery. In particular it makes reference to the Councils deferred contributions policy, whereby some s106 payments are deferred pending improvements in sales values over those predicted in a site-wide viability model. As Members will know, this model has been used on several sites, and more recently, due to improved sales values, is starting to claw-back unpaid s106 contributions (for example Site A Maidstone Road).
410. Officers have debated long and hard with these developers over the applicability and practicality of using this model for Chilmington Green. In nearly all the other cases where it has been used, there has been one developer, who has had a very clear idea of the house types, costs and sales values of their products. Thus, they have been able to model very precisely their liability for paying deferred contributions should sales values rise. In this instance, the consortium comprises four house-builders who are proposing to trade land on the open market in order to recoup their initial outlay. The timescale of the development here is also significantly longer. In such circumstances it is very difficult to come up with base sales values for theoretical house types which to apply uplift to. Sales values per square metre are not constant and proportionately higher returns are achieved on smaller units, and costs and returns vary between developers. The consortium have fed back that their funders are simply not prepared to back such an approach.
411. Officers, on the advice of their consultants, have therefore concluded that a slightly different approach must be found, but one which has the potential to deliver a similar outcome. The proposal is that there are a greater number of phases for assessing viability than those set out in the AAP. Thus instead of scheme viability being re-assessed in

advance of each of the four phases of the development as suggested by AAP para. 1.23 (from here on referred to as main phases) it would be re-assessed for viability purposes as follows:-

Phase 1 = 1000 dwellings
Phases 2 – 8 = 600 dwellings each
Phase 9 = 550 dwellings

412. In this way any uplift in sales values for phases after phase 1 would be captured at roughly 2 year intervals (the developers expect to build out at a slightly faster rate than predicted by the Housing Trajectory in the AAP due to the number of outlets on site). This is anticipated to deliver a very similar outcome to using deferred contributions.
413. As reported previously, officers believe that approaches like this are often an appropriate way forward as an alternative to considering refusal of schemes that cannot meet their full S106 requirements or just accepting lower contributions de facto. In the past such provisions have demonstrably allowed all parties to benefit from uplifts in sales/rental values, if these accrue, yet allowing development to proceed in the meantime. The proposed arrangement would still seek to recover unmet Affordable Housing contributions from increased sales values, up to the original level requested (i.e. 30% across the scheme as a whole) and then cease. Any unmet AH in each phase would be rolled forward to the next phase up to a maximum of 40% for that phase, except for Phase 1 (viability)
414. It is however, always appropriate to look at the planning justification for recommending a scheme that does not meet its full share of developer contributions. All LPA's have housing land availability and build targets which cumulatively should allow sufficient housing to be provided in the appropriate area to meet the need for housing. Nationally, house building activity has slowed significantly in the last 5 years (although starts have picked up recently). There therefore remains a considerable possibility that completion rates will fall well below Government targets both nationally and for the Ashford area for that period.
415. Overall the downturn nationally between 2008 - 2013 was clearly very sharp and the impact of the severe drop in activity will impact for some time to come given the time lag to build out. Anecdotal, the situation in Ashford was less severe than many other locations, with the exception of 2012/13. The Cheeseman's Green development site has recently started albeit with the help of Government funding.

416. In officers' view, the continuation of housing growth is a significant material consideration particularly given Ashford's designation as a growth area and the guidance in the NPPF. The background context is likely to be:-
- Background demand remains high and with background demand high there will be upward pressure on prices;
 - Higher lending costs and a market reluctance to lend to those at the fringes of the market with smaller deposits and more risk will make it harder for those wanting to enter the market;
 - Whilst those at the market margins feel the pinch the aspirational movers in the market (53% of moves) will stay put whilst confidence is low and the threat of falling prices exists;
 - In Ashford – which has seen a lot of buy to let activity – this sector of the market is softening the impact on those in housing need by providing accommodation (typically at around 60% equivalent mortgage costs);
 - The private rented sector nationally has seen an increase since 2000 of 25% - the impact on price inflation has been in the order of 7% over the same time;
 - A market move away from flats to houses will further reduce completion rates – although in Ashford this may well be less pronounced given the very particular driver of the high speed domestic rail access and the availability of sites suitable for flats close to the stations.
417. In view of the proposed shortfall in developer contributions to affordable housing in Phase, 1, in officers' view, the best way forward remains to provide a supportive framework for the market to continue to strengthen and for Chilmington Green to become established as a high quality development. The steps needed include moving forward applications that can come forward quickly such as the current scheme, whilst making it clear the exceptional circumstances that have led to such decisions so that a precedent is not set. In view of the shortfall in developer contributions, my recommendation is justified on the basis that the development will be implemented soon and not land-banked, thus improving the possibility of meeting targets and stimulating economic activity. The applicants have confirmed that they are content with a [1] year time period for implementation following first approval of Reserved Matters, which means there is a greater likelihood of this occurring.

