

FORMER WYE COLLEGE, WYE (WYE3)

Masterplan Consultation Report

January 2018

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1. SUMMARY

- 1.1. The Draft WYE3 Masterplan has been developed following considerable stakeholder and public engagement.
- 1.2. Central to its delivery was the WYE3 Steering Group set up by Ashford Borough Council (ABC) in late 2016, comprising officers from ABC, representatives of Wye with Hinxhill Parish Council (WHPC) and representatives of Telereal Trillium and its professional team.
- 1.3. The various elements of the consultation process were agreed by the WYE3 Steering Group at every stage.
- 1.4. The overall approach involved four main elements:
 - A full day workshop externally facilitated involving a wide range of officers, civic and heritage groups, local residents and businesses which discussed the overall approach to the masterplan and the set the context for the work that followed. January 2017
 - A more focused workshop looking at three areas which were the most challenging to decide on the appropriate use and how they would fit into the overall masterplan. May 2017
 - A round of public consultation on the emerging ideas from the two workshops, including a public exhibition and online engagement. May 2017
 - A round of public consultation on the draft masterplan, including a public exhibition and online engagement, as well as internal Ashford Borough Council officer consultation. September 2017
- 1.5. The main themes that were discussed during the various consultation events and activities that have influenced the development of the masterplan include:
 - Current traffic conditions and the impact of future traffic generation
 - The junction between Olantigh Road and Occupation Road in the context of the expansion of Wye School and the potential for development north and south of Occupation Road
 - How to achieve appropriate redevelopment of the ADAS site and the role of the donkey field
 - Movement and connections through the site and also with the wider area including to the North Downs Way and the centre of the village
 - Design and layout of proposed development
 - The overall amount of development

- 1.6. The issues and themes raised during the consultation were then tested against the policies relevant to the site at national, county, borough and neighbourhood levels, along with deliverability and viability.
- 1.7. The draft masterplan has responded to the themes raised through the consultation (as set out above) as follows:
 - Traffic – the pavements along Oulantigh Road will be widened and traffic calming measures put in place to make use of the road by pedestrians and cyclists safer.
 - Junction of Oulantigh and Occupation roads – a more rural approach to the junction has been proposed.
 - Although there are PD rights for the conversion of the existing buildings to 52 flats, the ADAS site will be redeveloped for 20 family houses at a low density, with the donkey field only used for gardens.
 - A number of new paths will be created to improve the overall movement around the site and to improve the ADAS site's connectivity to the village. The route through Occupation Road to the North Downs Way and the Crown will be pedestrianised and landscaped to extend the rural feeling of this major walk into the village.
 - The design of the various areas of development has been carefully considered, with each parcel of land having a different approach depending on its use and its location in the village. Densities of both residential and commercial development proposals have been driven by the village location.
 - The overall amount of development has been considered on the basis of Neighbourhood Plan policies, viability and the overall capacity of the site/s and an appropriate balance has been reached.

2. INTRODUCTION

- 2.1. The Wye Neighbourhood Plan was made in September 2016; the Neighbourhood Plan includes policies relating to the Former Wye College Campus and related land and buildings (known as WYE3 in earlier policy documents), which were acquired by Telereal Trillium in October 2015.

- 2.2. The Neighbourhood Plan required the preparation of a Masterplan to guide in more detail the future development of WYE3, through a mixture of change of use and redevelopment.
- 2.3. The area covered by the WYE3 Masterplan includes the Former ADAS Government Buildings Complex, land North and South of Occupation Road, land and buildings West of Olantigh Road and the original complex of listed buildings on Olantigh Road/High Street, which form the original part of Wye College.
- 2.4. A Steering Group was established, comprising representatives from Ashford Borough Council, Wye with Hinxhill Parish Council and Telereal Trillium and the Steering Group has guided the preparation of and public involvement in, the emerging Masterplan. The consultation and engagement has been led by Ashford Borough Council with input from the other members of the Steering Group.
- 2.5. This report outlines the programme of stakeholder and public consultation undertaken in preparation of the WYE3 Masterplan and provides a summary of the feedback received together with the responses to the issues raised and how this has influenced the evolution of the proposals.

3. WORKSHOP 1 – 12TH JANUARY 2017

Promotion

- 3.1. The Steering Group agreed that an initial workshop should be held in early January 2017 with a wide range of technical stakeholders and local neighbours and interested parties and that it should be externally facilitated.
- 3.2. In total approximately 120 individuals were invited to the session including but not limited to representatives from the following:
 - Wye with Hinxhill Parish Council
 - Ashford Borough Council officers (Planning Policy; Development; Play and Open Spaces; Urban Design etc.)
 - Ashford Borough Council, Wye ward councillor
 - Telereal Trillium and project team
 - Wye School representatives
 - Kent County Council officers (Public Rights of Way; Transport & Development; Area School Organisation; Biodiversity etc.)
 - Kent County Council leadership
 - Environment Agency
 - Kent Downs AONB
 - CPRE
 - Local Businesses
 - Local residents (including all residents living adjacent to the WYE3 Masterplan boundary)
 - Wye Heritage Centre
 - Agricola Club
 - Wye Historical Society
 - Wye Footpath Association
 - Village Design Group
 - Wye Neighbourhood Plan Group
- 3.3. In order to facilitate a productive meeting all those invited to the session were required to register their attendance in advance of the session however all efforts were made at the outset to accommodate all those who wished to take part in discussions.
- 3.4. In total 60 people attended the session.

Format

- 3.5. The format of this workshop was a full day session which took place at the within the Old College Buildings, High Street Wye. This venue was chosen as it is well known within the village and is also within the WYE3 Masterplan site boundary.
- 3.6. An outline agenda was prepared in advance of the workshop and circulated to all attendees. The running order of the day was provided as follows:

9.00am - Registration, tea / coffee

9.30am - Welcome and presentations

- Site visit (weather permitting)
- Group work / questions followed by lunch
- Group work / question & answer session

4.30pm - Next steps and close of session

- 3.7. The discussion during the day was led by an independent facilitator and urban designer Sue McGlynn, jointly agreed by the Steering Group, to ensure discussion from the outset was guided by an external party.
- 3.8. A seating plan was prepared so participants were spread around in a balanced way so that a range of views were heard on each table. A facilitator and note taker was assigned to each table to guide and record the discussion.
- 3.9. During the workshop sessions, plans were made available for participants to draw/write on. Similarly, scale model blocks were also provided for each table to help facilitate discussion for workshop session 3.

Site visit

- 3.10. Due to the threat of heavy rain the site visit was brought forward on the agenda to enable each group the opportunity to explore the various parts of the WYE3 Masterplan site in full.
- 3.11. A walking route and plan was provided for each group (**Appendix A**) with members of the Steering Group available as guides for each group.
- 3.12. Participants were encouraged with prompts during the site tour to consider: site characteristics (topography, views, vegetation etc.); landscape & ecology; highways and movement; the village character and built form.

Presentations

- 3.13. Following the site visit, three presentations were made of approximately 10 minutes each followed by a Q&A session.
- 3.14. Simon Cole, Planning Policy Manager at Ashford Borough Council, presented first and explained the planning policy background to the Neighbourhood Plan and the role of the Masterplan for the former WYE3 College site, as an aid to the determination of future planning applications.
- 3.15. Tony Shoultz from Wye Parish Council and John Mansfield of the Wye Neighbourhood Plan Steering Group took the second presentation commenting on the approach to the Masterplan and workshop of the Parish council and highlighting points from the Neighbourhood Plan.
- 3.16. The third presentation was split between representatives from Telereal Trillium and Wye Free School. Telereal Trillium outlined their approach to the preparation of the Masterplan and the key sites incorporated in the plans. Wye Free School outlined the background and present position on the proposals for the school.
- 3.17. A copy of the presentation provided by Telereal Trillium and Wye Free School is available to view in **Appendix B**.
- 3.18. A brief Question and Answer session followed the presentations with answers provided by the various speakers. A breakdown of the questions raised can be found within the full write up report provided in **Appendix C**.

Workshop Sessions

- 3.19. A series of three workshop sessions were run. A full breakdown on the discussions had and the key outcomes have been provided in the full write up report in Appendix C. In summary these sessions included:

Workshop Session 1

- 3.20. This was a brainstorm on the constraints and opportunities for the future regeneration and redevelopment of the WYE3 sites. Each group then fed back one of their constraints and one of their opportunities to the whole audience.
- 3.21. The afternoon workshops were designed to enable participants to explore and develop realistic options for the site at a scale of 1:500. The groups used the information from the presentations, their own assessment of the site and its constraints and opportunities and the basis for the design exercise.

Workshop Session 2

- 3.22. This session focussed on broad principles for the development of the site, such as developing a movement and green infrastructure framework and the optimum range of land uses.

Workshop Session 3

- 3.23. This session moved onto designing a realistic scheme in three dimensions, using the scaled block models provided. Groups were able to explore storey heights and massing according to location, slope and aspect.

1. Photos of Workshop 1



Feedback

- 3.24. A full write-up report of Workshop 1 was prepared by Ashford Borough Council which includes a summary of the workshop outputs. This document can be found in full in **Appendix C**.
- 3.25. Included in the write-up is a breakdown of each group's presentation during the event, annotated plans based on the drawings and markings provided by each table and a breakdown of the comments provided to workshop sessions 1, 2 and 3.
- 3.26. This report also outlines the next steps and recommendations for the WYE3 Masterplan based on the feedback provided and the key areas which were discussed.

4. WORKSHOP 2 – 16TH MAY 2017

Promotion

- 4.1. The Steering Group agreed that the second workshop should focus on three areas of detail that were unresolved from Workshop 1 and that the participants should be from a more focused group.
- 4.2. The number invited to this workshop was therefore refined. On that basis participants in the second workshop included the following:
 - Wye with Hinxhill Parish Council
 - Ashford Borough Council officers (Planning Policy; Development; Play and Open Spaces; Urban Design etc.)
 - Ashford Borough Council, Wye ward councillor
 - Telereal Trillium and project team
 - Kent County Council officers (Education; public rights of way; drainage etc.)
 - Kent Downs AONB
 - Environment Agency
 - CPRE
 - Local Businesses
 - Local residents
 - Kent Historical Society
 - Wye Business Association
- 4.3. In total 27 people took part in Workshop 2.

Format

- 4.4. Workshop 2 also took place within the Old College Buildings, High Street Wye, on this occasion between 11.00am – 4.00pm.
- 4.5. An outline agenda was prepared in advance of the workshop and circulated to all participants as follows:
 - Background & Review of January Workshop
 - Questions
 - Part 1 – Groupwork on site Connectivity Options / Feedback & Discussion
 - Part 2 – Site Layout & Design Options
 - o ADAS
 - o Land North & South of Occupation Road
 - o Land West of Olantigh Road
 - Summary
 - Next Steps

Presentation

- 4.6. A brief presentation was provided at the outset of the workshop by Mark Chaplin, Principal Urban Designer at Ashford Borough Council, providing an introduction to the session, the purpose of the workshop as well as background on the various elements of the masterplan.
- 4.7. The presentation also included key headlines from the workshop held in January 2017 with annotated plans for each parcel considered.
- 4.8. A copy of the presentation provided at Workshop 2 can be viewed in **Appendix D**.

Workshop Sessions

- 4.9. The workshop was split into two separate parts with opportunities for questions and discussion after each topic.

Workshop Session Part 1 – Movement & Connections

- 4.10. The purpose of this part was to cover the inter-relationship of all 3 sites under consideration including the links and connections; the balance and mix of uses; and the spread of business and residential uses. It was also to encourage discussion around the boundaries where relevant. This discussion was guided by a plan on each table.

Workshop Session Part 2 – Site Layout Solution

- 4.11. The purpose of this part of discussions was to look at all 3 sites individually and respond to January's workshop when seeking to apply the Good Placemaking Principles. Each group was tasked with reporting back 3 headlines for each site being discussed. Again this discussion was guided by plans available on each table.

Feedback

- 4.12. Points raised by each table were typed into the presentation slides following each reporting back stage of the discussion at the workshop. These bullet points are available to view in the relevant slides incorporated into **Appendix D**.
- 4.13. In addition to the bullet points included in the presentation, annotated plans were provided by each table associated with each workshop session. These outputs can be views in **Appendix E**.

5.

5. PUBLIC EXHIBITION 1 – 24TH MAY 2017

Promotion

- 5.1. After the two workshops, the Steering Group agreed that it was important to undertake some wider public consultation. This was to be in the form of a one day public exhibition.
- 5.2. An invitation letter was distributed to the whole of Wye through a distribution company to a scope of approximately 1,100 business and residential addresses. A copy of the mailout scope can be viewed in **Appendix F**.
- 5.3. A copy of the letter can also be found in **Appendix G**.
- 5.4. In addition to the mailout details of the public exhibition were made available on the dedicated project website hosted by Telereal Trillium at www.formerwyecollege.co.uk
- 5.5. Wye with Hinxhill Parish Council also promoted this event to their online database to ensure as many interest parties from across the village were aware of the event as possible.

Format

- 5.6. The public exhibition was held in the same venue as the workshops, on site at the Old College Buildings. This was to ensure consistency with the venue used at the previous rounds of consultation.
- 5.7. The exhibition took place between **10.00am - 8.00pm on Wednesday 24th May**. The timing of the event was deliberately chosen to provide all members of the community the opportunity to view the material on display at a convenient time for them.
- 5.8. This event was hosted as a 'drop-in' style session where members of the community were able to attend at any time and view the display. Members of the Steering Group were on hand during the session to answer any questions including representatives from Ashford Borough Council, Telereal Trillium and Wye with Hinxhill Parish Council.
- 5.9. At the exhibition, information was put on display using exhibition panels with 16 A1 display boards. Copies of these boards were sent follow the event to all those who requested hard copies and were also made available on the project website at www.formerwyecollege.co.uk for ease of reference.
- 5.10. Visitors were encouraged to provide feedback on the emerging ideas for the WYE3 Masterplan by completing an A5 comment card and returning it to a member of the team during the event.

Display material

- 5.11. Below is a list of heading on each exhibition board and a brief outline of what information was included:

Introduction

This board provided a background the WYE3 Masterplan and the workshops held earlier in the year as well as a red line boundary for the WYE3 Masterplan area.

Wye Neighbourhood Plan 2015-2030

This board provided background information on the Wye Neighbourhood Development plan and the policies included within the document. A plan image of the village envelope was also included.

Workshop 1 – Uses, Built Development, Movement

This board provided a summary of these key aspects of the discussion from Workshop 1 as well as plan images from Groups 1, 2 and 3 at the workshop

Workshop 1 – Landscape & Trees, Social Community, Various Other Planning

This board provided a summary of these key aspects of the discussion from Workshop 1 as well as plan images from Groups 4, 5 and 6 at the workshop

Workshop 2 – Connections & Links

The next two boards provided a summary of the discussions from the tables at Workshop 2 on the principles of good connections and links to be incorporated within the WYE3 Masterplan including annotated plans.

Workshop 2 – ADAS site

The next two boards provided a summary of the discussions from the tables at Workshop 2 on the proposals for the ADAS site included annotated plans.

Workshop 2 – Land North & South of Occupation Road

The next two boards provided a summary of the discussions from the tables at Workshop 2 on the land to the North & South of Occupation Road including annotated plans.

Workshop 2 – Land West of Olantigh Road

The next two boards provided a summary of the discussion from the tables at Workshop 2 on the land to the West of Olantigh Road including annotated plans.

Summary of key themes

The next two boards provided a breakdown of the key themes discussed during Workshop 2 and broke these down by the main sites. A response was provided in italics from the Telereal Trillium team

WYE3 Masterplan Brief

A plan image of the emerging WYE3 Masterplan brief was provided including annotations of key aspects to be included.

Next steps

A timetable was provided showing the anticipated timescale for the next round of consultation, finalising the masterplan and potential consideration by Ashford Borough Council.

- 5.12. Copies of the exhibition boards displayed at the first public exhibition can be viewed in **Appendix H**.

Feedback

- 5.13. The feedback provided through the completed feedback forms at the first public exhibition was collated by the Steering Group and analysed for consideration in the continuing development of the Masterplan.
- 5.14. A complete table of all of the comments received is included in **Appendix I** for reference.
- 5.15. The responses to the comments provided through the completed forms were incorporated into the public exhibition boards for the second exhibition included in **Appendix K**.

6.

6. PUBLIC EXHIBITION 2 – 7TH SEPTEMBER 2017

Promotion

- 6.1. Following further consideration of the Masterplan, a second public exhibition was agreed by the Steering Group to show the first draft of the Masterplan.
- 6.2. Consistent with the approach taken to the promotion of the first public exhibition another mailout to the same scope was undertaken to promote the second event. The invitation letter was again sent to approximately 1.100 business and residential addresses across the village.
- 6.3. As per the previous round of promotion details of the public exhibition were made available on the dedicated project website hosted by Telereal Trillium at www.formerwyeccollege.co.uk and were also circulated by Wye with Hinxhill Parish Council.
- 6.4. A copy of the invitation to the second public exhibition can be viewed in **Appendix J**.

Format

- 6.5. Again in order to remain consistent the second public exhibition was held at the same venue in the Old College Building as the previous events.
- 6.6. This exhibition took place between **12.00noon - 8.00pm on Thursday 7th September**. The timing of the event was again chosen to provide all members of the community the opportunity to view the material on display at a convenient time for them.
- 6.7. This event was another ‘drop-in’ style session where members of the community were able to view the display with members of the Steering Group on hand to answer any questions.
- 6.8. Information was put on display using exhibition panels with 15 A1 display boards. Copies of these boards were again sent follow the event to all those who requested hard copies and were also made available on the project website at www.formerwyeccollege.co.uk for ease of reference.
- 6.9. Visitors were encouraged to provide feedback on the Draft WYE3 Masterplan by completing an A5 comment card and returning it to a member of the team during the event.

Display material

- 6.10. Below is a list of headings on each exhibition board and a brief outline of what information was included:

Introduction

This board provided a background the WYE3 Masterplan and the workshops held earlier in the year. This also provided a plan image of the red line boundary around the WYE3 Masterplan sites.

WYE3 site today

This board included an aerial image of the whole village of Wye and indicated the location of the 4 key parcels of land to be incorporated within the WYE3 Masterplan.

Landscape and Movement

This board provided a plan image showing proposed connections through the Draft WYE3 Masterplan and how that integrates with the existing network of public rights of way.

Transport and Infrastructure

This board provided an overview of the highway infrastructure improvements likely to be required on Olantigh Road as part of the masterplan. Also included was an overview of the vehicle routing through the village, the assessment undertaken of the level crossing and drainage infrastructure

Olantigh Road / Occupation Road

This board provided information on the junction arrangements, junction capacity and likely trip generation from the Draft WYE3 Masterplan.

Masterplan

This board provided a summary of the proposals and their compliance with the Neighbourhood Plan Policy WNP11

Draft WYE3 Masterplan Brief

This board included a plan of the Draft WYE3 Masterplan Brief with each of the key sites annotated and potential layout of the built form included as indicative only.

Listed Buildings

The next two boards included an overview of the masterplan proposals for the Listed Buildings and the current planning application for the site. Detailed comments on individual matters raised during both workshops and the first exhibition were included as well as Telereal Trillium's response. An illustrative masterplan of the site was provided alongside two CGI images.

Former ADAS Buildings

The next two boards included an overview of the masterplan proposals for the ADAS site in the context of the permitted development rights already granted. Detailed comments from the discussions had at both workshops and the first exhibition were included as well as Telereal Trillium's response. An indicative masterplan and a section view across the proposed ADAS site were also included.

Land North & South of Occupation Road

The next two boards provided an overview of the masterplans proposals for Land North & South of Occupation Road as well as the aspirations for these sites as set out in the Neighbourhood Plan. Again, detailed comments from the discussions had at both workshops and the first exhibition were included as well as Telereal Trillium's response. Illustrative masterplans of both parcels of land were included as well as one CGI image of a view along Occupation Road.

Land and Buildings West of Olantigh Road

This board included information on the masterplans proposals for the former science laboratories as well as the former student union building west of Olantigh Road. Detailed comments from the discussions had at both workshops and the first exhibition were included as well as Telereal Trillium's response. An indicative masterplan was provided.

Next Steps

This board outlined how visitors to the public exhibition could provide feedback on the Draft WYE3 Masterplan as well as giving a brief timescale on when it was anticipated the masterplan could be adopted by Ashford Borough Council.

- 6.11. Copies of the exhibition boards displayed at the second public exhibition can be viewed in **Appendix K**.

1. Photos of Public Exhibition 2



Feedback

- 6.12. The final WYE3 Masterplan has been informed by all of the sessions outlined within this report including the comments received as part of the second public exhibition through the completed comment cards.
- 6.13. A complete table of all of the comments received as part of the second public exhibition is included in **Appendix L** for reference.
- 6.14. The table in **Appendix M** captures the common themes/topics raised by respondents through the comment cards and also includes a response from the WYE3 Steering Group on each of these points raised.

WYE3 site visit – walking route

former wye college



former
wye college

A Masterplan for the former Wye College (Wye 3)



1. Introduction



- Area to be covered by masterplan acquired by Telereal Trillium in October 2015, from the former owners, Imperial College
- Telereal Trillium are a major property development and investment company, specialising in redevelopment/new development, and retention of property as part of their investment portfolio



2. Working with the local community



- TT are committed to bringing forward proposals in consultation with the local community and the Parish Council
- Engagement with the Neighbourhood Plan has been part of this process – TT attended the Neighbourhood Plan Examination
- Changes made by the Inspector:



- flexibility in overall housing numbers
- acknowledges residential development opportunity at former ADAS site, while having due regard to the concept of the walkable village

- Consultation to date
 - initial village meeting, November 2015
 - exhibition for sites outside masterplan area (Upper Bridge Street and High Street)
 - approximately 10 meetings with Parish Council since former Wye College acquired
 - public exhibition of proposals for main listed buildings complex



- further regular public consultation proposed, on both masterplan and future planning applications



3. The Masterplan

- Aspirations for the masterplan process
 - workshop sessions to provide valuable input to masterplan preparation
 - masterplan needs to give positive guidance to help direct future land uses, and guidance on scale and form of new development/conversion

- Masterplan should retain flexibility, to allow the emergence of detailed proposals, and also to cope with future changes in circumstances
- Masterplan shouldn't close its mind to how Wye may develop in future years, as the longer term needs of the village are to be accommodated



4. Our Vision



- High quality of development, which both TT and Wye residents and Parish Council can be proud of
- Mixture of residential, community and business uses
- Smaller sites brought forward in advance of the masterplan (Squires Cottages, High Street, Upper Bridge Street)

KEY

1 Wolfson Lecture Theatre (26-32 High Street, Wye, Ashford, TN25 5AL)

Planning application submitted to Ashford Borough Council for:
• 7 homes (3 conversions of buildings along the High Street and
4 new build homes within the site)
• 11 parking spaces (up from 7 in the original scheme)

2 Wolfson House (Upper Bridge Street, Wye, Ashford, TN25 5AN)

Planning application submitted to Ashford Borough Council for:
• Demolition of the existing building and development of 6 two-bedroom new
homes with changes to the design to respond better to neighbouring properties
– amended drawings have now been submitted to Ashford Borough Council
• 12 parking spaces (up from 6 in the original proposal)

3 Squire's Cottages

Planning application approved on 22nd August 2016 to re-instate.
4 two-bed cottages.

4 ADAS site

The site currently consists of vacant office buildings, agricultural buildings and
woodland. Under permitted development rights, the office buildings could be
converted to 52 flats with associated parking.

5 School Site

Current location of Wye school. The area is leased by Wye school and there are
two planning applications to extend the school buildings.

6 Russell Laboratories

These buildings are to be considered as part of the WYE3 Masterplan.

7 Science buildings

These buildings are to be considered as part of the WYE3 Masterplan.

8 Land off Occupation Road

This area currently consists of various commercial and residential properties
including nurseries and agricultural buildings.