418. There is a further basis for accepting the situation here, as it is one that the AAP specifically foresaw in Chapter 1 and in Policy CG22, albeit that the remedy proposed is slightly different to the one set out in the plan, for the reasons outlined above. The AAP, in fact, does not set out in detail precisely how the 'deferred contributions' policy must approach increased sales values, to help to subsidise additional affordable housing provision within phases of the development. Although the approach recommended is slightly different from that used previously, it achieves broadly the same objectives as the AAP. Therefore, the full basis for reviewing viability is set out in the Heads of Terms at Appendix 9 (Head 37) and this will be built into the s106.

S106 HOTs for Planning Obligations

419. Appendix 9 sets out the proposed Heads of Terms for a s106 agreement. It indicates where there is any divergence from the requirements and provisions of the AAP, and the reasons for that. I highlight a few issues as follows:-
- A key objective for this development is the setting up of a CMO to carry out estate management and run community facilities as set out above. The S106 agreement will form the basis for the setting up of that body, but clearly there will need to be significant flexibility in agreement of business plans etc and the functions of the CMO. A key funding requirement will be the raising of a resident and commercial levy. This has been done for landscape maintenance in many situations elsewhere in Ashford and for community development in other districts, but not to the extent envisaged here. This is a unique situation and may provide a model for use elsewhere. It is a key feature of the TCPA advice about creating sustainable Garden Cities.
 - The key balancing mechanism for viability is proposed to be the level of Affordable Housing. AH is the single biggest cost within s106 agreements since the withdrawal of routine grant for AH on sites where there is a s106 requirement to deliver such. This situation was envisaged by the AAP. Officers are hopeful that later phases of the development (post the initial 1000 dwellings) will deliver significantly greater levels of AH through improved viability. Regular reviews of viability as an alternative to deferred contributions will assist in this.
 - Achieving a development of real quality at Chilmington Green will require more than good plans and design codes. Whether quality is achieved depends crucially on how the development is built and laid out in practice. With this in mind officers have proposed, and the applicants agreed, that the Council should operate a Quality Monitoring Team

which will provide an on the ground and fast reaction service to check that all aspects of the construction – including build standards, street and public space layout and site management - are being delivered to plan and the high design standards set. This will be funded through the s106 agreement over a 20 year period.

- Achieving a balanced cost plan at this stage has proved challenging. As a consequence some items of community infrastructure have been pushed back slightly later than envisaged. Other items have been brought forward slightly where their need has been demonstrated to be greater than envisaged at the time of the AAP. This is outlined in the Heads of Terms. However, all matters required by the AAP have been achieved.

420. Regulation 122 of the Community Infrastructure Regulations 2010 says that a planning obligation may only constitute a reason for granting planning permission for a development if the obligation is:

- (a) necessary to make the development acceptable in planning terms,
- (b) directly related to the development; and
- (c) fairly and reasonably related in scale and kind to the development

In Appendix 9 I set out how the proposed Heads of Terms for planning obligations meet those tests. In reaching those conclusions regard has been had to the advice in the NPPF. I recommend the planning obligations in Annex9x be required should the Committee resolve to grant permission. I have assessed them against Regulation 122 and for the reasons given in the table consider they are all necessary to make the development acceptable in planning terms, are directly related to the development and are fairly and reasonably related in scale and kind to the development. Accordingly, they may be a reason to grant planning permission in this case.

421. In view of the scale of this development and the complexity of the s.106 Heads of Terms, it may take some months to fully negotiate and sign this s.106 obligation. Unfortunately, Regulation 123 of the Community Infrastructure Regulations 2010 will come into force (unless the Government agrees to defer it) on 6 April 2015. This Regulation will make it unlawful to include in the s.106 obligation any contributions towards items of infrastructure for which the Council has already accepted 5 or more planning obligations for contributions from other developments since 5 April 2010. This Regulation was drafted by the previous Government in order to force all local planning authorities to

adopt Community Infrastructure Levy (CIL) to fund strategic infrastructure in their areas in the future. It will potentially prevent any pooled contributions towards Borough-wide services such as Community Learning or Youth Services, and possibly also items such as schools and parks where earlier s.106 obligations may be interpreted as including possible provision at Chilmington.