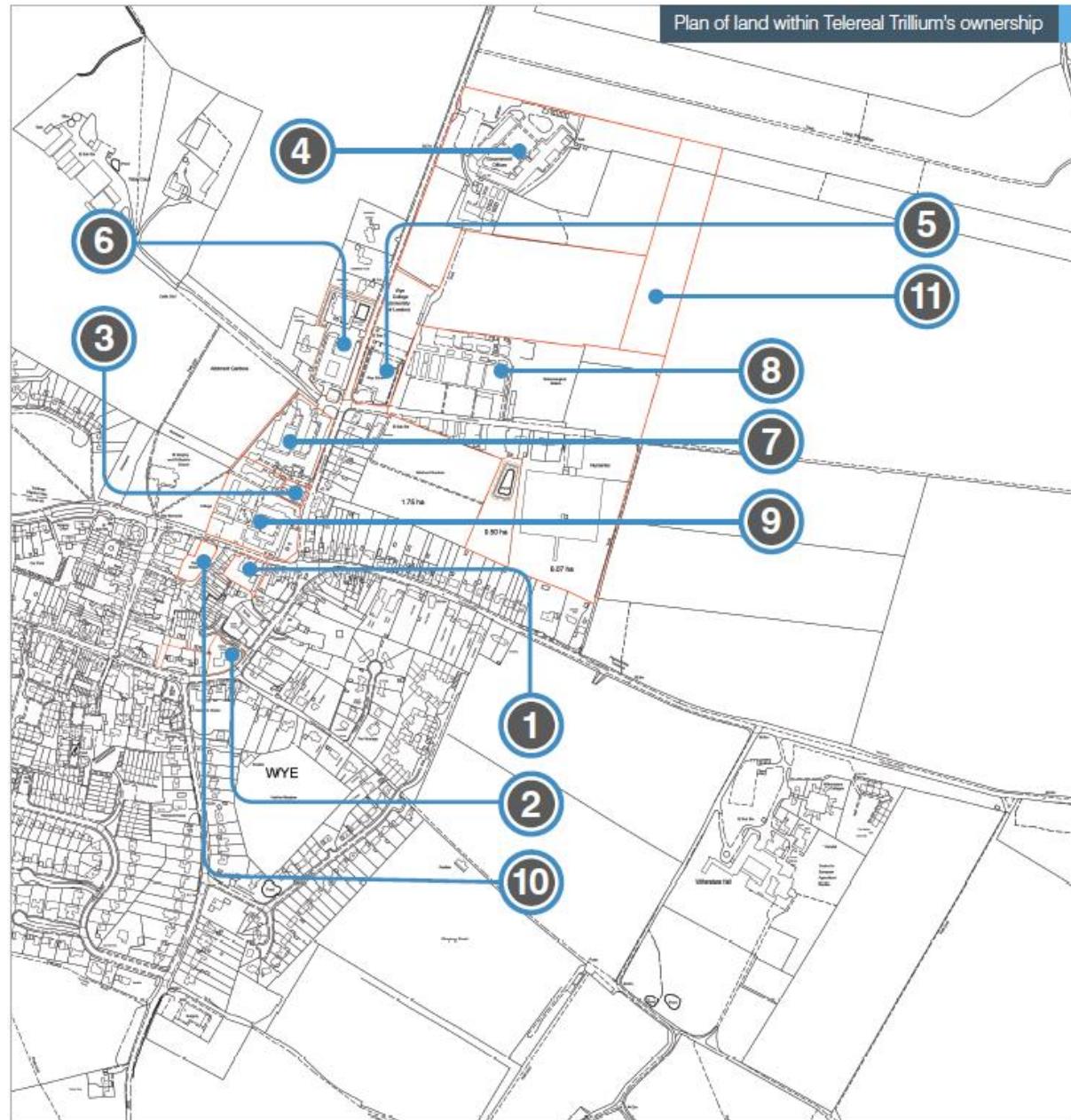
9 Historic College buildings

Subject of public consultation November 2016. Residential conversion with
community uses. Planning application to be submitted in near future.

10 The Green

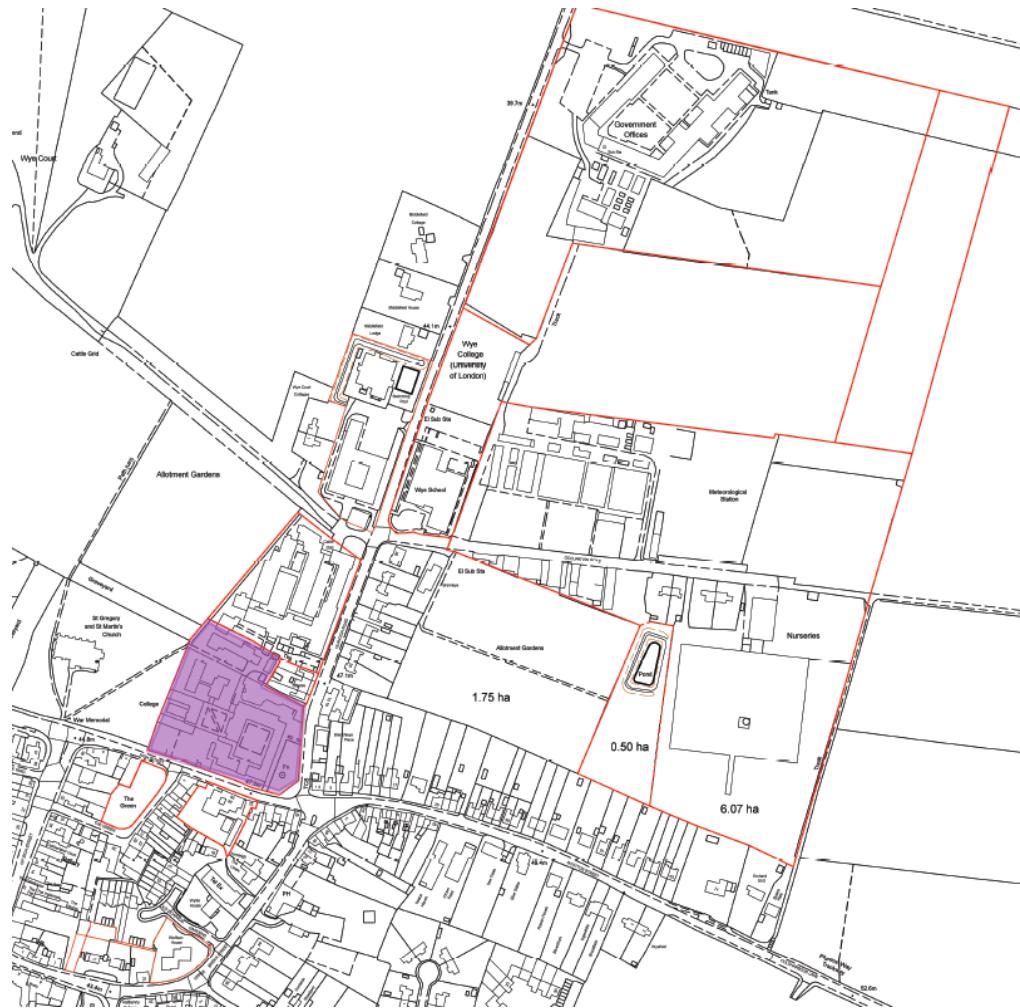
11 Agricultural land

Plan of land within Telereal Trillium's ownership



Main Listed Buildings Complex

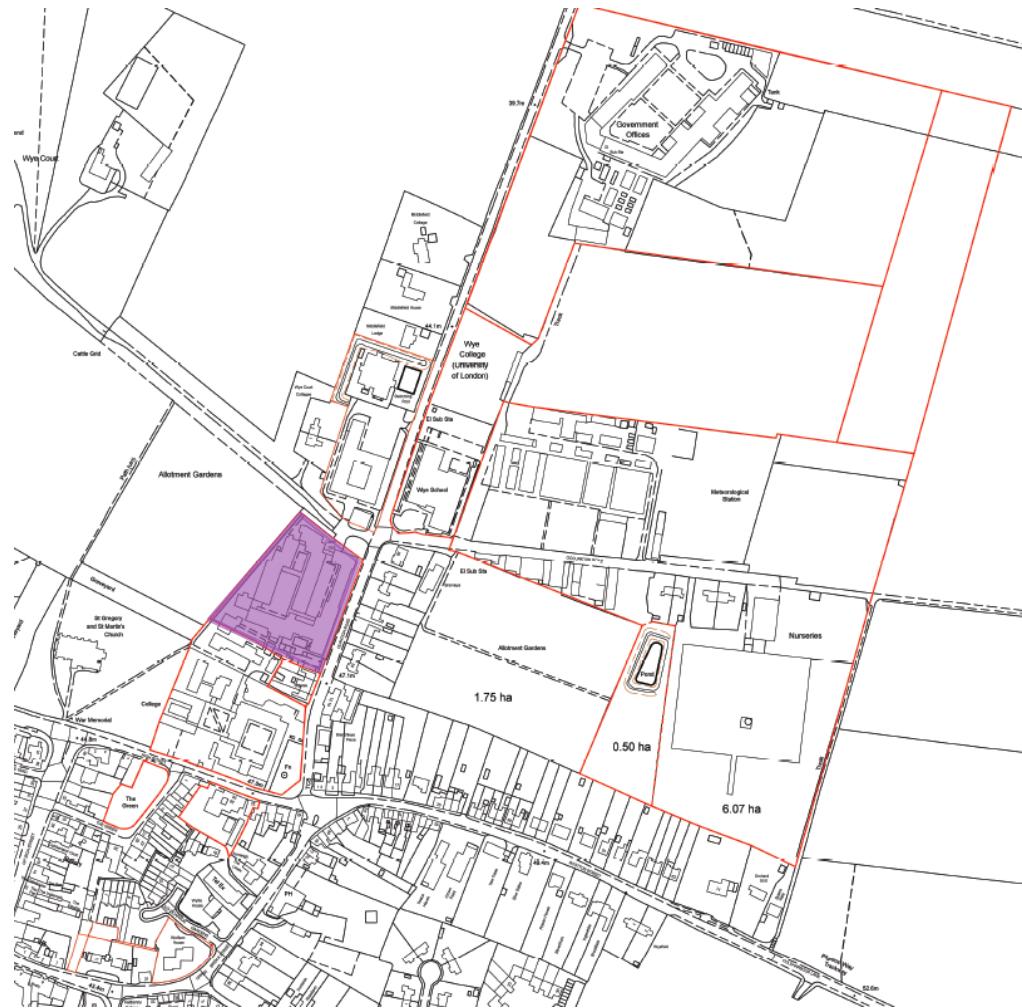
- Positive pre-application discussions with Historic England
- Emerging proposals subject to public exhibition, November 2016



- Residential conversion
- Community uses include improved accommodation for heritage centre, and community use for main public spaces (main hall, lecture theatre, chapel)
- Possible need for car parking to extend into part of sites to the north

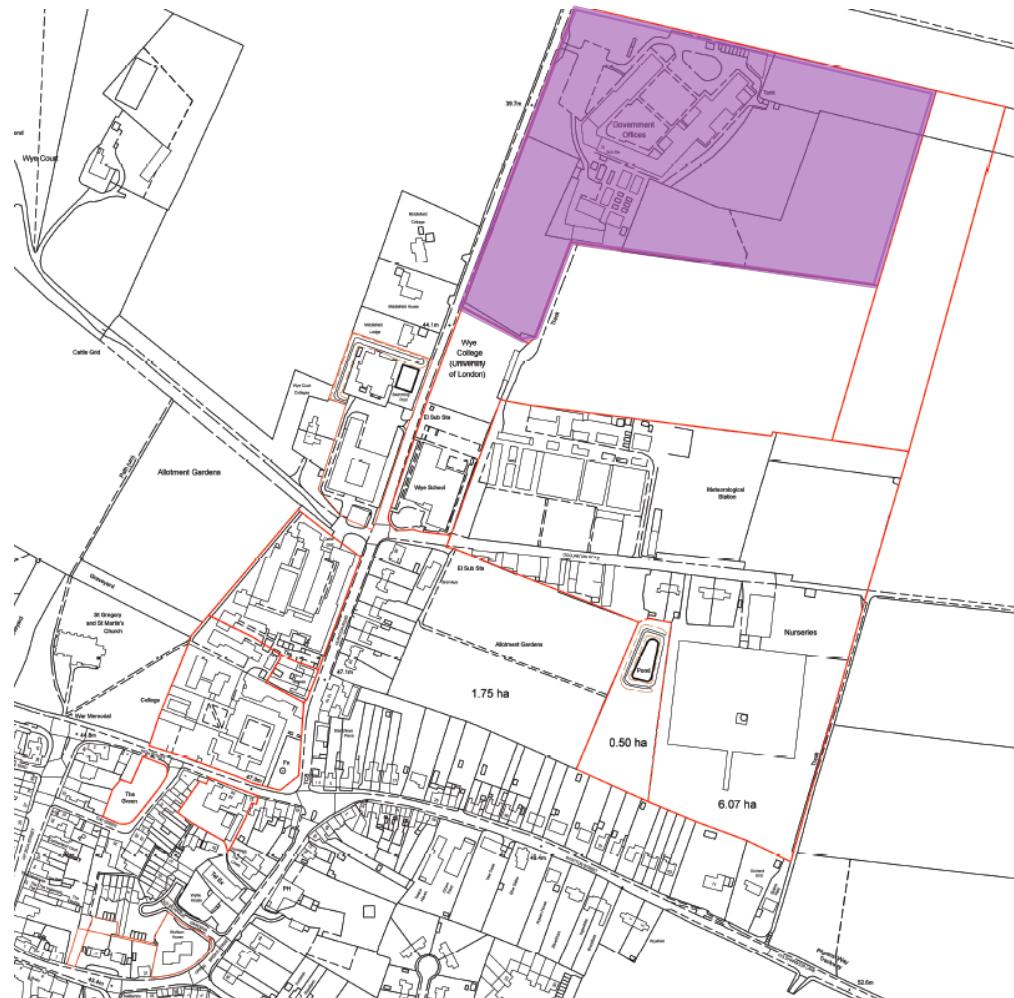
Science laboratories, north of Listed Buildings

- Suitable for redevelopment



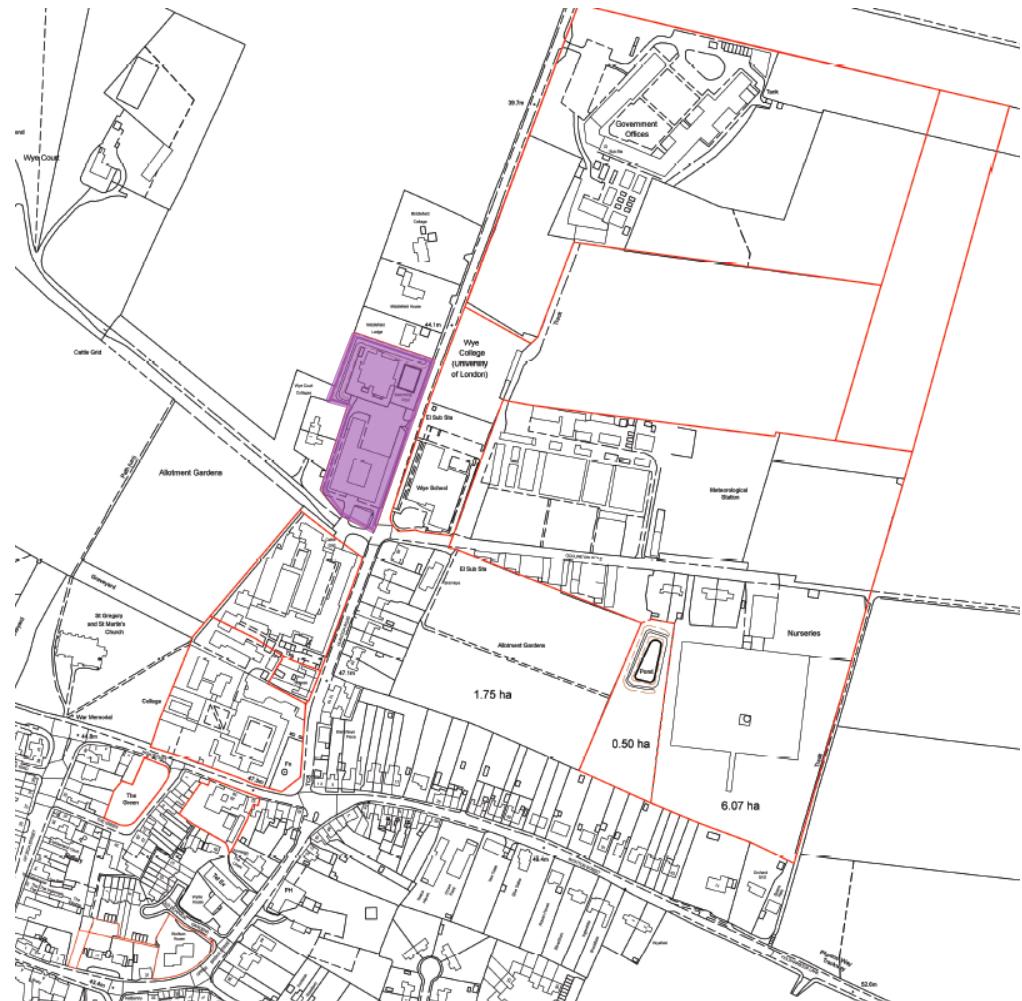
Former ADAS buildings, Olantigh Road

- Former offices for ADAS, Government service
- Now vacant, subject to vandalism
- Permitted Development Rights confirmed for conversion to 52 flats



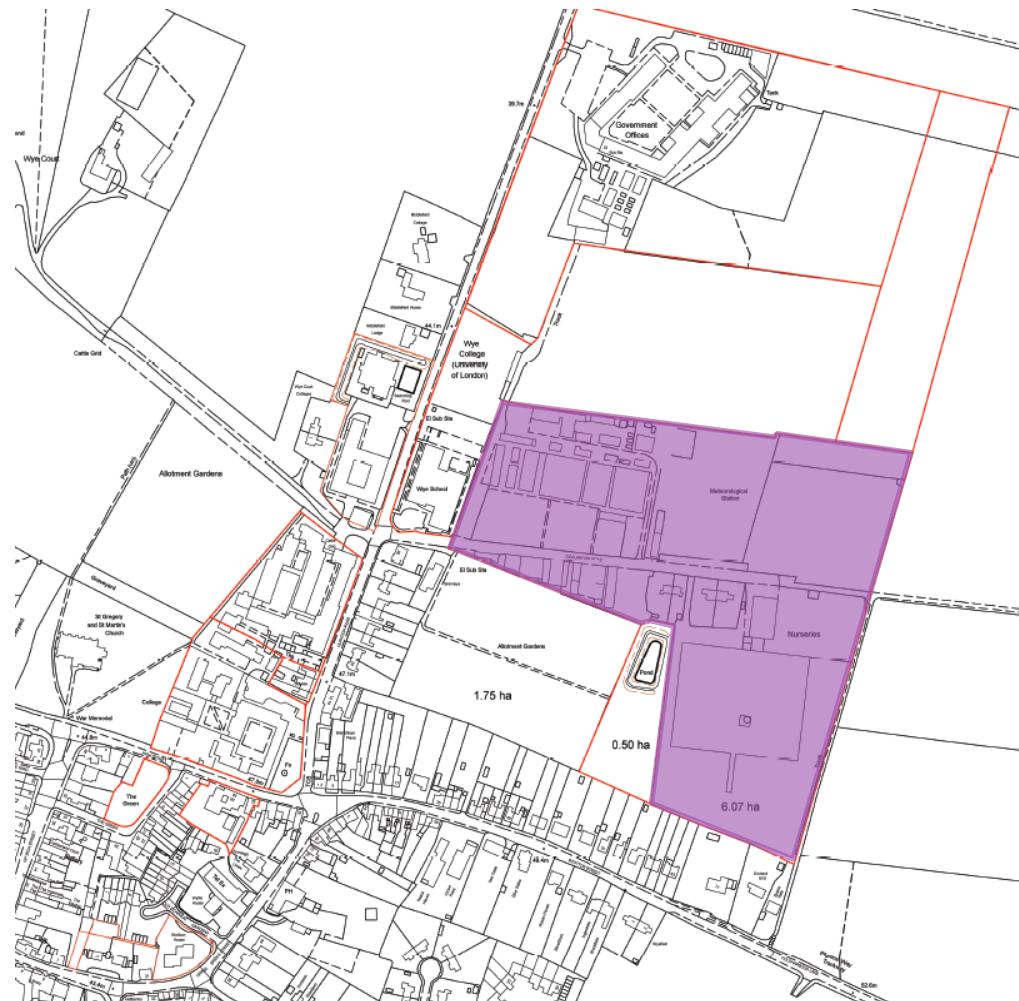
Existing and additional business space

- TT have inherited a number of existing businesses, and is keen to retain these in Wye, where they wish to do so themselves



Land and buildings at Occupation Road

- Existing brownfield site north of Occupation Road – presently occupied in part by an existing business user (Wye Bugs)
 - Neighbourhood plan suggests scope for approximately 50 new build dwellings over the plan period

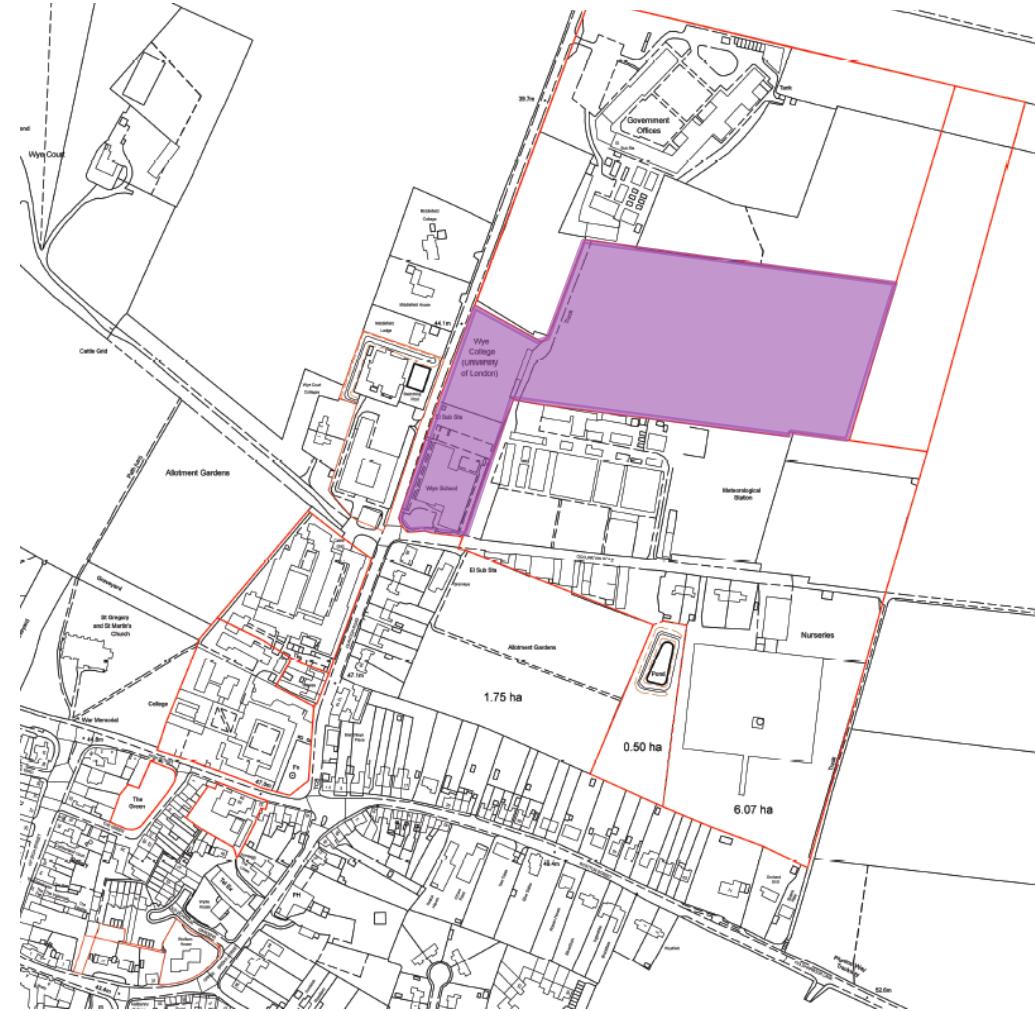


What is Wye Free School?

- 600 place mainstream secondary academy
- Established under the ‘Free Schools’ programme following successful joint application by a community group and the United Learning Trust
- Funded by central government through the Education Funding Agency
- Opened in the Kempe Centre in September 2013



Wye School
The best in everyone™
Part of United Learning





Temporary school site (to July 2017)

- Kempe Centre and adjacent hardstanding
- Retains the existing D1 Education Use at the Kempe Centre/within the WYE3 Masterplan area
- Additional temporary accommodation (2015-2017)

Permanent school site

- Kempe Centre, adjacent hardstanding and Hop Field (30 year lease agreed with TT)



School design proposals

- Contractor appointed 2016
- Pre-application meetings with Ashford BC - planning principle supported
- Designs reflect site opportunities and constraints including:
 - AONB location; change in site levels; prioritising development on brownfield land; proximity of neighbouring residential units and the need for adjacencies of the new building with the existing Kempe Centre
- Design meets Government standards for new school buildings

Current planning applications

- Informed by pre-application meetings with Ashford BC and public consultation carried out in September 2016 and site planning history
- Triggered by urgent need for additional school accommodation and facilities required for school growth to 2018/2019
- Phase 1 – Multi use games area (MUGA) comprising 4 tennis/netball courts and field hockey
- Phase 2 & 3 - New building for sports hall, assembly hall and teaching accommodation, car parking, coach parking and Kempe Centre remodelling



School requirements to progress

- Agree that Kempe Centre site is the permanent location for the Wye School (as set out in the Wye Neighbourhood Plan)
- Agree that growing the school at the Kempe Centre site on land to the north is preferred

Key dates

- Planning permission needs to be secured in February 2017
- Commence on site early April 2017
- Additional mobiles needed from early September 2017
- Hall complete for GCSE Exams mid-May 2018

WYE3 MASTERPLAN WORKSHOP
12th January 2017

Report on Proceedings

Ashford Borough Council
May 2017

Contents

1. Introduction
2. Summary of the workshop process
3. Summary of the workshop outputs
4. Next Steps & recommendations for the WYE3 masterplan

Appendix

DRAFT

1 INTRODUCTION

- 1.1 This report summarises the results of the WYE3 masterplan workshop held at the Great Hall, at the former Wye College, Wye on 12th January 2017.
- 1.2 The purpose of the masterplan workshop was to assist in the preparation of the masterplan for the former Wye College Campus, pursuant to the Wye Neighbourhood Development Plan 2015-2030, which was “made” (i.e. formerly adopted) in October 2016.
- 1.3 Attendance at the workshop was by invitation; a total of 60 participants attended, including representatives of Ashford Borough Council (planning, housing open space and engineering departments); Kent County Council (transport, biodiversity and public rights of way); Wye Parish Council; the site owners, Telereal Trillium, and their professional advisers; Wye Free School; local community organisations including Wye Heritage Centre, and the Wye Business Association; local residents; and representatives of local businesses; statutory and non-statutory bodies including the Environment Agency, the Kent Downs AONB Unit, and the Council for the Protection of Rural England.

WORKSHOP AIMS

- 1.4 The aims of the workshop were:
 - Establish key constraints and opportunities for the site that will help to shape the masterplan;
 - Consider principles and options for the development of the site, including the range, location and mix of uses, density, scale and character of development;
 - Develop a spatial framework as a preliminary to detailed masterplanning, including key elements such as: Movement, access and parking; green

infrastructure and landscape; character in relation to the village; active frontages to public routes.

- 1.5 The plan below shows the extent of the masterplan area for consideration at the workshop (source: Figure 6.1, WYE3 sites, Wye Neighbourhood Development Plan 2015-2030. Page 43)



FORMAT OF THE DAY

- 1.6 The full-day workshop was designed to cover both generic principles of good place making and the specific issues of design and layout for the complex of sites that make up WYE3.

1.7 The day was divided into three parts:

- Introductory briefing and presentations by Ashford Borough Council, Wye Parish Council and Telereal Trillium and Wye Free School, and a presentation on key design and development principles.
- A site briefing and site visit
- Working sessions in groups, designed in a sequence to work from:
- Opportunities and Constraints on to
- Establishing broad principles and land -use mix, followed by
- Site layouts in 3D and design guidelines.

WORKSHOP METHODS

1.9 The methods were designed and selected with three specific purposes in mind:

- To provide participants with a detailed grasp of the site, its constraints and opportunities and its potential for regeneration and new development
- To consider this potential in a holistic way rather than as a separate series of plots and land ownerships
- To provide non-designers with a sequence of techniques that allowed them to make a scaled layout of the site, and understand its capacity in 2 and 3 dimensions

1.10 In summary, the methods used were:

- Presentations to provide a clear background to policy, ambitions and other issues
- Presentation on place making principles with images selected from real and inspirational examples
- Design exercises in small groups to explore the potential of the site
- Feedback sessions

- Discussion and Q & A

1.11 These methods are explained in detail in the following section.

DRAFT

2 SUMMARY OF THE WORKSHOP PROCESS

- 2.1 The programme for the day, and its overall aims, was introduced by Sue McGlynn, an independent facilitator and urban designer.
- 2.2 Owing to the threat of heavy rain the site visit was brought forward. A walking route and plan was provided and groups spent the next hour exploring the various parts of the site in their groups. Prompts for the site assessment were: Site characteristics (topography, views, vegetation etc); landscape & ecology; highways and movement by all modes; village character & built form.
- 2.3 On return, three presentations were made of 10 minutes each, followed by a Q & A session;

Ashford Borough Council:

- 2.4 Simon Cole, Planning Policy Manager at Ashford Borough Council, explained the planning policy background to the Neighbourhood Plan, and the role of the Masterplan for the former WYE3 College site, as an aid to the determination of future planning applications, noting in particular:
- Starting point Policy WYE3 in Tenterden and Rural Sites DPD, adopted 2010.
 - Subsequent marketing of site by Imperial College, for educational and business uses; emergence of Free School proposal.
 - Remainder of WYE3 to be dealt with through masterplan exercise.
 - Objective – identify what can be accommodated on the various sites, in the context of:
 - Location in AONB (National and Local Policies)
 - Heritage considerations, Grade I and Grade II Listed Buildings, Conservation Area
 - Transport and parking considerations:
 - Pedestrian access as well as traffic and parking

- Local footpath network, North Downs
- Identify how current and future uses sit together
- Brownfield and Greenfield status? Although policy favours Brownfield development, this shouldn't necessarily be the starting point – as Greenfield locations may be better for some forms of development.
- National Planning Policy Framework sets out presumption in favour of sustainable development, involving a balance between social, economic and environmental considerations.

Wye Parish Council

2.5 Tony Shoultz from Wye Parish Council provided some introductory comments on the approach to the Masterplan and workshop of the Parish Council, noting:

- Not seeking to duplicate existing Ashford Borough Council plans.
- Masterplan to accord with National Planning Policy Framework.
- “The World doesn’t stand still” – the Masterplan must deal with the reality of the Telereal Trillium purchase of the site from Imperial College.
- The Parish Council believe that more space is required for the Free School, discussions currently underway.
- Would like the Masterplan to be completed as quickly as possible, before planning applications are determined.
- Place making important to Wye.

2.6 John Mansfield, from the Wye Neighbourhood Plan Steering Group, highlighted the following points:

- Neighbourhood Plan identifies Brownfield and Greenfield sites.
- Concept of the walkable village important for the Masterplan.
- Settlement boundary to be set through the Masterplan process.
- Local traffic concerns – notably traffic at the level crossing.
- Car parking not subject to policies in the Neighbourhood Plan.
- Housing numbers:

- Approximately 50 new build
- Change of use – higher number
- Overall number of houses?
 - Neighbourhood Plan approximately 150
 - Present Telereal Trillium proposals 185

Telereal Trillium/The Free School

2.7 David Jarman, of Hobbs Parker Property Consultants LLP representing Telereal Trillium, outlined their approach to the preparation of the Masterplan:

- Area covered by the Masterplan acquired in October 2015 from Imperial College.
- TT are committed to bringing forward proposals in consultation with the local community and the Parish Council.
- Aspirations for the Masterplan process.
 - Workshop sessions to provide valuable input to the Masterplan preparation.
 - Masterplan needs to give positive guidance to help direct future land uses, and guidance on scale and form of new development/conversion.
- Masterplan should retain flexibility, to allow the emergence of detailed proposals, and also to cope with future changes in the circumstances.
- Masterplan shouldn't close its mind to how Wye may develop in the future years, as the longer term needs of the village are to be accommodated.
- Our vision:
 - High quality of development, which both TT and Wye residents and the Parish Council can be proud of.
 - Mixture of residential, community and business uses.
- Key sites/present status.
- Main listed buildings complex.
 - Residential conversion and community uses.

- Possible need for car parking to extend into part of site to the north.
 - Science laboratories, north of Listed buildings.
 - Suitable for redevelopment
 - Former ADAS buildings, Olantigh Road
 - Permitted Development Rights confirmed for conversion to 52 flats.
 - Existing and additional business space.
 - TT accommodate a number of existing businesses, keen to retain these in Wye.
 - Land and buildings at Occupation Road.
 - Existing Brownfield site.
 - Neighbourhood plan suggest scope for approximately 50 new build dwellings over the plan period.
- 2.8 Melanie Speed, representing the Wye Free School, outlined the background and present position on proposals for the school:
- 600 place mainstream secondary academy
 - Opened in the Kempe Centre, September 2013
 - Temporary buildings currently provide classrooms; additional temporary buildings required as school grows
 - Permanent school site:
 - Neighbourhood Plan confirms location of Free School around the Kempe Centre
 - 30 year lease agreed with TT, for Kempe Centre, adjacent hardstanding and hop field
 - Current planning application Phase 1 multi-use games area (note: now approved)
 - Planning application Phases 2 & 3, new building for sports hall, assembly hall and teaching accommodation, car parking, coach parking and Kempe Centre remodelling

QUESTION AND ANSWER SESSION

2.9 A short question and answer session followed, key points:

- Future of land north of Squires Cottages?
To be redeveloped, possible care home? (David Jarman) (hereafter DJ)
- Development anticipated at Occupation Road?
50 dwellings indicated in Neighbourhood Plan, masterplan should identify key land uses, overall development concept (DJ)
- Can 50 new dwellings be accommodated if the school needs extra land?
The school would need to be redesigned, if a larger site (Melanie Speed) (hereafter MS)
- Has the school been designed to fit a constrained site?
No, the school layout reflects its overall concept, and principles of good design (MS)
- What type of housing is proposed for Wye – Executive housing?
Detailed proposals to emerge from future planning applications (DJ)
- Were other sites considered for the school?
Yes, both at Wye and elsewhere, including the listed buildings, ultimate decision favoured Kempe Centre (MS, Margaret Williams (MW))
- Can Free School planning application be determined before the Masterplan is approved?
 - *If general consensus that the school is important, will stay in the Kempe Centre, and proposals can be accommodated within the Masterplan in a manner consistent with the current planning application, then why wait for a decision? (Simon Cole (SC)).*
- How will school traffic relate to pedestrian movements on the North Downs Way (including consideration of coaches, and parking for 6th Formers)
 - *Travel Plan focuses on coaches to bring pupils to school, from outside Wye; parking to be provided to full standard for staff and 6th Formers (MW)*
- Tony Shoultz – important to consider how the school will fit in in 30 years time, shouldn't "fit a quart into a pint pot", doesn't consider a 3 storey building is necessary.

WORKSHOP SESSION 1

2.10 The first in the sequence of workshops asked people to brainstorm the constraints and opportunities for the future regeneration and redevelopment of the WYE3 sites. Each group then fed back one of their constraints and one of their opportunities to the whole audience. In summary, groups highlighted the following:

Constraints

- Area of Outstanding Natural Beauty – views into and out of village
- Agricultural Land Quality
- Bio-diversity/Special Area of Conservation (SAC)
- National Nature Reserve (NNR)
- North Downs Way – conflict between walkers and vehicles; other public rights of way
- Concept of walkable village
- Consider how much traffic was associated with previous uses of the college
- Traffic calming, speed limits
- Congestion at level crossing
- HGV movements
- Narrow rural roads
- Rural location
- Sewage and drainage limits
- Covenanted land
- Existing trees
- Heritage – Listed Buildings, Conservation Area
- Implications of growth of Wye Free School
- Condition of buildings at ADAS

Opportunities

- AONB – opportunity to enhance
- Remove inappropriate trees and buildings
- Opportunity to improve the entrance to the site and village from the east (North Downs Way)
- Shape Wye's future
- Meet housing needs, for the whole range of the community, including the elderly
- Create nationally recognised and exemplary sustainable development
- Better small business space
- Opportunity to live and work in the same place
- Facilities for the community (clubs, health care, school and outdoor spaces)
- Preserve historic fabric (Listed Buildings in Conservation Area)
- Improve green infrastructure
- Improve biodiversity
- Secure appropriate development on ADAS
- New community space
- Improved pedestrian and cycle routes
- Make the village centre more vibrant
- Make land available to self builders
- Renew a sense of place for the village
- Improve walkability, cycling infrastructure and improve or maintain good permeability
- Development funding from proposed development could be used to improve highway safety

The comments for each group are examined in Section 3 of the document.

2.11 After lunch, there was a short presentation on key design and development principles – the master steps to master planning.

- 2.12 Key issues covered by Sue's presentation were:
- 2.13 Understanding all scales or layers of local character – uncovering its DNA;
- Landscape structure
 - Urban structure: Connections and accessibility
 - Neighbourhood structure – Land uses, buildings & density
- 2.14 Landscape structure
- Landscapes for humans and wildlife, balancing movement, access and ecology (Precedents: Hanham Hall, Bristol, Barratts/HCA; Great Bow Yard, Somerset)
 - Making space for green infrastructure for well-being, ecology and agriculture
- 2.15 Urban structure
- Moving and meeting, the importance of connected streets
 - Walkability – not just distance, connected routes too
 - Community and privacy, the importance of building fronts to streets and public spaces/routes and building backs to private space
 - Put all together: Perimeter development – made up of joined up streets + active building fronts + private backs
- 2.16 Neighbourhood structure: Land uses, density and buildings
- Density is a measure, not a quality – very different forms at the same density
 - Intermixing uses in a compatible way
 - Intermixing new and old buildings
 - Schools, achieving security without high fences to public routes and spaces. Precedents: The American School, London; Primary school, Upton, Northampton; Everest Community College, Basingstoke.
- 2.17 Finally, headline principles: How will we judge success for the WYE3 masterplan?
- Makes room for green routes and spaces
 - Facilitates movement and access on foot and cycle
 - Supports place identity: Character, culture and community

- Supports the village centre
- Provides more than just houses: Employment, education, community facilities, horticulture
- Spreads benefits throughout the village

WORKSHOP SESSIONS 2 & 3

2.18 The afternoon workshops were designed to enable participants to explore and develop realistic options for the site at a scale of 1:500. The groups used the information from the presentations, their own assessment of the site and its constraints and opportunities as the basis for the design exercises.

2.19 Workshop Session 2 focussed on broad principles for the development of the site, such as developing a movement and green infrastructure framework, and the optimum range of land uses. Workshop Session 3 moved on to designing a realistic scheme in 3 dimensions, using the scaled block models provided.

2.20 Some of the key masterplan issues that were explored in these working sessions were:

- Define the envelope for the walkable village : Masterplanning process to define the boundary across the WYE3 site
- How should the prior approval on ADAS be considered in relation to WYE3?
- What will be the future of land designated as ‘horticulture’?
- Where should the approx 50 houses be built on WYE3 and does the extra ‘change of use’ number count against the 50?
- Can an expanded Free School be accommodated on WYE3 and, if so, how will it sit in relation to other uses and the rural character of the village?
- What level of business development can be maintained within the NP policy on traffic?

WORKSHOP SESSION 2: BROAD PRINCIPLES AND LAND- USE MIX

2.21 Working with plans provided, each group:

- Marked the pattern of existing streets, lanes, footpaths and bridleways that link the site to the village and its surroundings. They explored whether these routes could they be better connected by the development of the site?
- Marked areas of significant green infrastructure and green spaces. They assessed how and where spaces could be enhanced and better connected by the development of the site.
- Reviewed the existing and potential locations, mix and amounts of land uses on and around the site.

A selection of images from Workshop Session are attached in the Appendix.

WORKSHOP SESSION 3: SITE LAYOUTS AND DESIGN GUIDELINES

2.22 In this final stage of the workshop, the three-dimensional potential of the site was explored using block models at 1:500 scale. These included the 50 houses, allocated to WYE3 in the Neighbourhood Plan, and the school buildings, both existing and proposed buildings needed for the expansion of the School. Groups were able to explore storey heights and massing according to location, slope and aspect. The designs were prompted by the following:

- Extend green infrastructure through the site, wherever possible
- Extend the existing streets and routes to and through the site to make a connected network, providing access and ease of movement for all modes (walking, cycling and by car/lorry)
- Review the specific location, mix and amounts of the various land uses discussed in Session 2
- Review the scale and position of existing and new buildings and any possible impacts on views, privacy of neighbours or future movement routes through the site.

- Using the block models, create a 3D layout of buildings and associated uses within the site framework you have created with GI and streets, lanes etc.
 - Check that all public routes defined by building fronts and doorways and that each land use has a ‘back’ for privacy or screening of messy areas, such as waste and recycling bins.
 - Review potential traffic generation for each land use and its impact on the existing street network.
 - Indicate the extent/amount of parking associated with each building/use type.
 - Suggest the ‘walkable village’ boundary in relation to Wye’s NP and the layout options your group has explored.
- 2.23 Together, the three workshop sessions allowed the groups to build up a realistic, detailed and scaled scheme for WYE3. The methods allowed participants to get beyond a ‘talking shop’ and make realistic and spatial proposals for the site.
- 2.24 Each stage was recorded and images are included in the summary of each group’s outputs in the next section.

3. SUMMARY OF THE WORKSHOP OUTPUTS

3.1 Each group made a presentation of their ideas to the whole group. The key conclusions with regard to both broad concepts, and site specific proposals, are set out below, for each of the 6 groups.

GROUP 1

3.2 The conclusions for **Group 1** were as follows.

A. Broad Concepts

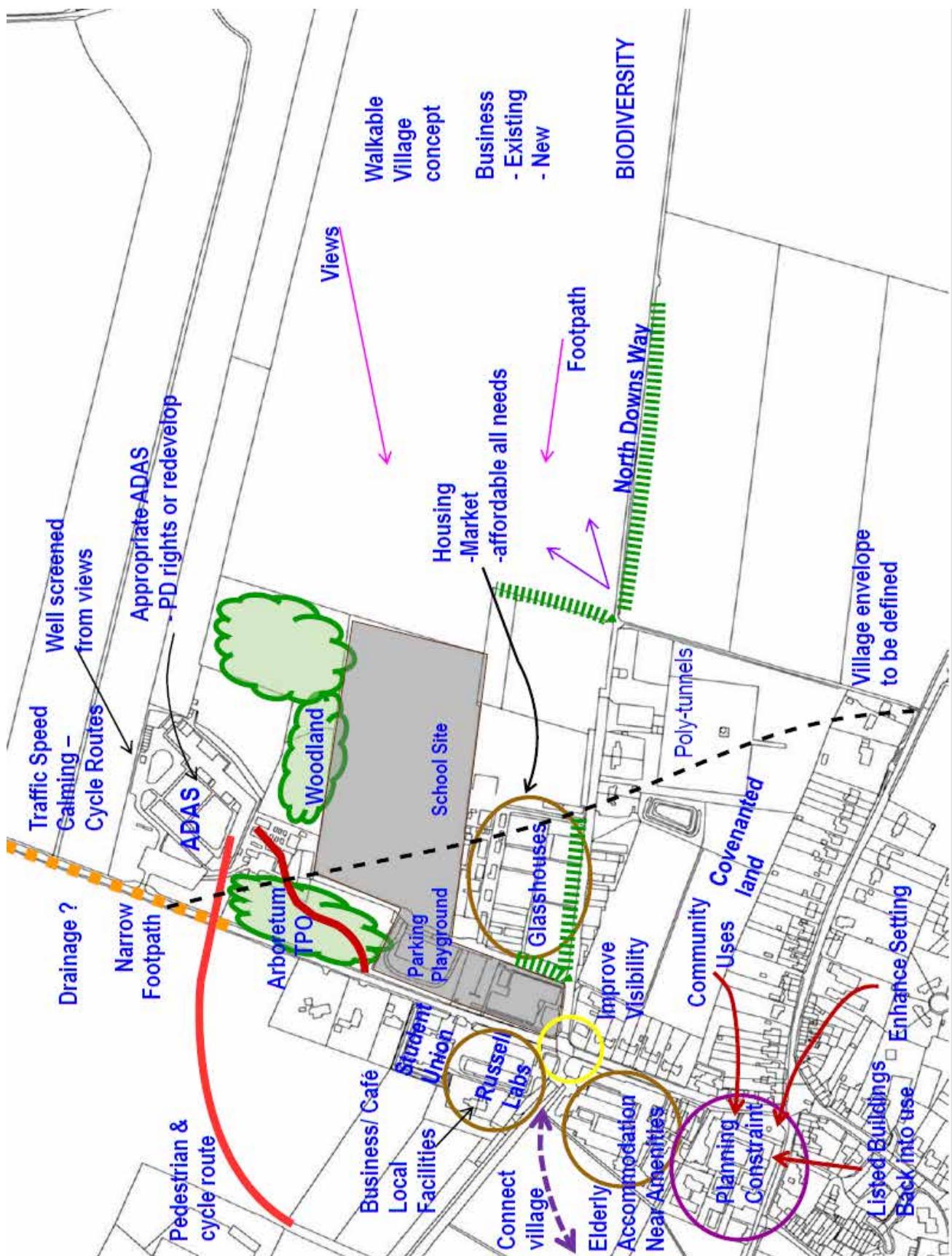
(i) Green routes and spaces

- Occupation Road – Green Corridor, enhanced planting/landscaping/trees; better quality buildings to enhance route of North Downs Way into Wye
- Scope for advance planting eastern end of Occupation Road
- Community orchard eastern end of Occupation Road?