422. Every effort will be made to define items of infrastructure tightly in this s.106 Agreement, so as to minimise this problem by relating the contributions to the Chilmington Green area alone, hence a wide delegated authority is requested to make adjustments to the Heads of Terms as necessary. However, this may not always be possible, and if Regulation 123 comes into force before the s.106 obligation is signed, and this renders it impossible to secure provision of any item in my recommended HoT below, then the application will be returned to this Committee for Members to decide whether the development would be acceptable without that item, whether some other item can be requested instead, or whether the application should be refused for lack of infrastructure.

Human Rights Issues

423. I have also taken into account the human rights issues relevant to this application. In my view the "Assessment" section above and the Recommendations below represent an appropriate balance between the interests and rights of the applicants (to enjoy their land subject only to reasonable and proportionate controls by a public authority in the public interest) and the interests and rights of those potentially affected by the proposal (to respect for private life and the home and peaceful enjoyment of their properties).

Local Finance Considerations

427. This report has already referred to the Government grant offered to KCC, through the South East Local Enterprise Partnership, towards the cost of the A28 works. In addition, the construction of dwellings, and new floorspace liable for non-domestic rates, would result in the Council being paid New Homes Bonus and additional rates receipts by the Government. The Town and Country Planning Act 1990 as amended by the Localism Act 2011 requires planning decision-makers to take account of these, so far as they are material to the application. Therefore, while regard should be had to them when determining this application, I consider them to have very little weight and that the Committee should focus its attention on and lend greater weight to the other material considerations and issues described in the rest of this report when determining this application.

Working with the applicant

424. In accordance with paragraphs 186 and 187 of the NPPF Ashford Borough Council (ABC) takes a positive and proactive approach to development proposals focused on solutions. ABC works with applicants/agents in a positive and proactive manner as explained in the note to the applicant included in the recommendation below.

Conclusion

429. The starting point for the determination of this application is the NPPF. The National Planning Policy Framework sets out the Government's planning policies for England and how these are expected to be applied. Planning law requires that applications for planning permission must be determined in accordance with the development plan, unless material considerations indicate otherwise. The National Planning Policy Framework is a material consideration in planning decisions.
430. The purpose of the planning system is to contribute to the achievement of sustainable development. The Government's view of what sustainable development in England means in practice for the planning system has three dimensions - economic, social and environmental. These dimensions give rise to the need for the planning system to perform a number of roles:
- **an economic role** – contributing to building a strong, responsive and competitive economy, by ensuring that sufficient land of the right type is available in the right places and at the right time to support growth and innovation; and by identifying and coordinating development requirements, including the provision of infrastructure;
 - **a social role** – supporting strong, vibrant and healthy communities, by providing the supply of housing required to meet the needs of present and future generations; and by creating a high quality built environment, with accessible local services that reflect the community's needs and support its health, social and cultural well-being; and
 - **an environmental role** – contributing to protecting and enhancing our natural, built and historic environment; and, as part of this, helping to improve biodiversity, use natural resources prudently, minimise waste and pollution, and mitigate and adapt to climate change including moving to a low carbon economy.
431. These are mutually dependent. Proposed development that accords with an up-to-date Local Plan should be approved. The presumption in favour of sustainable development means, for decision-taking, approving development proposals that accord with the development plan without delay; Policies in Local Plans should follow the approach of the presumption in favour of sustainable development so that it is clear that development which is sustainable can be approved without delay. All plans should be based upon and reflect the presumption in favour of sustainable development, with clear policies that will guide how the presumption should be applied locally.

432. It is clear from the above report, that there is an up-to-date Development Plan Framework. The Chilmington Green AAP was prepared pursuant to the 2008 CS, and was adopted in 2013 following a lengthy and detailed EiP where many of the points put by objectors to this application were examined.. None of its policies have been superseded by any policy, guidance or other statement by Government or by any proposed policy to be considered or adopted by this Council. It remains, in its entirety, the legal starting point for the determination of this application.
433. The AAP policy CG0 sets out how sustainable development at Chilmington Green is to be achieved, through compliance with the rest of the policies in the plan. The report above demonstrates how this will occur in practice through a combination of the proposals now advanced, the terms of a s106 agreement and the use of planning conditions. The conditions and HoTs suggested will regulate the development as it proceeds to bring it in line with the DP, and all comply with Govt policy and the CIL, Regulations. Officers are of the opinion that the application fully accords with the provisions of the Development Plan.
434. This is a major development and a huge potential opportunity to create a vibrant place of lasting quality. This requires very careful planning from the strategic to the very detailed level. At Chilmington Green this has happened from the adopted Core Strategy through the Area Action Plan to the Quality Agreement signed by the developers and the detailed Design Code yet to be concluded. Community development, the provision of a wide range of community facilities and the innovative approach to community management are all central to the proposals to encourage a strong and healthy community. Much thought has also been given to the proposals to manage and monitor the development as it takes place to make sure that the quality promised is delivered. As a result of this and the huge efforts of the local community and its representatives, a wide range of service providers, officers and other stakeholders working with the developer team over several years, I believe we can be confident that this development has every prospect of being a well balanced, attractive and sustainable community and place to live and work.
435. In conclusion officers have no hesitation in recommending that Outline Planning Permission be Granted for the development.