(ii) Foot and cycle access

- New route from ADAS to Olantigh Road, immediately north of school, required whichever future land use is selected for this site
- Scope to improve footpaths adjoining the Listed Buildings (north side, also footpath adjoining allotments)
- Scope for new footpath, eastern boundary of proposed playing field, to replace permissive path on adjoining agricultural land.
- Need for traffic calming, Olantigh Road

Group 1

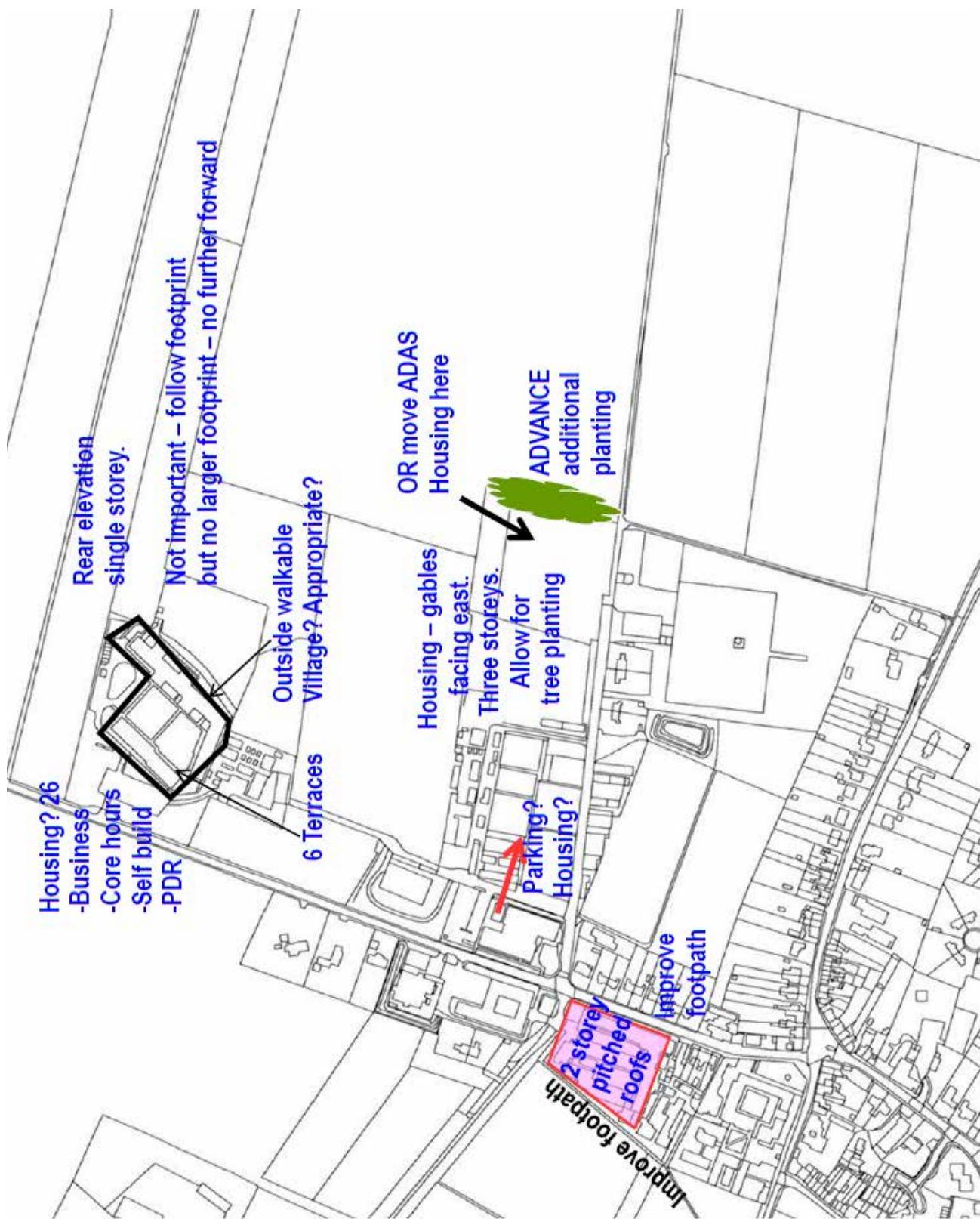


Site Specific Proposals

(iii) Wye Free School

- Is site of sufficient size for the school requirements? Building blocks/land use areas for parking and open space demonstrate uses can be accommodated within the land leased from TT
- Some felt scope to reconfigure location of car and coach parking within the site
- Should the buildings be reconfigured – for example at 90° to Olantigh Road? Not practical, given site topography (rising to the east)
- Alternative or secondary access onto Olantigh Road not feasible for the same reason

Group 1



(iv) Former ADAS Buildings

- Alternative uses considered:
 - 52 flats (as per Permitted Development Right Approval)
 - Smaller number of houses
 - Conversion to business accommodation
 - Residential care home

(v) Former College Listed Buildings

- Proposal for residential and community uses favoured

(vi) Former science laboratories

- Alternative uses through redevelopment could include:
 - Residential care home
 - Extra care housing
 - Market housing/self build housing

(vii) Former Russell Laboratories

- Business use for offices, café etc favoured

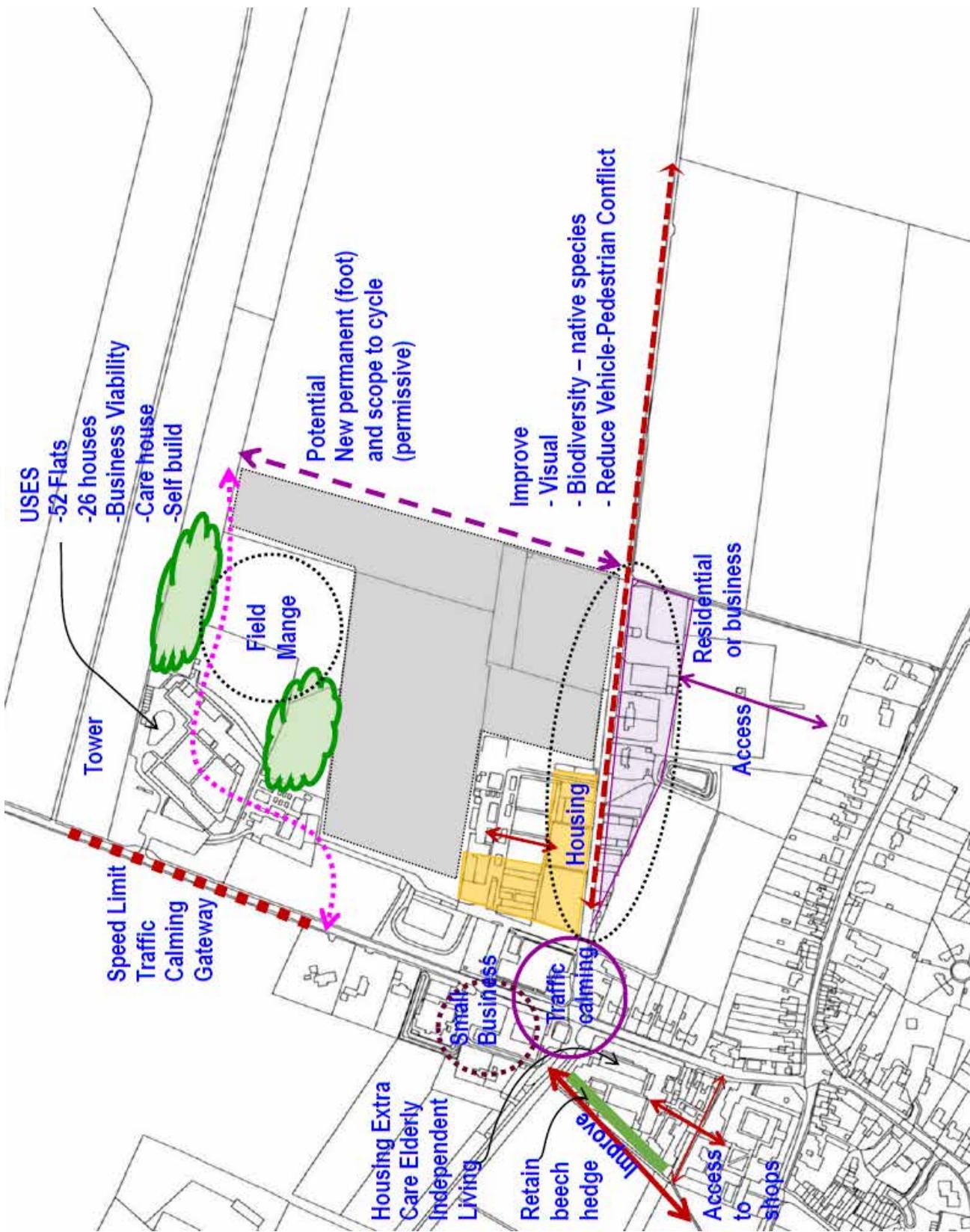
(viii) Land at Occupation Road

- General support for some housing to replace the existing research/greenhouse buildings on north side
- Wye Bugs presently occupying part of this site, seeks relocation to deal with present problems of vandalism associated with proximity to school, and intruders
- Existing small businesses/4 existing dwellings, south side of Occupation Road
 - Suitable either for continued use, or redevelopment to provide a greater number of houses/improved design and appearance
- Land to south east of Occupation Road (outside covenanted area) suitable for re-use/additional development for business accommodation (Wye Bugs, other business uses)

(ix) General Points

- Masterplan to define village envelope
- New housing provision to include affordable housing
- Existing woodlands/community planting to be retained

Group 1



GROUP 2

3.4 The conclusions for Group 2 were as follows.

A. Broad Concepts

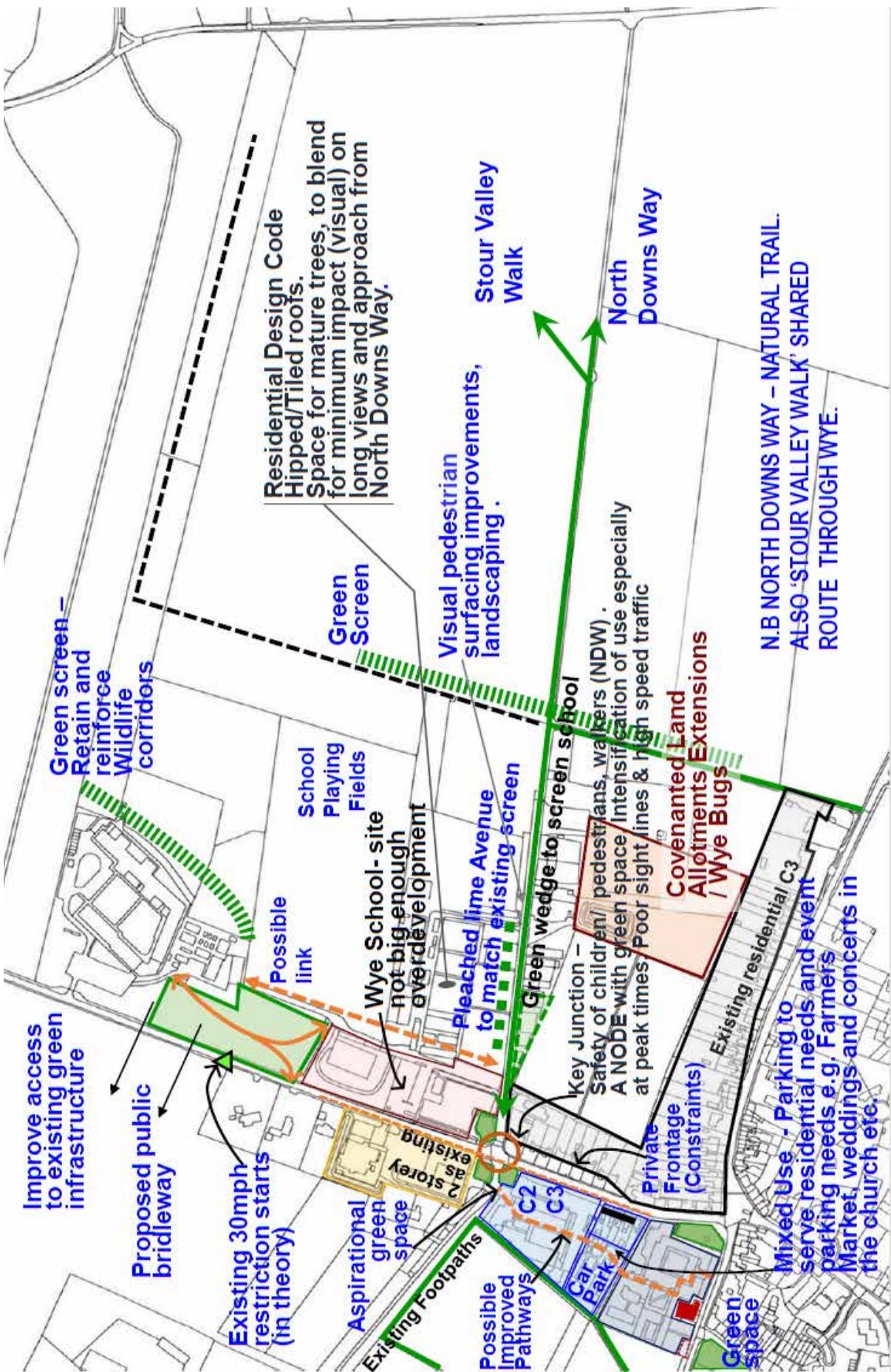
(i) Green routes and spaces

- Occupation Road – Landscaping
- Green hedge to screen school
- Retain green screen to ADAS site, reinforce wildlife corridor
- Pedestrian link – tourist walk through Old College – marked with dashed line from Russell Laboratories Site to High Street
- Green space on Junction of High Street and Olantigh Road

(ii) Foot and cycle access

- Pedestrian link marked from ADAS to Olantigh Road through arboretum
- Possible link marked with dashed line from arboretum south to Occupation Road
- Olantigh Road Village Entrance acts as a gateway where the existing 30 mile per hour speed limit begins. Speeds higher than 30mph is perceived to be an issue here.
- Junction of Olantigh Road and Occupation Road – This is a node with green space. The intensification of use here, especially at peak times, with poor sight lines and high speed traffic risks raises challenges for ensuring the safety of the junction for children, pedestrians, walkers using the North Downs Way is important.
- Existing footpaths (shown as green lines on plans) - Occupation Road shared route through Wye, footpaths fork to east into NDW and Stour Valley Walk
- Possible Improved pathways (Shown as red lines) along Olantigh Road and permissive routes through the College complex as used to be the case before the College closed in 2009. Preferred route to avoid the narrow and dangerous pavements in Olantigh Road

Group 2



Group 2 -Site Specific Proposals

(iii) Wye Free School/Kempe Centre

- The school site is not considered big enough for the amount of buildings required as is considered to be overdevelopment.
- Hop Garden - School playing fields should be retained and protected as green open space.

(iv) Former ADAS Buildings

- 4 detached houses
- Access from Olantigh Road, north of Wye Free School
- Green screen to retain reinforce wildlife corridor
- No comments were made on possible site uses.

(v) Former College Listed Buildings (West of Olantigh Road)

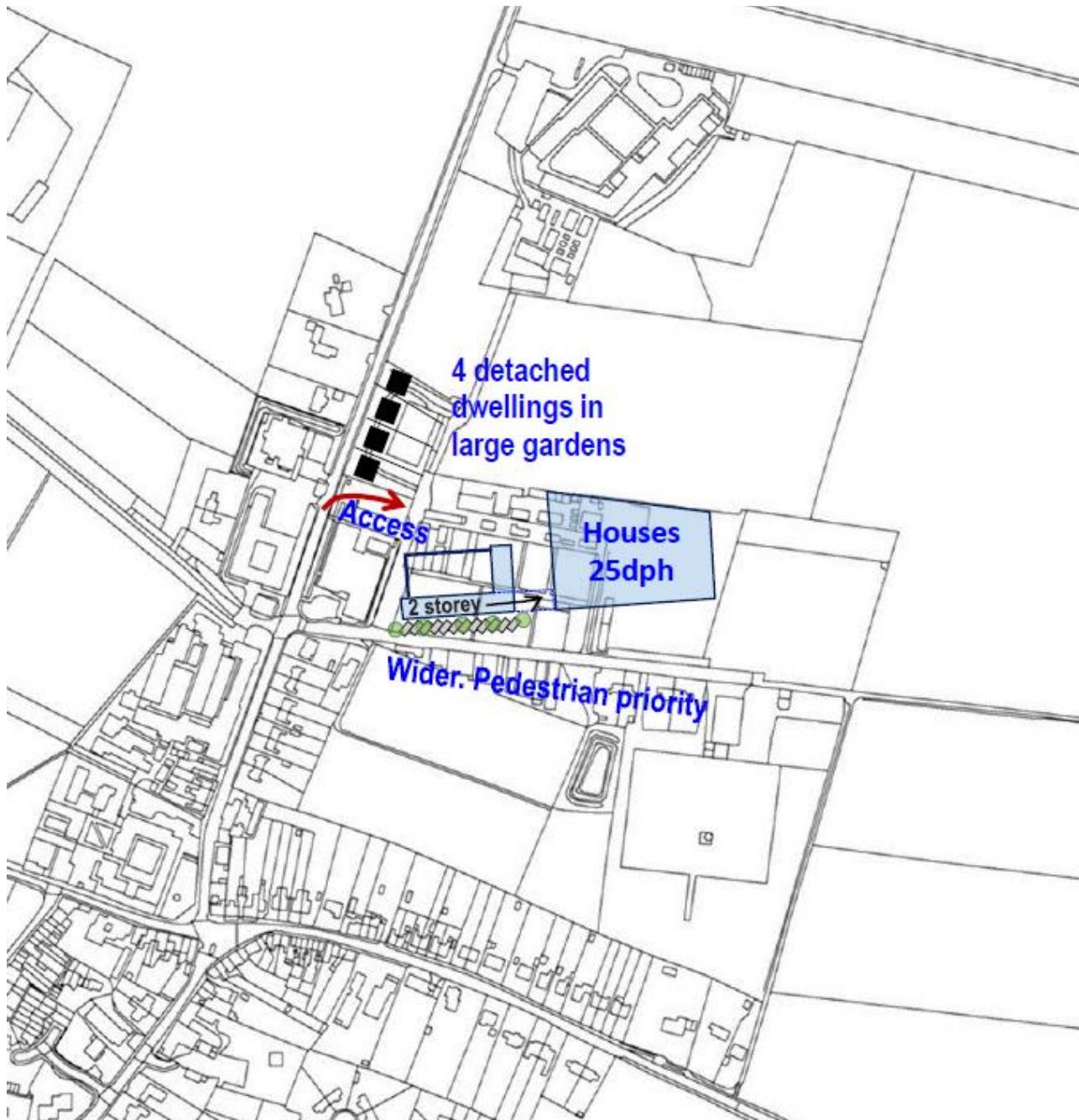
- See comments above concerning pedestrian link and green space
- College complex - WYE3 revised redevelopment boundary in blue [excluding]
- Former JCR shown in red. Wye Heritage relocated from Latin School.
- Wheel Room (shown as red dotted line) potential for other community uses?
- Latin School (shown as red dotted line) potential for other community uses?
- The Green (shown coloured green) is part of the setting of the listed buildings.
- Gardens at the junction of High Street and Olantigh Road (shown as a green area) – affects setting of listed buildings, protect sight lines on junction]
- Area north of College potential for car parking
- Mixed use parking to serve residential needs and local events parking needs e.g. farmers' market, weddings, & funerals concerts in the church etc
- Proposed public bridleway to improve access to existing green infrastructure
- Possible link from ADAS to Occupation Road through school site to avoid walking along Olantigh Road - for safety reasons.

(vi) Former Science Laboratories

- C2 or C3 possible alternative uses

(vii) Former Russell Laboratories

- 2 storey buildings as existing
- Employment space
- Green space on junction retained (marked on locations around Junction of Olanagh Road and Occupation Road)
- Empty space parking



Group 2

(viii) Land at Occupation Road

- 2 storey houses, parking off Occupation Road, 25 dwellings per hectare
- Points for residential development:
 - Design Code
 - Hipped tiled roofs with space for mature trees to blend and for minimum impact (visual impact on long views and approach from North Downs Way)
 - Space for nature
 - Trees to minimise visual impact
- Green wedge to screen school aligned to eastern boundary line of the Strawberry Field to create a wildlife corridor from the Long Plantation to junction of Scotton Street and Coldharbour Lane.
- Pollarded lime avenue to match existing screen
- Visual pedestrian surfacing improvements landscaping

(ix) Further Comments

- Scotton Street – C3 Existing residential.
- Olanagh Road - Private frontage constraints to permeability and public access.
- Covenanted land uses e.g. allotment extension and Wye Bugs
- Squash courts – It should be an aspiration to provide green space to balance area opposite.
- Access

GROUP 3

The conclusions for Group 3 were as follows.

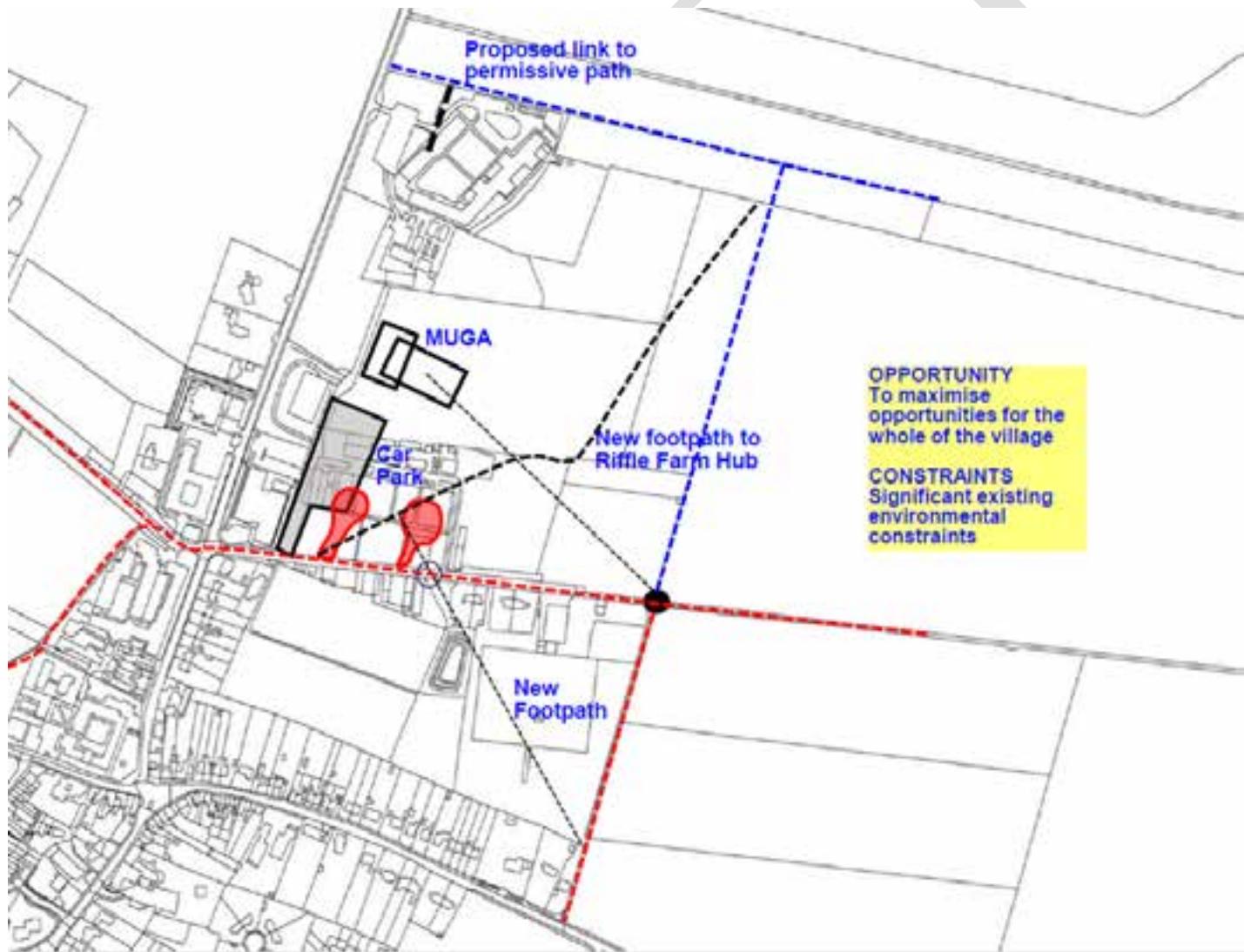
A.Broad Concepts

(i) Green routes and spaces

- ADAS site – Proposed footpath link to permissive path
(No Comment)

(ii) Foot and cycle access

- New footpath from glass houses to Ripple Farm hub – footpath marked in dashed line
- New footpath, marked by dashed line from south east to Occupation Road



Group 3

Site Specific Proposals

(iii) Wye Free School

- Would access to school from ADAS site be viable?
- Does development at school entrance preserve North Downs Way National Footpath?
- Pedestrian crossing required – especially with increase in size of school.
- Reduced speed limit? (20 miles per hour)
- New access road would require additional infrastructure
- Sports pitch in hop field
- Nice car park with 3 hedges adjacent to school site (over glass houses) with turning circle in the north

(iv) Former ADAS Buildings

- Business or residential?/Mix?
- Self build/expensive housing/affordable/care home?
- Developers develop access from ADAS to school?
- Rural school – children should have access to the countryside
- Hawthorn hedge as opposed to urban fence?
- How could residential development of the Wye Bugs Site be connected to the rural environment near the ADAS site?
- Bonfire on November 5th with arrows towards the Wye Crown (marked in field east of ADAS)

(Noted: can't have footpath through the school playing field)

(v) Former College Listed Buildings

(No comments)

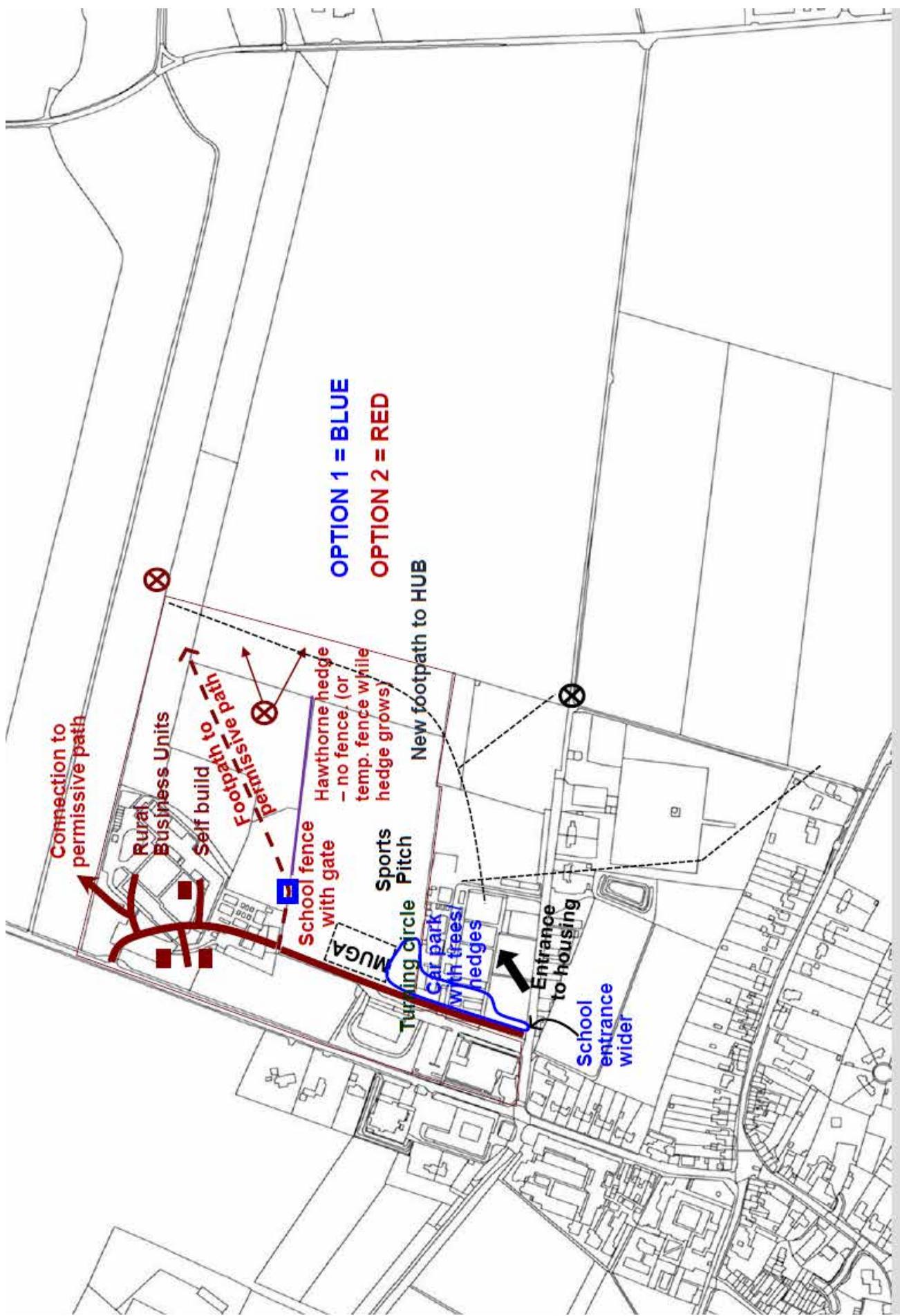
(vi) Former Science Laboratories

(No comments)

(vii) Former Russell Laboratories

(No comments)

Group 3



(viii) Land at Occupation Road

- Limit how far people can go up Occupation Road
- Footpath connecting current development to the south east of Occupation Road
- Potential for “Capital T” footpath from the “hub” at the back of the school field, connecting ADAS to Wye Bugs
- Community use of the space on the site behind the playing fields
- Link this to footpaths

(x) General Points

(No comments)

GROUP 4

A. Broad Concepts

(i) Green routes and spaces

(No comments)

(ii) Foot and cycle access

- Improved pedestrian and cycle paths into, through and around the village (all weather)

Site Specific Proposals

(iii) Wye Free School

- School site outlined in blue
- Includes hop field
- MUGA

(iv) Former ADAS Buildings

- 26/52?
- Preferred business hub or low density eco housing (self build if unavoidable)
- Business ?
- Annotation on plan shows fields, donkey fields, Ripple Farm

(v) Former College Listed Buildings

- 41 (residential units)
- Public Right of Way highlighted

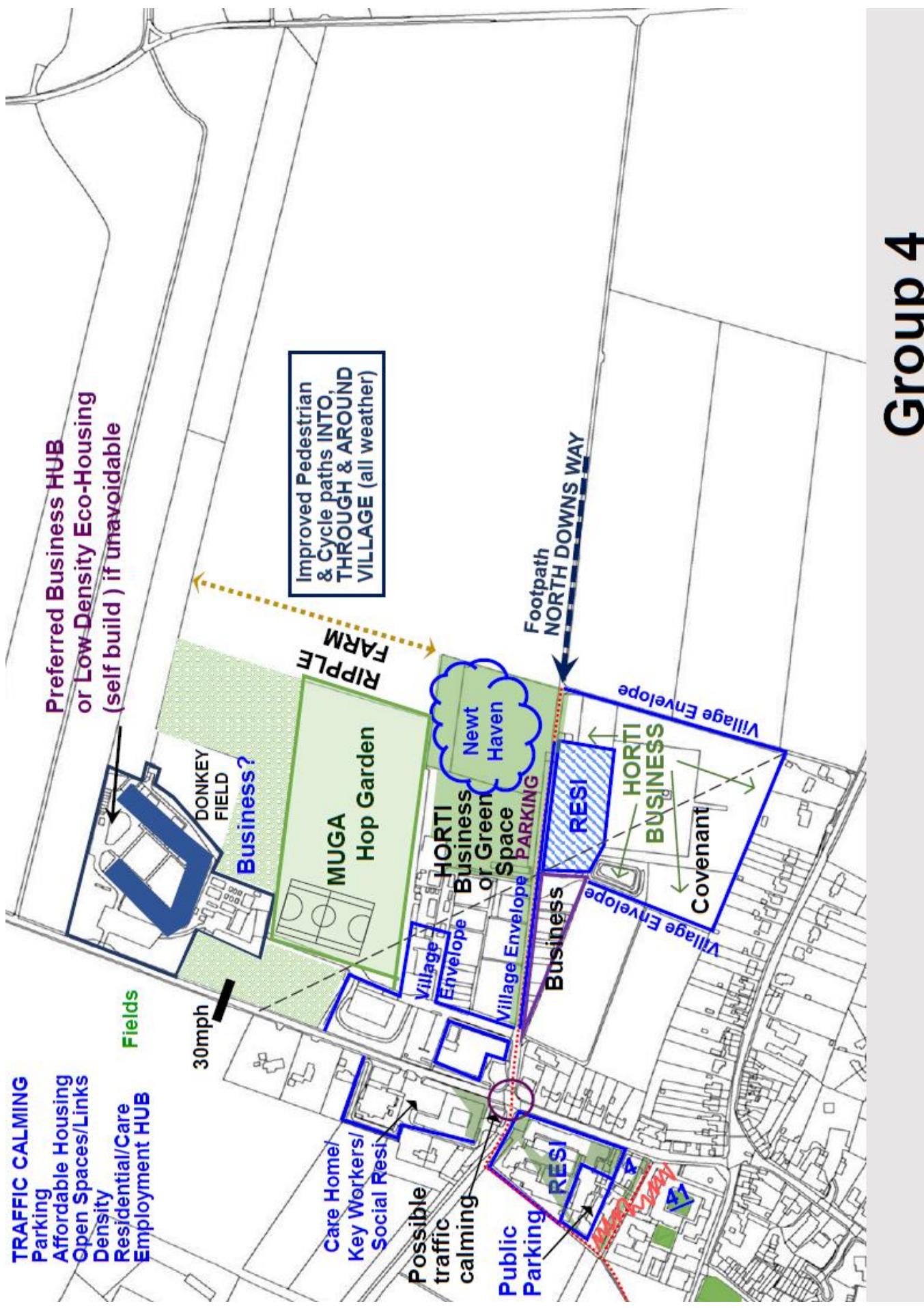
(vi) Former Science Laboratories

(No comment)

(vii) Former Russell Laboratories

- Care home/key workers/social RESI
- RESI
- Public parking adjacent to listed buildings

Group 4



(viii) Land at Occupation Road

- Business/RESI marked just south of Occupation Road
- Village envelope markings continued
- Covenant (land)
- Horticulture
- Footpath/North Downs Way

(ix) General Points

- Traffic calming, parking, affordable housing, open spaces/links, density, residential care, employment hub.

GROUP 5

A. Broad Concepts

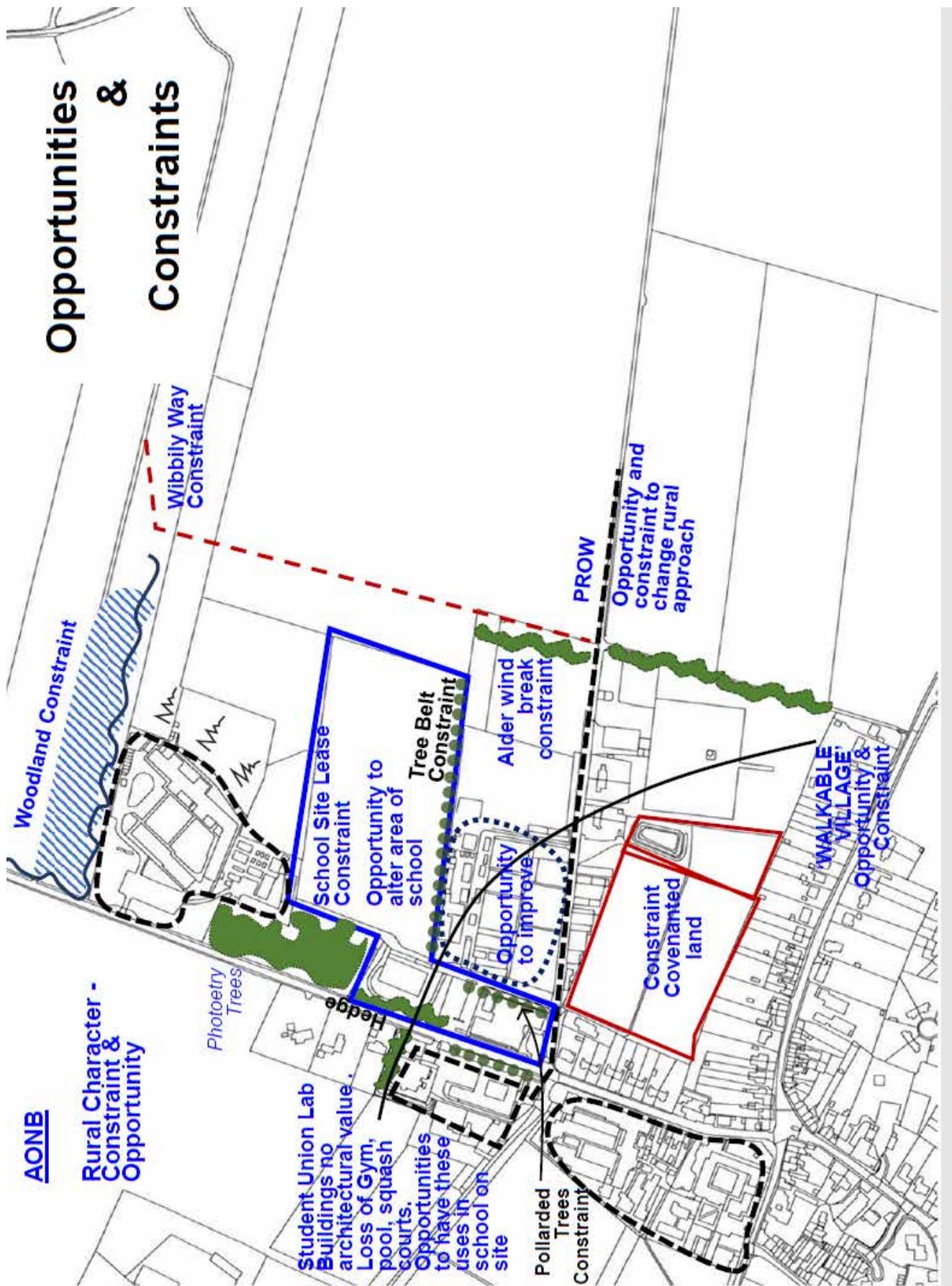
(i) Green routes and spaces

- North Downs Way, planting and landscaping
- Wildlife pond
- Opportunity to protect and enhance rural approach to village/Public Right of Way

(ii) Foot and cycle access

- Link from ADAS through to school site – marked by a dashed line

Group 5



Site Specific Proposals

(iii) Wye Free School

- School site constrained/opportunities to alter area of school
- Free belt constraint (trees either side of site)

(iv) Former ADAS Buildings

- Tree planting
- Trees to east of site
- Link from ADAS through to school site – marked by a dashed line
- Protected trees constraint/woodland constraint
- Opportunity to improve

(v) Former College Listed Buildings

- Listed Buildings Constraint
- Hedges

(vi) Former Science Laboratories

- Site also includes student union, neither these nor lab buildings have any architectural value

Group 5



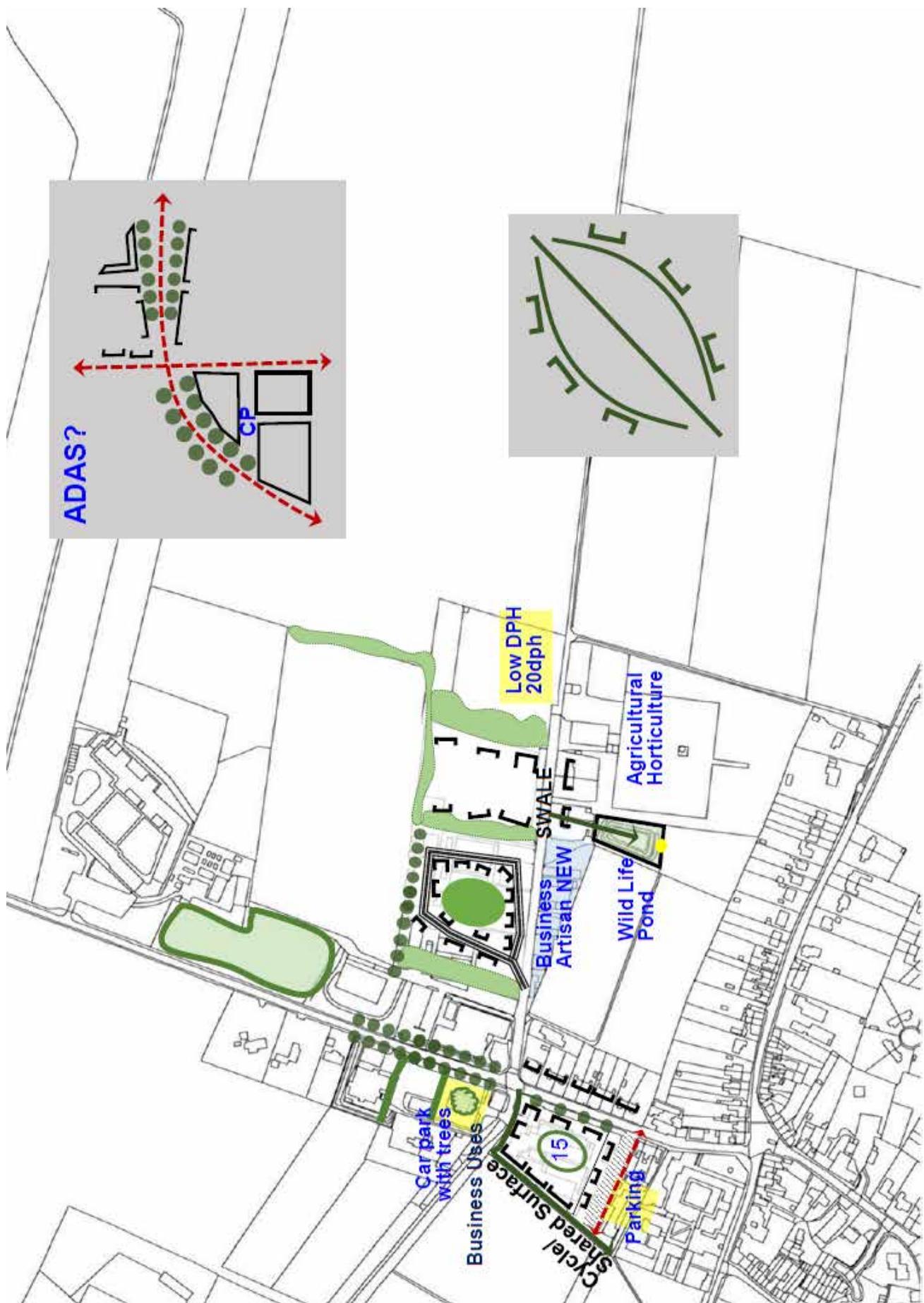
(vii) Former Russell Laboratories

- Annotated on plan: Layout of houses with trees on Olanagh Road

(viii) Land at Occupation Road

- Land density housing – 20 dwellings per hectare
- Layout of houses with landscaping and planting annotated on plan
- South side of Occupation Road – agriculture or horticulture

Group 5



(ix) GROUP 5 - General Points

- Loss of gym/pool/squash court – opportunity to have these in school, or on site?
- Pollarded trees constraint
- Rural character – constraint and opportunity
- Importance of AONB

Group 6

The conclusions for Group 6 were as follows.

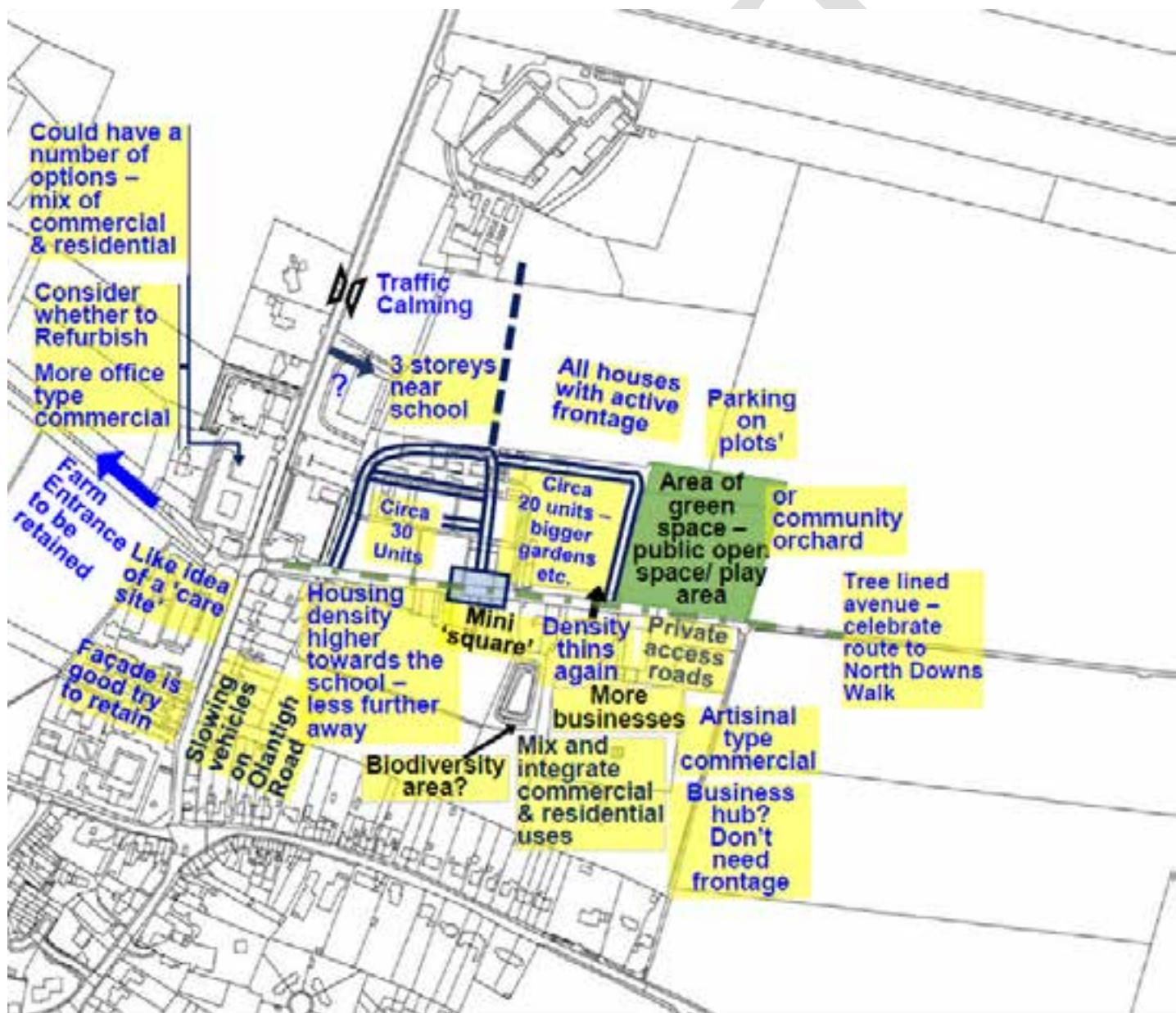
A. Broad Concepts

(i) Green routes and spaces

- Area of Green Space – public open space with play area of community orchard (east of glass houses)

(ii) Foot and Cycle Access

- Occupation Road – shared surface, very important walking route



Group 6

B. Site Specific Proposals

- Community orchard eastern end of Occupation Road?

(i) Wye Free School

- Consider second vehicular access – alleviate pressure on Occupation Road
- Traffic from school even outside school hours
- Playing fields could block an access route for rest of Wye 3
- Potential to move playing fields to broader Olantigh and Occupation Road
- Playing field in hop field
- Access indicated by arrow on plan, south of arboretum

(ii) Former ADAS buildings

- Possible access from ADAS site next to current school park and between new playing fields
- Views of rest of AONB
- Road around the arboretum to include school drop off zone

(iii) Former College Listed Buildings

(No comments)

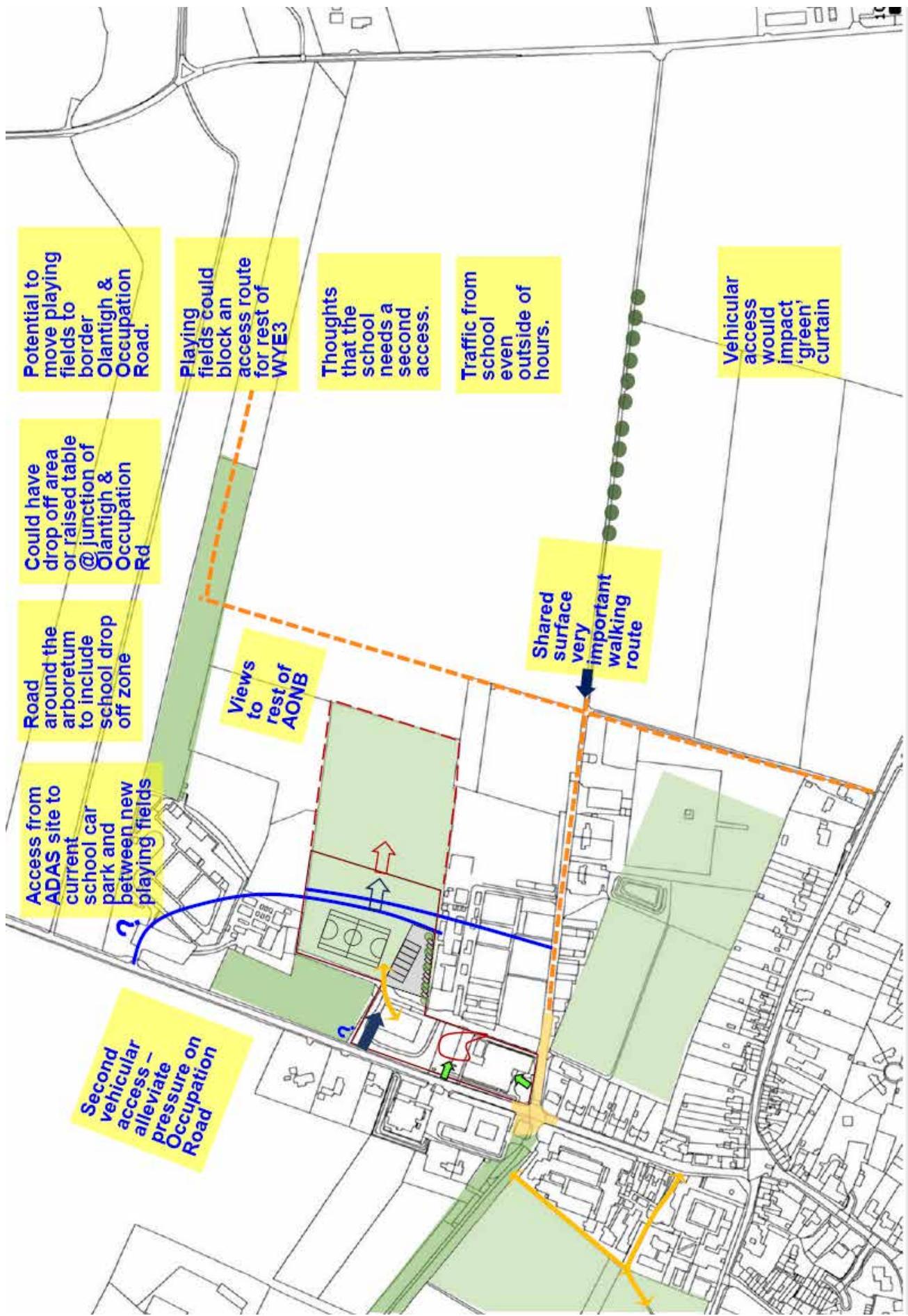
(iv) Former Science Laboratories

(No comments)

(v) Former Russell Laboratories

- Consider whether to be refurbished?
- More office type commercial?
- Could have a number of options – mix of commercial and resi
- Farm entrance (to be retained)
- Façade is good – try to retain
- Like idea of “care site”

Group 6



(viii) Land at Occupation Road

- All houses with active frontages
- Circa 30 units (adjacent to school) Circa 20 houses (east section of site) – bigger gardens etc
- Slowing vehicles on Olantigh Road
- Tree lined avenue – celebrate route to North Downs Walk
- Mix and integrate commercial and resi units
- Mini “Square”
- Parking on plots
- Housing density – higher towards the school, less further away
- Bio diversity area?