Recommendation

- (A) Subject to the applicant first entering into a Section 106 agreement/undertaking in respect of planning obligations relating to the matters in the table in appendix 9 in terms agreeable to the Strategic Sites and Design Manager or the Development Control Manager in consultation with the Head of Legal and Democratic Services, and in the**

event that the section 106 agreement/undertaking is not completed before the commencement of Regulation 123 of the Community Infrastructure Regulations 2010, and the effect of that Regulation is that provision of any item in Table 1 cannot be secured, the application shall be reported back to this Committee for further consideration; and

- (B) With delegated authority to either the Strategic Sites and Design Manager or the Development Control Manager to add, delete, or make or approve changes to the planning obligations and/or planning conditions, as they see fit, in respect of minor matters, and in consultation with the Chair of Planning Committee and Portfolio Holder for Planning and Development in respect of more significant matters; and**
- (C) Subject to no new issues being revealed by responses (if any) to further consultation currently being undertaken pursuant to Regulation 22 of the Town and Country Planning (Environmental Impact) Regulations 2011 in relation to further environmental information requested and received by officers in relation to revised Landscape and Visual Impact Assessment: Environmental Statement Chapter 10 and Appendices: Effects on Chilmington Green, that officers consider members should take into account as a material consideration and in the event that such consultation does raise new issues that officers consider members should take into account as a material consideration the application shall be reported back to this Committee for further consideration; and**
- (D) Subject to no new issues being raised by the Forestry Commission in its response to consultation currently being undertaken of it that officers consider should be taken into account by members as a material consideration and in the event that such consultation does raise new issues that officers consider should be taken into account by members as a material consideration the application shall be reported back to this Committee for further consideration; and**
- (E) with delegated authority to either the Strategic Sites and Design Manager or the Development Control Manager to approve after taking into account the results of public consultation thereon any Development Briefs or Design Codes Strategies, Business Plans, or other documentation required pursuant to conditions or planning obligations; and**
- (F) Subject to the submission of revised plans relating to details of Public Rights of Way in Discovery Park with delegated authority to the Strategic Sites and Design Manager or the Development Control Manager to approve such plans; and**

(F) Grant Outline Planning Permission

Subject to the Conditions appended to the report as Appendix 8 and the following

Notes to Applicant

1. This development is also the subject of an Obligation under Section 106 of the Town and Country Planning Act 1990 which affects the way in which the property may be used.
2. Working with the applicant

In accordance with paragraphs 186 and 187 of the NPPF Ashford Borough Council (ABC) takes a positive and proactive approach to development proposals focused on solutions. ABC works with applicants/agents in a positive and proactive manner by;

- offering a pre-application advice service,
- as appropriate updating applicants/agents of any issues that may arise in the processing of their application
- where possible suggesting solutions to secure a successful outcome,
- informing applicants/agents of any likely recommendation of refusal prior to a decision and,
- by adhering to the requirements of the Development Management Customer Charter.

In this instance:

- The applicant/agent was updated of any issues after the initial site visit,
- Was provided with pre-application advice,
- The applicant responded to the request for amended plans by submitting amended plans, which were found to be acceptable and permission was granted subject to S106 Agreement and conditions. .
- The application was dealt with/approved without delay given the complexity of the scheme.
- The application was considered by the Planning Committee where the applicant/agent had the opportunity to speak to the committee and promote the application.

Background Papers

All papers referred to in this report are currently published on the Ashford Borough Council web site (www.ashford.gov.uk). Those papers relating specifically to this application may be found on the [View applications on line](#) pages under planning application 12/00400/AS)

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Annex 1

Ashford Borough Council - Report of Development Control Managers
Planning Committee ??Date??

Annex 1