(ix) General points

- Could have drop off area or raised table at Junction of Olantigh Road and Occupation Road
- Vehicular access would impact “green” curtain
- Private access roads
- More businesses
- Business hub (don’t need frontage)
- Commercial units for artisans?

4. NEXT STEPS & RECOMMENDATIONS FOR THE WYE3 MASTERPLAN

- 4.1 The Wye 3 Masterplan Workshop brought together representatives of the Planning Authority, Parish Council, Site Owners and their professional team, and a wide range of local and regional organisations, to consider the key issues to be addressed through a Masterplan, for the Former Wye 3 College Site.
- 4.2 Clear points of consensus have emerged from the workshop, including firstly an acknowledgement and understanding of the significance of the Area of Outstanding Natural Beauty location, and heritage considerations – Listed Buildings and Conservation Area – which are both a constraint, and an opportunity for enhancement, as development proposals emerge.
- 4.3 It is important therefore that the Masterplan should include proposals which are consistent with these important objectives.
- 4.4 Consensus also emerged with regard to maintaining and enhancing existing green spaces, and footpath and cycle routes; and linking these with the proposed development sites, to further enhance the concept of the “walkable village”. Looking at specific development sites, the proposal for conversion of the main Listed Building complex to a mixture of residential and community uses is widely supported; in the period following the workshop the car parking requirement for conversion of the Listed Buildings has now been agreed, and accordingly the masterplan can indicate with some confidence the boundary between the Listed Building complex, including car parking, and the area to be available for further redevelopment immediately to the north, at the former science laboratories.
- 4.5 Redevelopment of the former science laboratories was also supported, with the concept of either extra care housing or a residential care home gaining general support, although alternative use for either residential redevelopment, or additional business floor space was also mooted.
- 4.6 Conversion of the former Russell Laboratories to business floor space was supported; as are the more general aspirations to retain existing businesses (such as Wye Bugs) in Wye, where existing businesses wish to do so.

4.7 At the time of the workshop the planning application for the Free School remained undetermined; the school application has presently been amended to include additional land, (as proposed by some participants at the workshop), the latest application proposals are likely to be reported to the Planning Committee meeting in mid April 2017. If the planning application is approved, then the proposals will in effect become a fixed point within the Masterplan; if they are not, the Masterplan may need to allow some flexibility, pending a final approval of plans for the Free School.

4.8 Several areas discussed at the workshop are considered to require further study and consideration, before the Masterplan is finalised. The first of these is the Former ADAS buildings, on the north side of Wye, on Olantigh Road. Alternatives to be explored further will include:

- Conversion to 52 residential units (Permitted Development Rights, as already confirmed applicable)
- Redevelopment to provide approximately 26 family homes
- Other suggestions put forward at the workshop included return to use as business floor space, or a residential care home, or a combination in conjunction with the Free School.

4.9 The workshop provided useful guidance on how development, in any one of these forms, could be served by additional footpaths/cycle way links

4.10 With regard to land at Occupation Road, there was a broad consensus that the land north of Occupation Road represents a residential development opportunity, as envisaged in the Neighbourhood Plan; where an indicative figure of 50 new dwellings is shown.

4.11 Proposals should come forward in the context of a landscape strategy, providing for enhancement of the route of Occupation Road, as part of the North Downs Way.

4.12 Further detailed issues to be considered with regard to Occupation Road will include:

- Relationship to the Wye Free School
- Form and extent of new built development

- Appropriate land uses/form of development south of Occupation Road

WAY FORWARD

4.13 It is considered there would be merit in a second workshop, to focus specifically on the approach the Masterplan should adopt to the Former ADAS buildings, and the appropriate form of new development, in a wider landscape context, at Occupation Road.

4.14 It is proposed that the Telereal Trillium professional team should be asked to prepare a briefing paper dealing with each of the two sites, to assist in consideration of appropriate approaches to these areas in the Masterplan, to be circulated to all participants in advance of the workshop.

4.15 By addressing these two areas in detail, a second workshop will also be able to provide an input to the final determination of the appropriate boundary for the village envelope, which will be set out in the Masterplan.

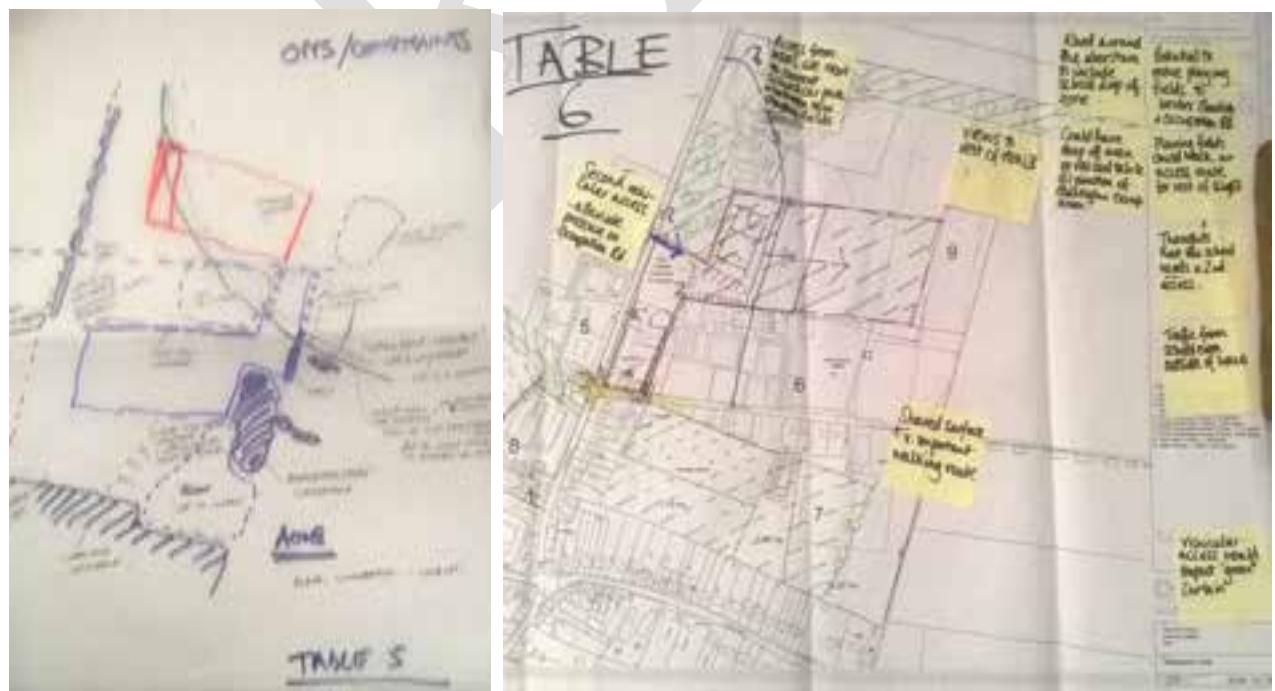
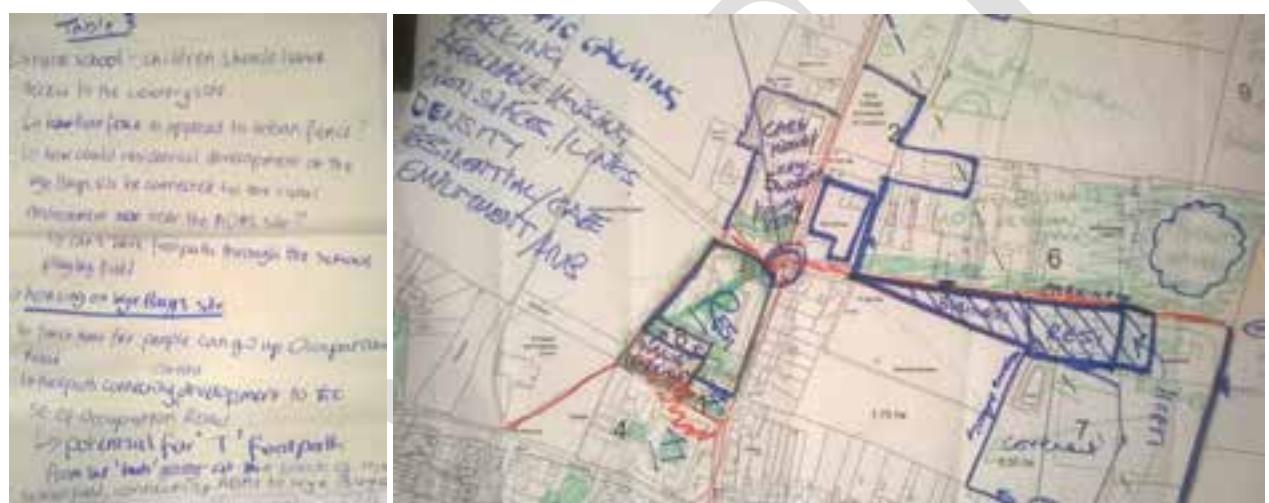
PROPOSED TIMETABLE

It is anticipated that the following timetable will be followed for the next stages of the Masterplan process:

- 16th May 2017 Second Workshop
- 17th-23rd May - Write Up Results of Second Workshop.
- 24th May – All day Public Exhibition to present report back on the ideas and options that emerge from workshop.
- June - reflect on exhibition comments and preparation of a draft Masterplan
- Late June/ Early July - Exhibition of Masterplan proposals; comments invited.
- July/August - Masterplan to be finalised and submitted for approval by Ashford Borough Council. This will include a public consultation period.
- September - Ashford Borough Council to consider whether to endorse the WYE3 Masterplan.

DRAFT

APPENDIX



Samples of workshop diagrams and notes. (Groups 1-6)

WYE3 Masterplan Workshop



16th May 2017

Welcome

- Introduction to the Workshop
- Mark Chaplin ABC
- Introductions - trained facilitators
 - Nick Jones (GLHearn)
 - Bruce McKay (Wye Parish Council)
- Housekeeping

WYE3 Masterplan Workshop

Itinerary & Timings

- **Background & Review** of January Workshop
- **Questions.**
- **Part 1** - Groupwork on Site Connectivity Options *45 mins*
 - Feedback & Discussion *15mins*
- Lunch @ 12.45 *30 mins*
- **Part 2-** Site Layout & Design Options
 - ADAS *35mins each*
 - Land North & South of Occupation Road
 - Land West of Olanagh Road
- - Group Feedback *30 mins*
- **Summary**
- **Next Steps**
- **CLOSE** 16.00

Structure

- **Part 1 – Connectivity**
- **Part 2 - Layout & Design Solutions (3 sites)**
 1. ADAS
 2. Land North & South of Occupation Road
 3. Land West of Olantigh Road



General Aims of The Day

- Groupwork

- Proactive Input
- Focus on solutions
- Help to Shape WYE3 Masterplan
- Try and agree a Consensus...if not options!

- Capturing Comments

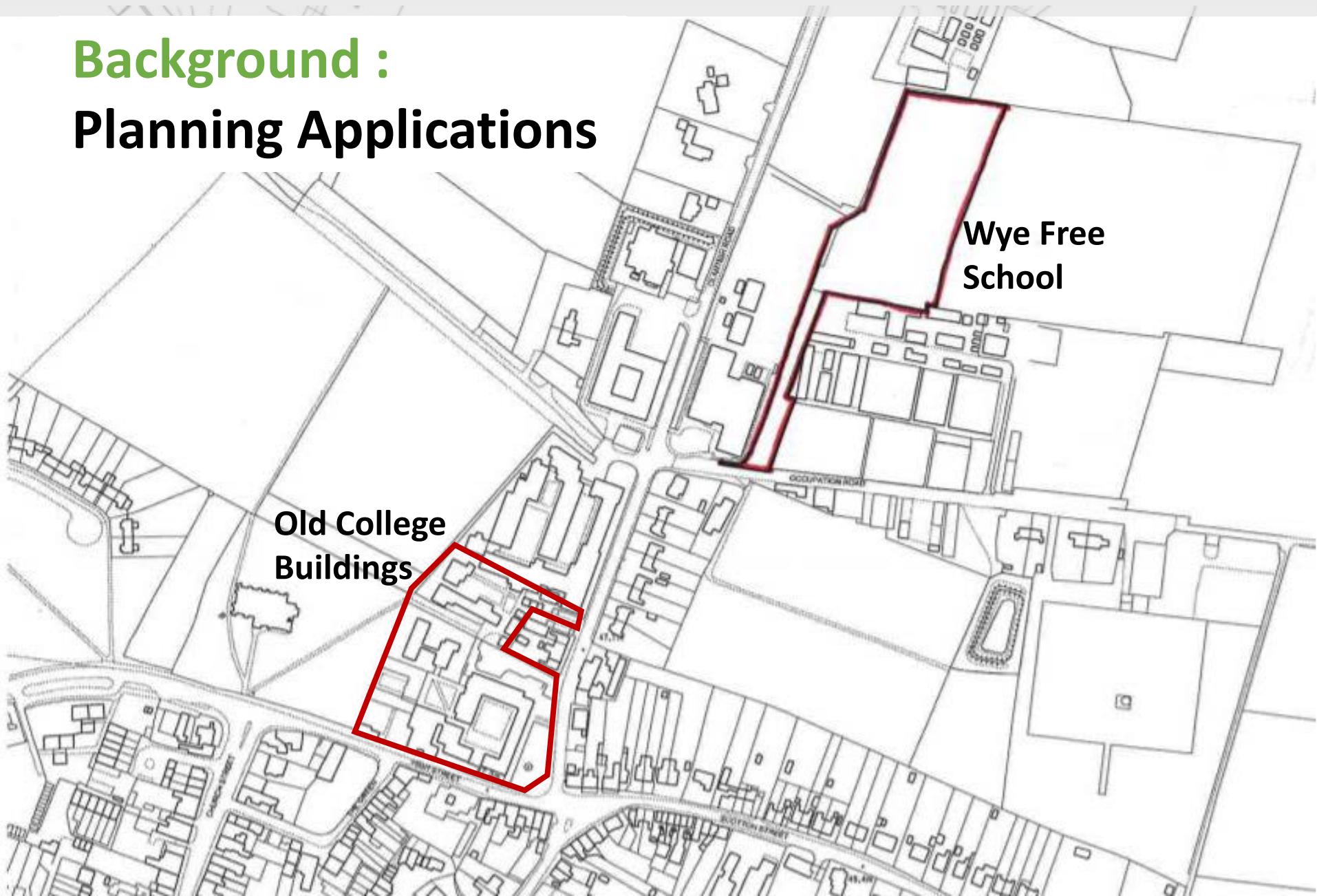
- Chatham House Rules

Background : Policy

- Policy WYE3 in Tenterden and Rural Sites DPD, adopted 2010
- WYE3 masterplan exercise
- NPPF – sustainable development
- Neighbourhood Plan (WPC)
- Planning & Delivery Issues (TT)

WYE3 Masterplan Workshop

Background : Planning Applications



WYE3 Masterplan Workshop

Background : Planning Applications



- Demolition of existing building
- Soft play grassed area
- New multi use games area
- New Entrance Square
- Landscaping
- Lighting

**Wye Free School – Phase 1
Approved MARCH 2017**

WYE3 Masterplan Workshop

Background : Planning Applications



- Refurbishment Kempe Centre
- New 6th Form centre
- Retention of 2 temporary classrooms cabins
- Erection of new hall, sports hall, & teaching accommodation,
- New coach and car park
- Off site highway works Olantigh Road
- Landscaping

Wye Free School Expansion

Phase 2 & 3 – Planning Committee 17th May

WYE3 Masterplan Workshop

Background : Planning Applications



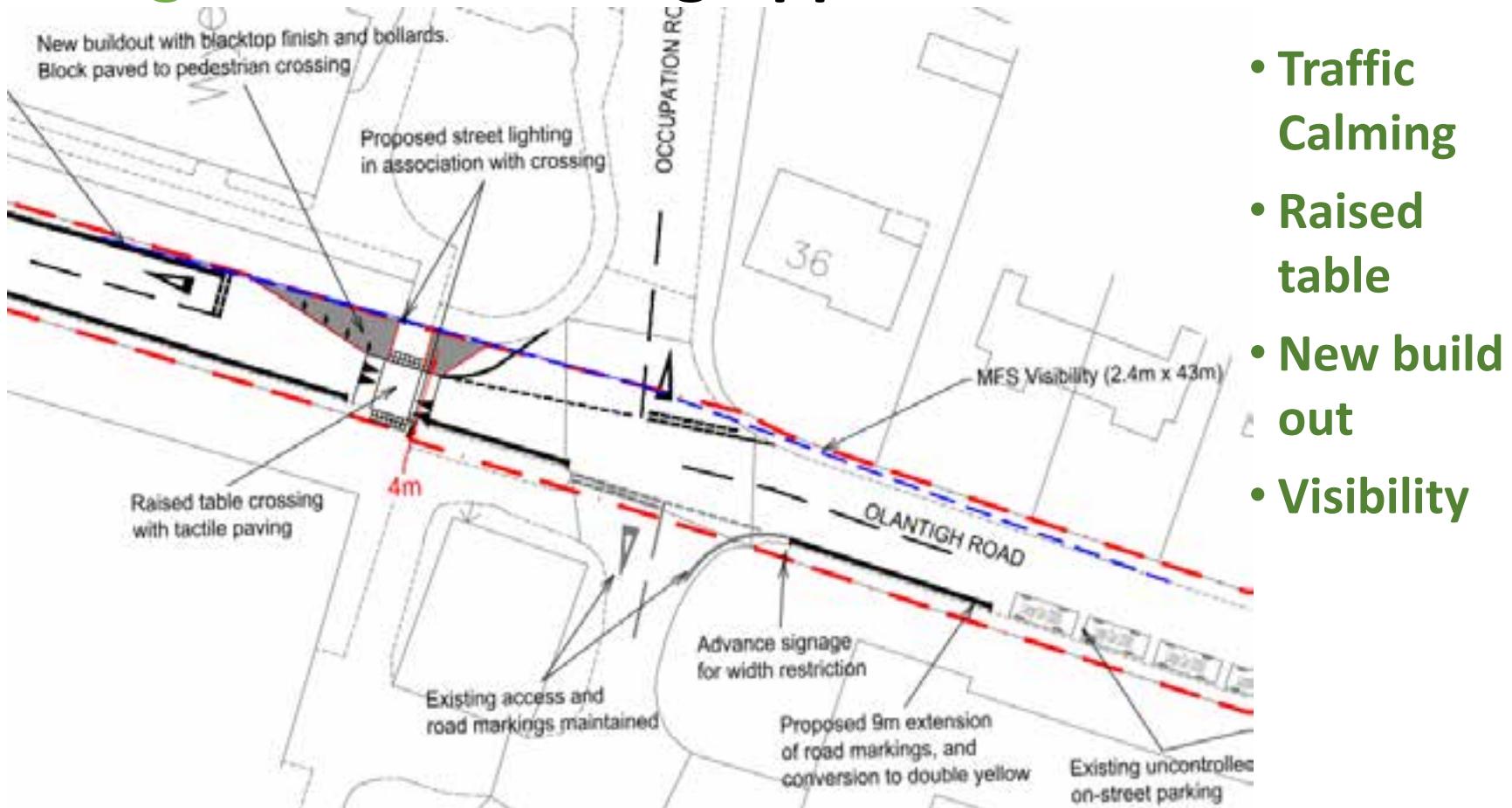
Wye Free School Expansion

Phase 2 & 3 – Planning Committee 17th May

Elevations

WYE3 Masterplan Workshop

Background : Planning Applications



Wye Free School Expansion

Phase 2 & 3 – Planning Committee 17th May

WYE3 Masterplan Workshop

Background : Planning Application



- Grade 1 & 2 listed buildings
- Conversion 39 dwellings
- Community Space
- 2 new build dwellings
- Parking courts & barns
- LBC

Former Wye College Buildings

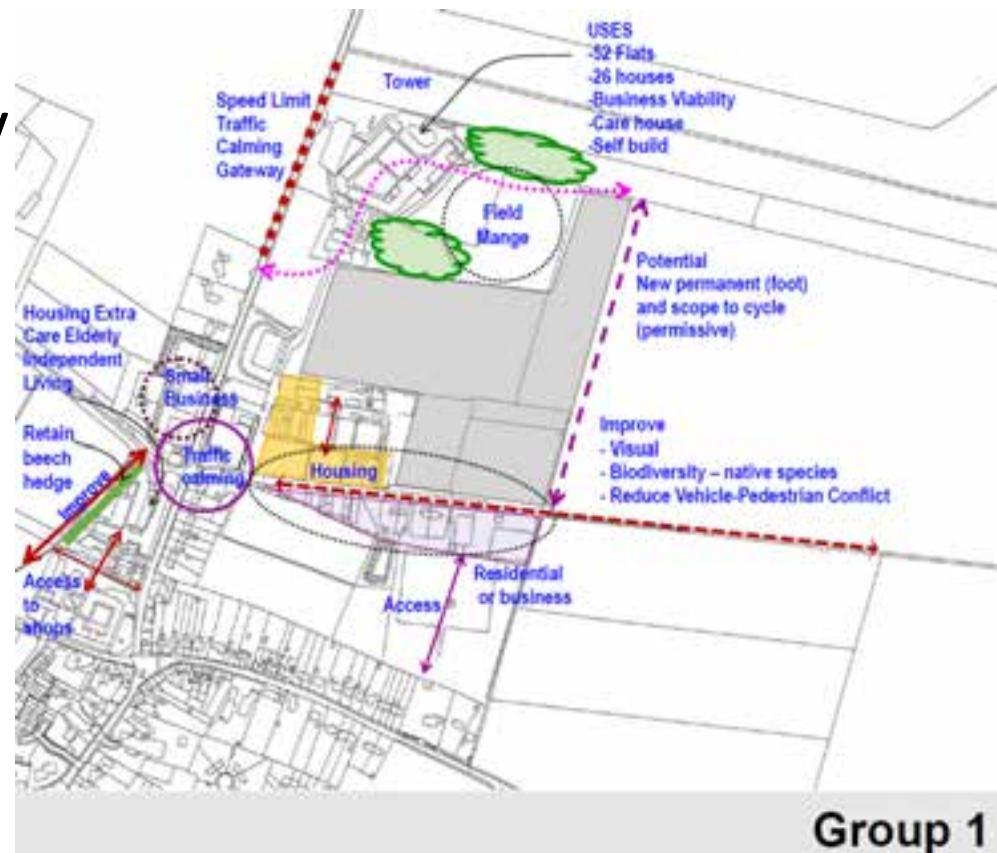
Background : Masterplan Key Objectives

- **Current & Future Mix of Land Uses**
 - Housing (numbers & density)
 - Business Space
- **Respond to Context & Character – ‘Villagescape’**
 - AONB / Rural Features / Heritage Assets
- **Open Space**
- **Community**
- **Landscape Setting & Wildlife**
- **Movement - Streets & Transport**
- **Boosts the village centre**
- **Economically viable**

January Workshop - Key Headlines

Movement

- Street Design
- Avenues of Trees
- Junction Design/Capacity
- Footpaths -safety
- PROW – network
- Gateway Entrance
- Traffic Speeds
- Walkability
- Cycleability
- Bridleways

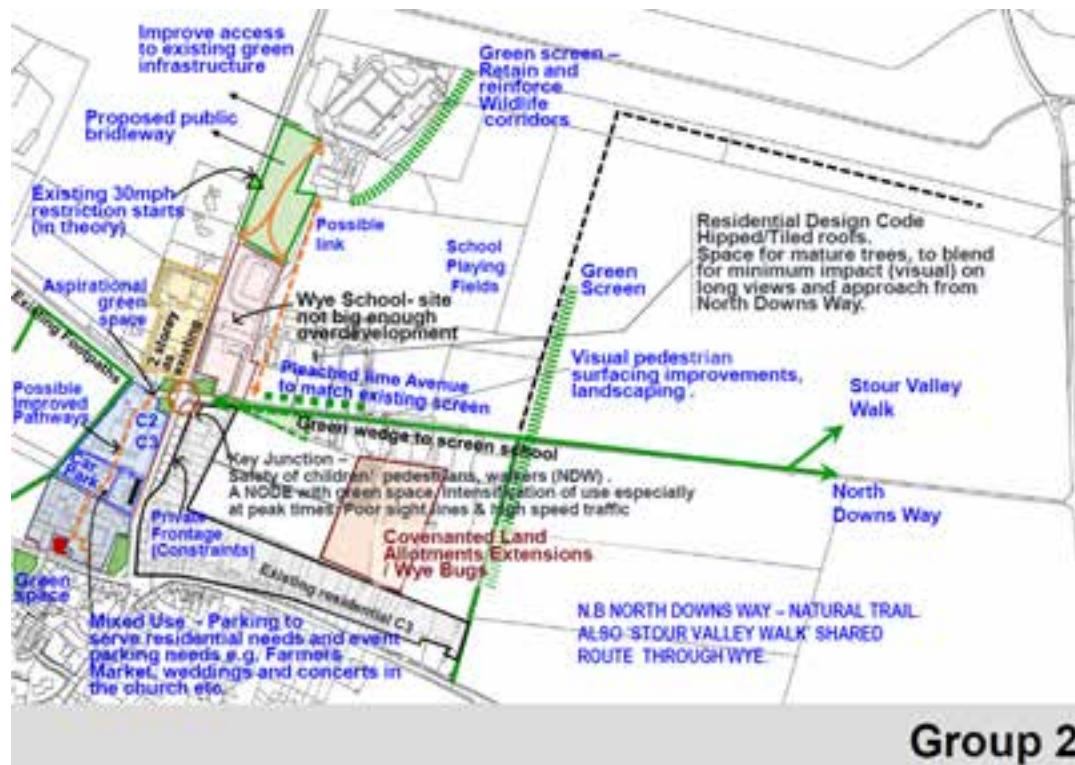


WYE3 Masterplan Workshop

January Workshop - Key Headlines

Uses

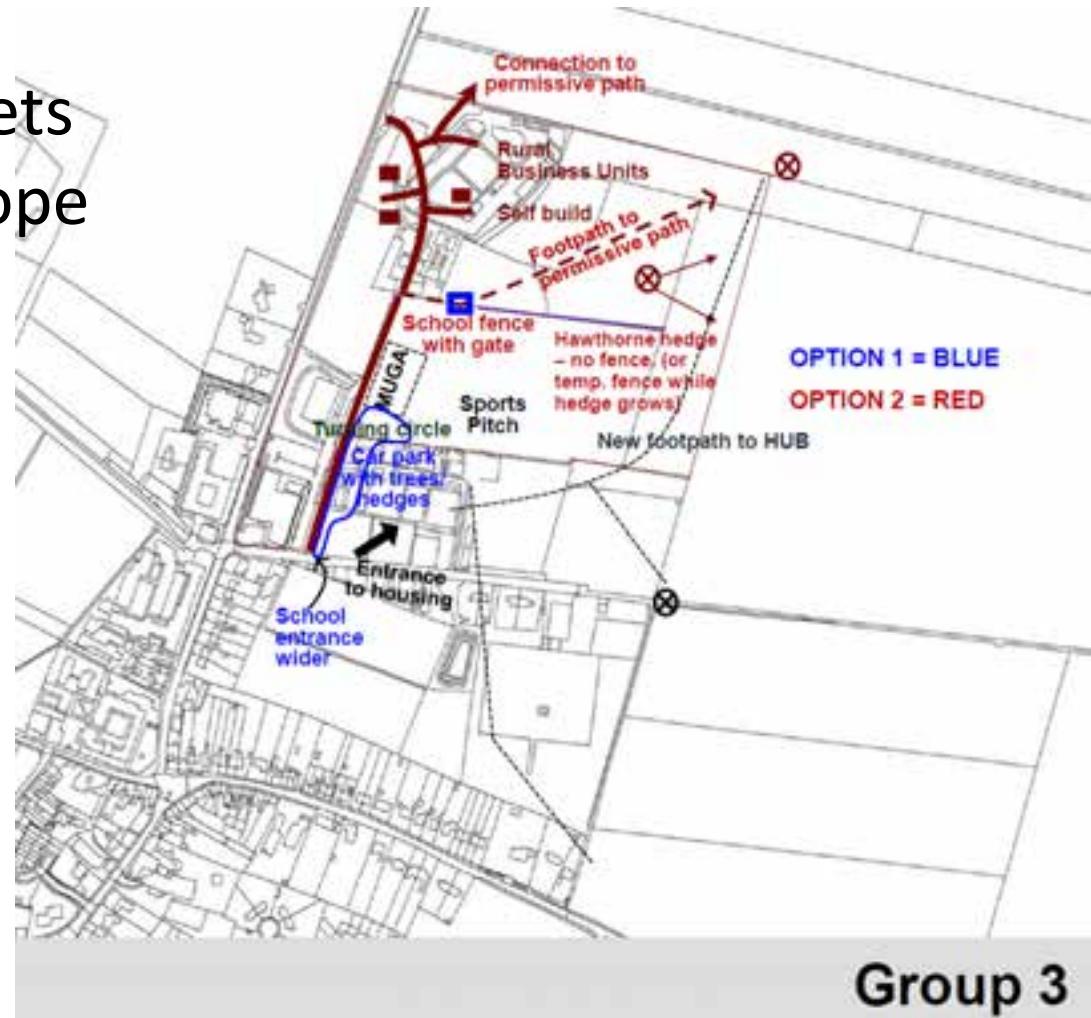
- Mix residential & community uses
- Business
 - *Employment Hub*
 - *Artisan*
 - *Horticultural*
- Community – ex-social club
- Affordability - Key workers
- Elderly Care Home
- Future school expansion
- Parking – support events



January Workshop - Key Headlines

Built Development

- Layout connected streets
- Extent of village envelope
- ADAS Footprint
- Residential No. of houses.
- Density gradation
- Scale & height
- Design Codes?

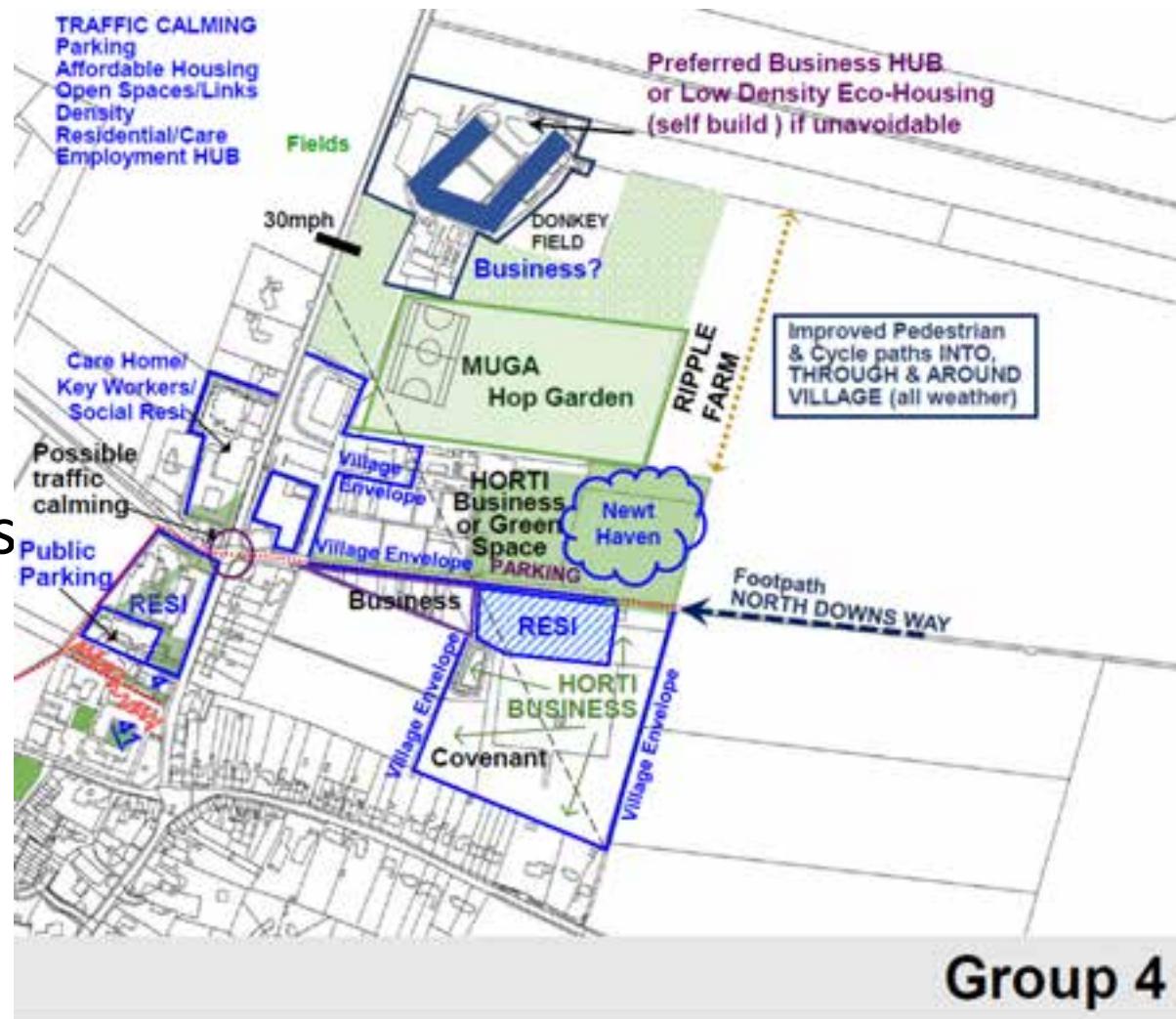


Group 3

January Workshop - Key Headlines

Landscape & Trees

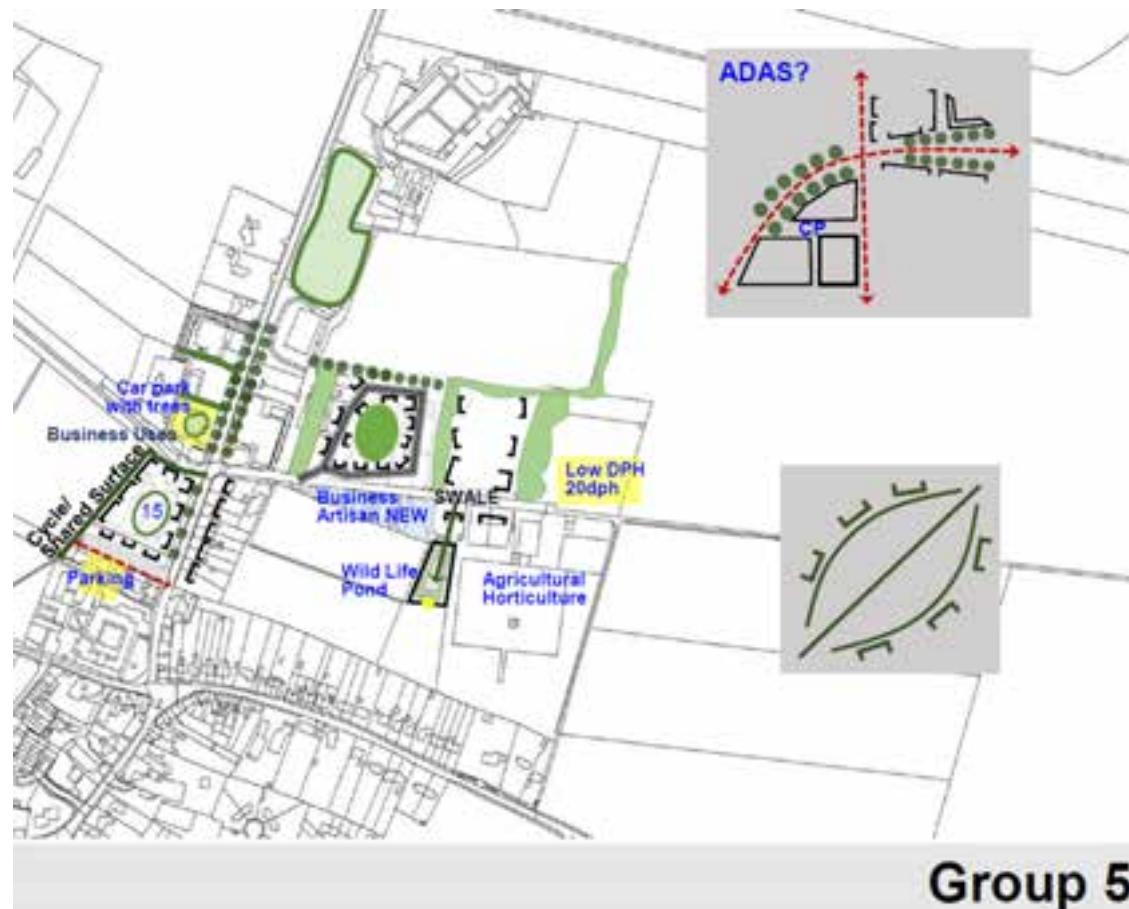
- AONB
- Advance planting-
(mitigation)
- Arboretum –
specimen trees
- Tree lined avenues
- Green screen
- Wind breaks
- Wildlife corridors
- Ponds & NEWTS



January Workshop - Key Headlines

Social Community

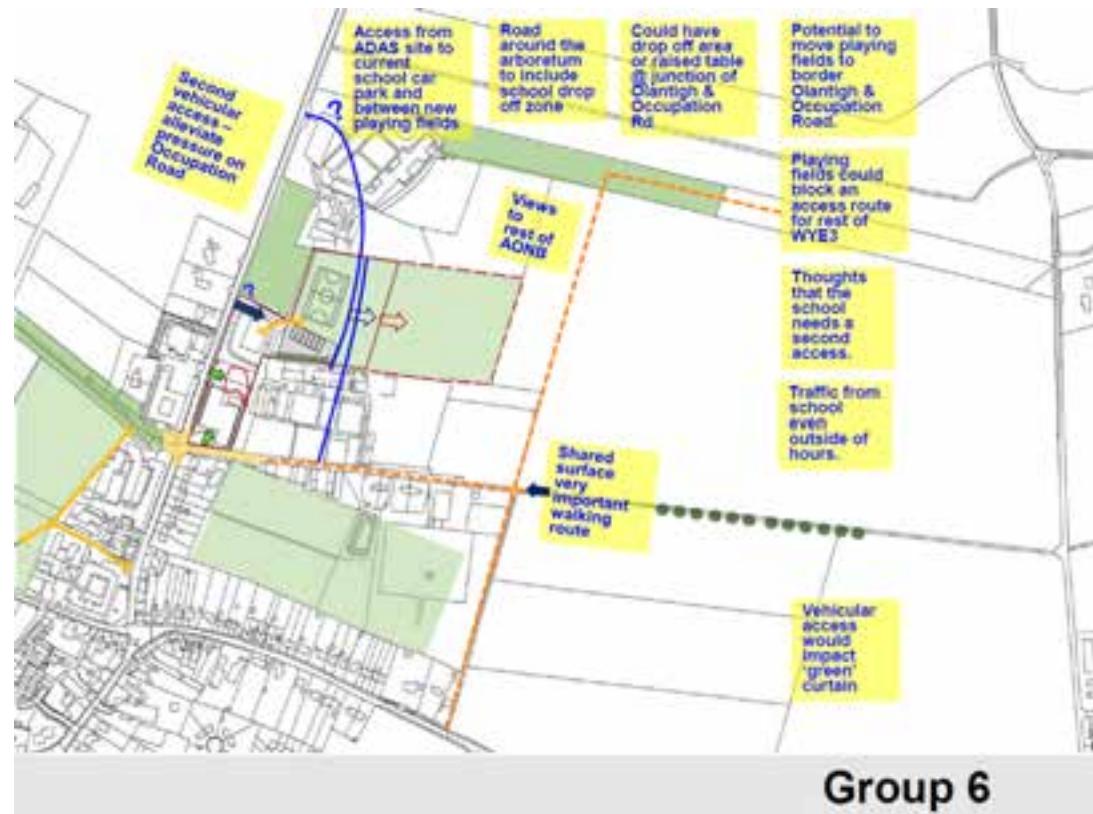
- Public Square - identity
- Public Open Space
- Community Orchard
- Safety on footways
- Access to school playing fields and routes
- Homes with big gardens
- Self build housing



January Workshop - Key Headlines

Various Other Planning

- Informal rural character
- Respond to historic character
- Character approaching village
- Options to refurbish buildings
- School Access & Drop Off
2nd access?



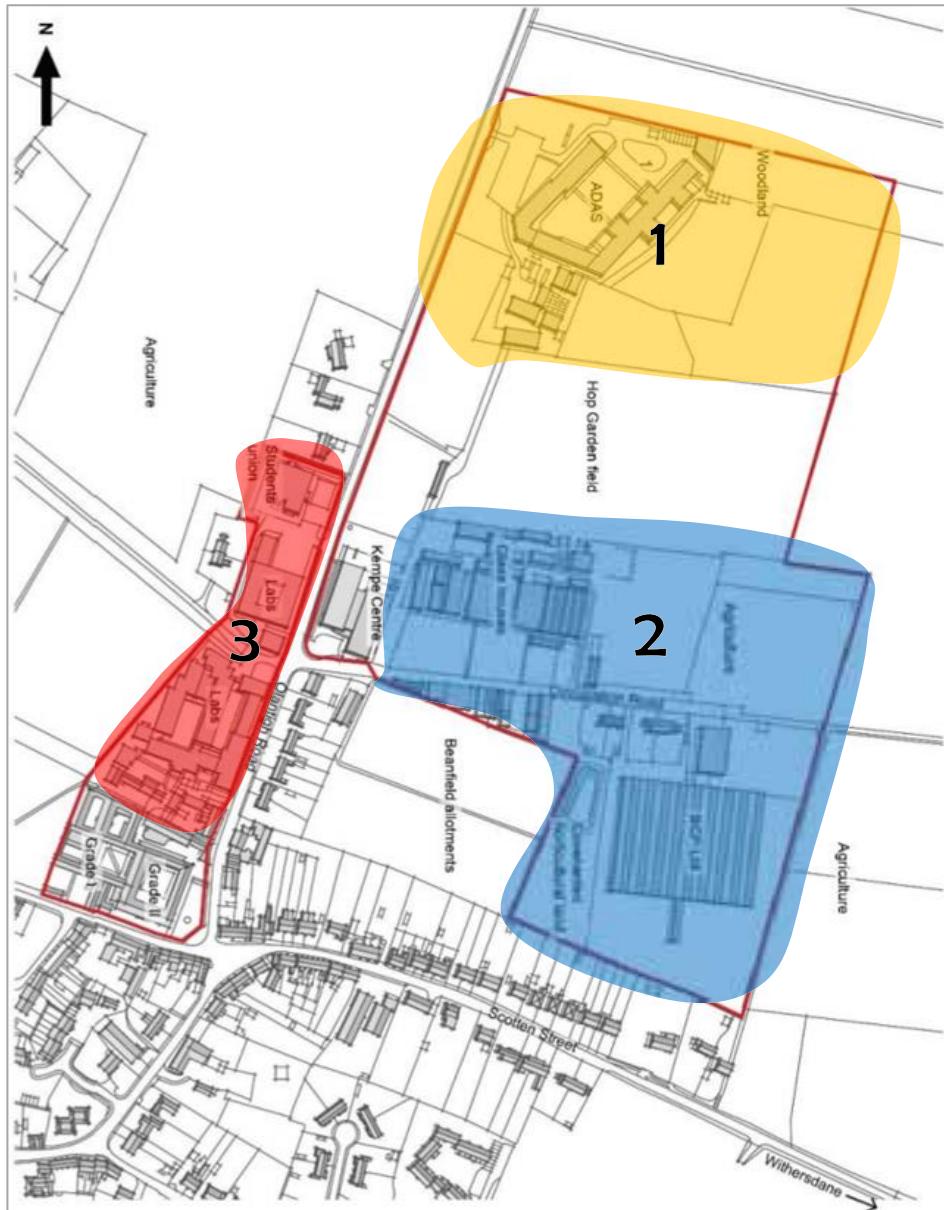
* ANY Questions on the Workshop write-up?

PART 1

WYE3 Masterplan Workshop

Workshop 1 - Movement & Connections

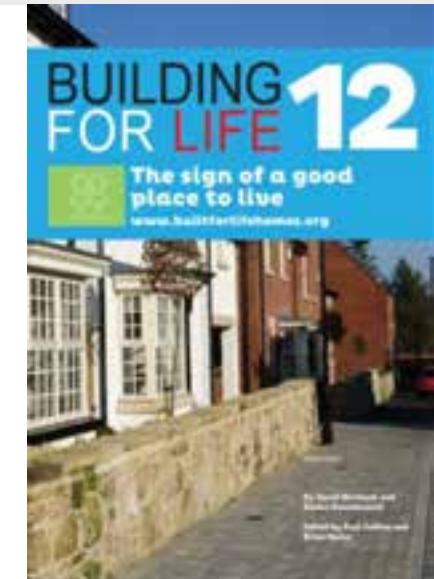
- Inter-relationship of ALL 3 sites
 - Links & Connections
 - Balance & Mix of Uses
 - Spread of business & residential
 - Refine January Workshop
 - Layout starts to take shape
 - Go beyond the boundaries where relevant
-
- **Issues Sheet 1 On table**



WYE3 Masterplan Workshop

Workshop 1 - Movement & Connections

- Based on Good Placemaking Principles
 - e.g. '*Building For Life 12*' Criteria (*on table*)
 - Integrating into the neighbourhood
 - 1 Connections?
 - 2 Facilities and services
 - 3 Public transport
 - Creating a place
 - 8 Easy to find your way around



- Produce a diagram and bullet points
- Agree Consensus?
- Record any issues or points left open or unresolved
- Extra further points ?
- **OUTPUT - FEEDBACK SESSION - EACH GROUP TO REPORT BACK THEIR 3 KEY HEADLINES.**

Part 1 Group Feedback (3 headline points)

TABLE 2 –

- Enhancing and maintaining footpaths inc. in the Arboretum, from centre of village to the School and from the Church
- Focus on ‘node point’ – junction of Occupation and Olantigh
- School expansion – position of car park
- 5 min walking line

Part 1 Group Feedback (3 headline points)

TABLE 3 –

- Traffic – upgrade of Olantigh Rd from school junction to just beyond ADAS to slow traffic
- Sign as entering the village to drive slowly
- From Occupation Rd/Olantigh Road junction northwards to widen pavements etc.
- Highstreet/Olantigh Road junction improvements
- Intro of cycle and pedestrian on eastern boundary of masterplan area
- Pedestrian/cycle route on Olantigh Rd

Part 1 Group Feedback (3 headline points)

TABLE 4 –

- Speed to be lowered on Olantigh Rd
- Olantigh Rd to be a shared aspace for all road users
- Introduce roads into the developments to reduce vehicle traffic on Occupation Rd (one of the most walkable routes to the Downs)
- Improve footpath from SW part of the village to avoid going through the churchyard to the rest of the village
- Cyclepaths and walkways improved around the site including at ADAS

Part 1 Group Feedback (3 headline points)

TABLE 1 –

- Slow down traffic down Olantigh Rd (before the school)
- Potential bottleneck at Olantigh/Occupation Rd junction – other access points could be provided inc. one north of the arboretum
- School playing fields could be opened up out of school hours depending on security
- Discussion/disagreement on which parts of ADAS are greenfield
- Could part of ADAS be used for parking
- Pedestrians through the school
- Occupation Rd shared surface
- Walkable village and what distance that would include

Other feedback – village accessed by country lanes - constraint

Lunch

PART 2

Workshop PART 2 - Site Layout Solution

- **Look at ALL 3 sites individually**
 - ADAS
 - Land north and south of Occupation Road
 - Land west of Olantigh Road
- **Respond to**
 - January Workshop
 - Output of this morning
- **Design a layout**
 - Produce a diagram for each site - creative
 - Record bullet points
 - Go into as much detail as possible (*e.g. numbers of dwellings, business floorspace, open space, Wildlife, landscape*)

WYE3 Masterplan Workshop

Workshop PART 2 – Site Layouts Solution

Good Placemaking Principles

- Use *Building For Life 12* Criteria
- All 12 relevant – useful checklist/prompt
 - Integrating into the neighbourhood/Creating A Place/Street & Home
- Typologies & Buildings
- Identify examples - *Think about appropriate places, spaces, streets or buildings that are memorable and might work in Wye?*
- Agree Consensus?
- Record any issues or points left open or unresolved. Give Options.
- Record any extra further points or ideas?

OUTPUT - FEEDBACK SESSION - EACH GROUP TO REPORT BACK
THEIR 3 KEY HEADLINES FOR EACH SITE.

Part 2 Group Feedback - ADAS Site (3 headline points)

TABLE 2 -

- Isolated site – placemaking given outside of village
- Layout should be led by a landscaped solution
- Consideration of whether field/donkey grazing to the back (east) should be included – if it was, single storey buildings due to height difference
- Management issues
- Affordable housing discussed – housing for local people

Part 2 Group Feedback - ADAS Site (3 headline points)

TABLE 4 –

- Discussed three options – 51 units not viable due to proximity to village
- 26 units would be a better option but may encroach on donkey field – may want to reduce numbers to preserve this part of the site
- Ensure development is not closed off with improved walkways/cycleways etc

WYE3 Masterplan Workshop

Part 2 Group Feedback - ADAS Site (3 headline points)

TABLE 3 –

- Restore woodland and make it enjoyable setting
- Try not to build on donkey field
- Reduce number to 10 – could be larger homes, 4/5 bedrooms, ‘mini chateaux’

Part 2 Group Feedback - ADAS Site (3 headline points)

TABLE 1 –

- Mixture of opinion on whether ADAS should be returned to woodland – if there had to be housing could be low density and/or eco-housing
- More dense housing on other areas of WYE3 to offset money spent on remediation of ADAS – could be ‘option 3’
- Support the NP – concern about development outside walkable village and potential affects of development on the area if outside of the village envelope i.e. social
- Affordable housing if developed for flats
- Part of ADAS could be used as parking for school
- Pathways to ensure site is connected
- Needs to be some consideration of other uses

Part 2 Group Feedback – Land North & South Occupation Road (3 headline points)

TABLE 3 –

- ‘Transition zone’ between countryside and village – buffer zone would be good to the east
- Landscape led plan
- In accordance with NP for housing to go here – more acceptable here than on ADAS site
- Affordable housing to be included
- Needs to be a well considered scheme
- Could make more use of pond - use of Coca Cola funding for flooding in Scotton Street
- Debating whether housing should look out on playing field
- More community space – would be good to be near the school to utilise evening parking and close to village centre

Part 2 Group Feedback – Land North & South Occupation Road (3 headline points)

TABLE 2 –

- Landscape should permeate north of Occupation Rd and link to surrounding AONB
- Creative businesses on western part of Occupation Rd
- Would parkland area be easy to get to?
- Could have a campsite/camping barn or eco-building part (leisure related) in area nearest AONB (eastern part)

Part 2 Group Feedback – Land North & South Occupation Road (3 headline points)

TABLE 4 -

- Residential in areas north of Occupation Rd [shown on diagram]
- Strawberry field cut off to align with boundary above to create a pathway (parallel to Olantigh Rd) [shown on diagram]
- Terraced housing fronting Occupation Rd

Part 2 Group Feedback – Land North & South Occupation Road (3 headline points)

TABLE 1 –

- Consensus to upgrade Occupation Rd. – Shared surface through from WYE 3 to AONB
- Re-use existing buildings
- Could have self-build area
- Two zones of development – higher density nearer school and centre of village and lower density as you move towards AONB and could include area of landscape amenity – route around perimeter of housing to link each end of Occupation Rd
- Houses facing outwards to provide clear edges and boundaries
- Potential to have vehicle access to the eastern side of Occupation Rd.
- Triangular site on western side of Occupation Rd could be resi or units for start-up businesses

Additional feedback – burial space required

No groups yet considered strip of land next to ADAS site
(outside of WYE3 but TT owned)

Part 2 Group Feedback

Land West of Olantigh Road (3 headline points)

TABLE 1 -

- Suggestion of an I-shaped courtyard for extra-care provision
- Could make whole Occupation/Olantigh Rd junction a raised platform
- Leisure centre/pool/gym etc – for community use

Part 2 Group Feedback

Land West of Olantigh Road (3 headline points)

TABLE 4 –

- Care home acceptable use of space/good location – could be more access and road improvements in line with care home users
- However, depending on number of units on other WYE3 sites, could be used for housing
- If resi on the site could generate a lower affordable housing level
- Surprised that east of site (Russell Labs) existing buildings might be retained/redeveloped – could be good for small businesses

Part 2 Group Feedback

Land West of Olantigh Road (3 headline points)

TABLE 2 –

- Footpath along boundary of extra care provision to increase views and surveillance over allotments
- Areas with seating along frontage of Olantigh Road
- Russell Labs – café – could be community use and support the business uses on Occupation Rd – no retail which could detract from High Street
- Surprised Student Union was being kept

Part 2 Group Feedback

Land West of Olantigh Road (3 headline points)

TABLE 3 –

- Uses felt to be acceptable and in accordance with NP
- Ground floor corner in Russell Labs could be a café/gym/community use and readily adapt to need
- Flexible space for businesses – important for scalability

WYE3 Masterplan Workshop

Next Steps

- **16th May 2017** WYE3 Workshop
- **17th-23rd May** Write Up Results of Second Workshop.
- **24th May** All day Public Exhibition
 - Reflect on exhibition comments
 - Preparation of a draft Masterplan
 - Working in partnership with WYE3 Masterplan Steering Group
- **June 2017** - Exhibition of Masterplan proposals with public comments invited.
- **July/August 2017** - Masterplan to be finalised
 - Submitted to Ashford BC.
 - Includes a public consultation period.
- **September** - Ashford Borough Council to consider whether to endorse the WYE3 Masterplan.

CLOSE

WYE3 Workshop 2 – Annotated plan outputs from workshop discussion

Connections & Links



TABLE 1

- Slow down traffic on Olartigh Road (before the school)
 - Potential bottleneck at Olartigh/Occupation Road junction – other access points to the School could be provided including one north of the arboretum
 - School playing fields could be opened up out of school hours for community use depending on security requirements
 - Discussion/disagreement on which parts of ADAS are 'greenfield'
 - Could part of ADAS be used for parking?
 - Pedestrian access through the school
 - Occupation Road could be a shared surface for vehicles, cyclists and pedestrians
 - Discussion of the walkable village and what distance that would include



TABLE 2

- Enhancing and maintaining footpaths including in the arboretum, from the centre of the village to the School and from the Church
 - Focus on the 'node point' that is the junction of Occupation Road and Olanthish Road
 - School expansion – consider the position of the car park
 - Five minute walking line



TABLE 3

- Upgrade Ollantigh Road from the Occupation Road junction to just beyond ADAS to slow traffic
- Provision of a sign when entering the village asking drivers to drive slowly
- Improvements on Ollantigh Road from Occupation Road junction northwards to widen pavements etc.
- Highstreet/Ollantigh Road junction improvements
- Introduction of cycle and pedestrian ways on the eastern boundary of the masterplan area
- Pedestrian/cycle route on Ollantigh Road



TABLE 4

- Speed to be lowered on Ollantigh Road
- Ollantigh Road to be a shared space for all road users
- Introduce roads into the developments to reduce vehicle traffic on Occupation Road, deemed one of the most walkable routes to the Downs from the village
- Improve footpaths from the village to the masterplan sites to avoid people walking through the churchyard to get to the shops
- Cyclepaths and walkways should be improved around the site including at ADAS

ADAS site



TABLE 1

- Mixture of opinion on whether ADAS should be returned to woodland – if there had to be housing could be low density and/or eco-housing
 - More dense housing on other areas of WTE3 to offset money spent on remediation of ADAS – could be an ‘option 3’
 - Support the Neighbourhood Plan – concern about development outside the walkable village area and the potential effects of development on the area (i.e. social) if it is situated outside of the village envelope
 - Affordable housing should be provided if developed for flats
 - Part of ADAS could be used as parking for school
 - Pathways to ensure site is connected
 - Needs to be some consideration of other uses on the site instead

Telereal Trillium

TABLE 2

Frontiers Health



TABLE 2

- Isolated site – placemaking will be important given it is outside of the village
 - Layout should be led by a landscaped solution
 - Consideration of whether the donkey field should be included – if it is, single storey buildings would be more appropriate due to the height differences
 - Management issues
 - Affordable housing discussed – housing for local people



TABLE 3

- Restore woodland and make it enjoyable setting
- Try not to build on donkey field
- Reduce number to 10 new homes – could be larger homes, 4/5 bedrooms, 'mini chateau'



TABLE 4

- Discussed three options – 52 units not viable due to proximity to village
- 26 units would be a better option but may encroach on donkey field – may want to reduce numbers to preserve this part of the site
- Ensure development is not closed off with improved walkways/cycleways etc.

Land North & South of Occupation Road



TABLE 1

- Consensus to upgrade Occupation Road – shared surface through from Whyte 3 to AONB
 - Re-use existing buildings
 - Could have self-build area
 - Two zones of development – higher density nearer school and centre of village and lower density as you move towards AONB and could include area of landscape amenity – route around perimeter of housing to link each end of Occupation Road
 - Houses facing outwards to provide clear edges and boundaries
 - Potential to have vehicle access to the eastern side of Occupation Road
 - Triangular site on western side of Occupation Road could be residential or units for start-up businesses



TABLE 2

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 - Creative businesses on western part of Occupation Road
 - Would parkland area be easy to get to?
 - Could have a campsite/camping barn or eco-building part (leisure related) in area nearest AONB (eastern part)



TABLE 3

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TABLE 4

- Residential in areas north of Occupation Road [shown on diagram]
 - Strawberry field cut off to align with boundary above to create a pathway (parallel to Orlantigh Road) [shown on diagram]
 - Terraced housing fronting Occupation Road

Land West of Olantigh Road

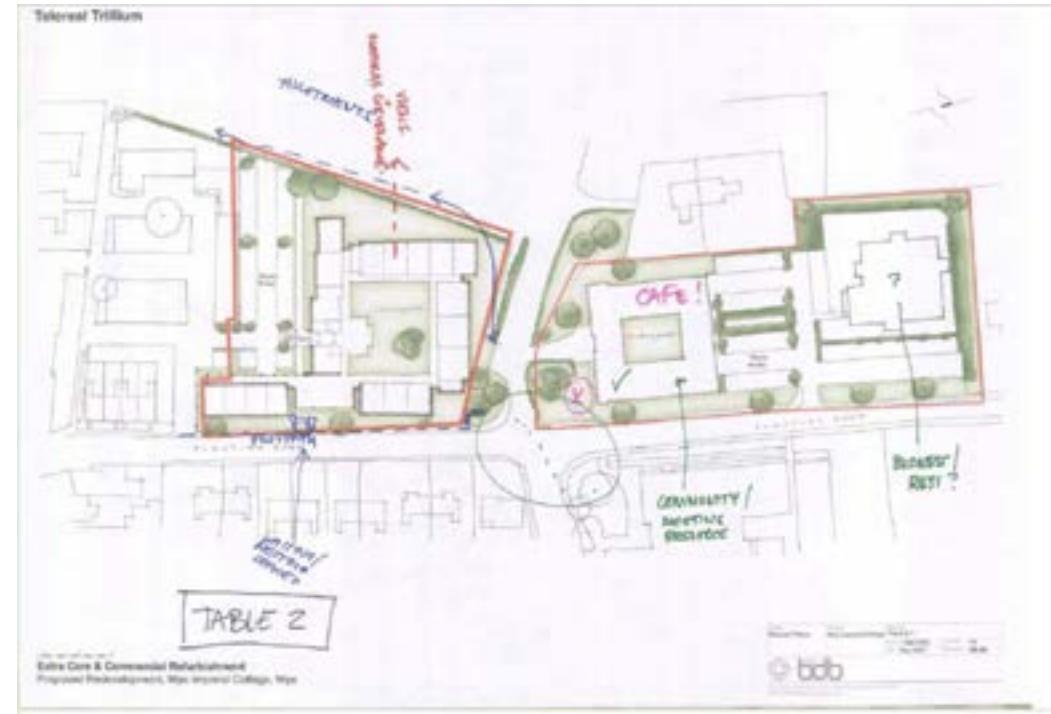


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TABLE 3

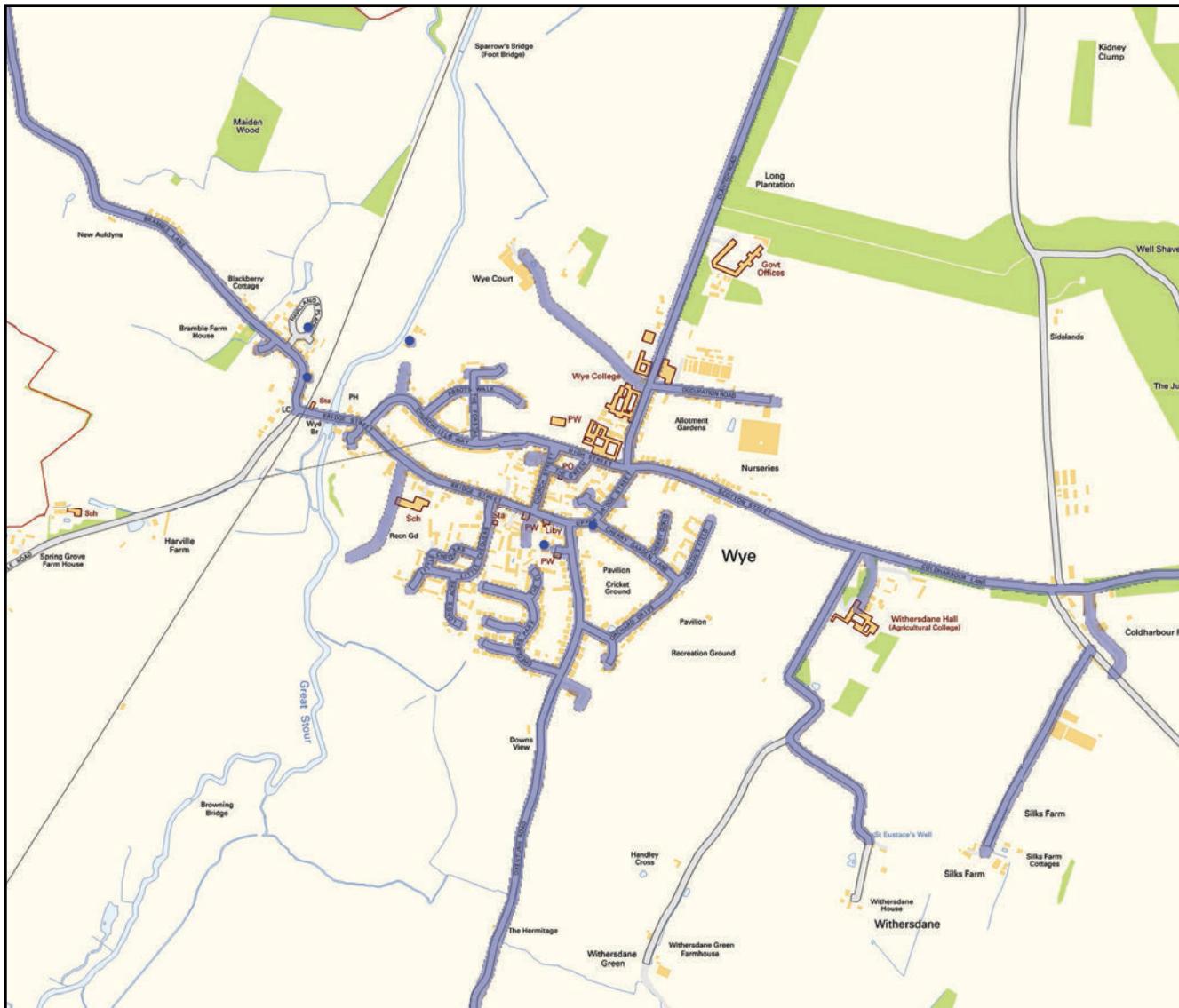
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TABLE 4

- Care home is an acceptable use of space/good location – could be more access and road improvements in line with care home users
- However, depending on number of units on other WYE3 sites, could be used for housing
- If residential development is on the site, it could generate a lower affordable housing level
- Surprised that the Student Union might be retained/redeveloped – could be good for small businesses

Wye Village - Route 1 (TN25 5)



Height: 1.5 miles

Delivery Count: 1067

Delivery Details

Residential delivery count	1019
Business delivery count	48

House Type

	%
Detached	24.76%
Semi-detached	27.01%
Terraced	29.9%
Flats - In a residential building	12.65%
Flats - Converted	2.36%
Flats - In a commercial building	2.25%
Others	1.07%
Total	100%

Tenure

	%
Owner occupied - Owns outright	39.53%
Owner occupied - Owns with a mortgage or loan	22.18%
Owner occupied - Shared ownership	0%
Rented from - Council (local authority)	17.79%
Rented from - Housing Association / Registered Social Landlord	3.15%
Rented from - Private landlord or letting agency	11.37%
Rented from – Other	5.97%
Total	100%

Development Directorate

Ask For: Mark Chaplin
Email: mark.chaplin@ashford.gov.uk
Date: 11th May 2017



ASHFORD
BOROUGH COUNCIL

Civic Centre
Tannery Lane
Ashford, Kent
TN23 1PL
(01233) 331111
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Twitter: @ashfordcouncil

Dear Resident,

Public exhibition on emerging masterplan ideas for WYE3 (Former Wye College)

24th May 2017, 10.00am-8.00pm at The Old Hall, former Wye College, High Street, Wye

As you may be aware, the Wye Neighbourhood Plan requires that a masterplan be prepared for the former Wye College campus (known historically as WYE3). Ashford Borough Council, as the local planning authority, is responsible for producing this and has been working with the Parish Council and the landowner Telereal Trillium on the early stages of forming a WYE3 masterplan.

As part of this process, we hosted a preliminary stakeholder workshop in early January and we are holding a smaller workshop next week to bring initial ideas and options forward. After this, it will be an appropriate time for the wider community in the whole village to be involved in understanding and commenting on the masterplan constraints, options and ideas that are coming out of these early discussions.

On this basis, we will be hosting an open public exhibition on the emerging ideas on **Wednesday 24th May at the Old Hall** in the former college buildings accessed off the High Street. The interactive event will be open from 10am until 8pm and be a great opportunity to examine the draft ideas. Members of all the partner organisations (Ashford Borough Council, Wye with Hinxhill Parish Council and the developers Telereal Trillium and their team) will be available to answer any questions.

It is important to note that this exhibition is taking place prior to a masterplan being drawn up by Telereal Trillium. Any such masterplan will be subject to further public consultation as it goes through the process of being considered by the Council for adoption later this year.



In the meantime, if you have any questions, please contact me, Wye with Hinxhill Parish Council or Telereal Trillium. I look forward to seeing you then.

Yours sincerely



Mark Chaplin

Principal Urban Design
Strategic Sites & Design Team
Ashford Borough Council

Email - mark.chaplin@ashford.gov.uk



WYE3 MASTERPLAN

INTRODUCTION

Following the acquisition of the former Wye College buildings by Telereal Trillium in October 2015 and the adoption of the Wye Neighbourhood Plan in September 2016, work commenced on a masterplan for the main former campus area, subject to Policy WYE3 in the Tenterden & Rural Sites Development Plan Document which forms part of Ashford Borough Council's (ABC) Local Plan.

The WYE3 Masterplan area is outlined in red on the map shown to the right and includes ADAS, the land north and south of Occupation Road and the land west of Ollantigh Road. There are currently two live planning applications for the expansion of Wye School and the conversion of the Old College Buildings into 41 new homes. These applications are not the main subject of discussion today but please speak to a member of the team if you would like more information. In order to develop the masterplan, ABC has convened a steering group made up of representatives from ABC, Wye with Hinxhill Parish Council (WHPC) and Telereal Trillium's team. The steering group allows the three parties to discuss the approach and to agree the process for developing the WYE3 Masterplan. So far this has included:

Workshop 1 – 12th January 2017

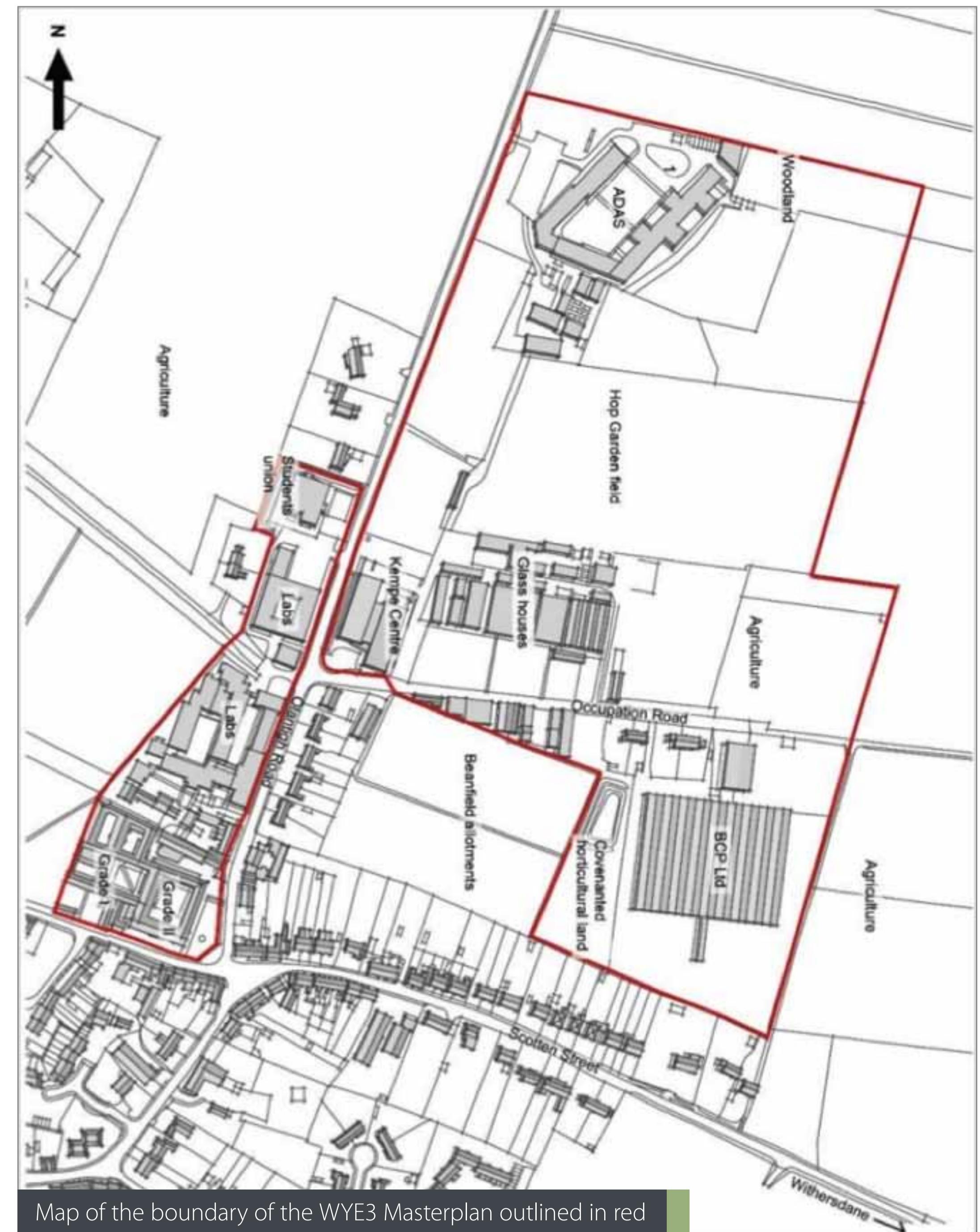
A mix of officers from ABC, Kent County Council (KCC), various local and national groups and residents and businesses alongside local organisations took part, as well as the WHPC and Telereal Trillium's team. The plans providing a summary of the discussions that came out of the workshop can be seen on the next few boards and the draft report is also available to view at this event.

Workshop 2 – 16th May 2017

A smaller group of officers from ABC and KCC, various local and national groups and residents and businesses alongside local organisations took part, as well as the WHPC and Telereal Trillium's team. The drawings and plans as well as summary comments from the workshop last week are provided on later boards. As well as the drawings and comments direct from the workshop, ABC asked Telereal Trillium to provide responses to the comments and questions raised. There is also a summary of the areas of consensus and where there are outstanding questions..

We have also provided the material that was used at Workshop 2 so you can see what was available for the discussion. Please ask if you would like to view any of this. Finally, we are keen to hear your views and would encourage you to get involved with this process by providing your feedback either by:

- Speaking to a member of the WYE3 Masterplan Steering Group teams in attendance today
- Providing your comments in the A5 comment forms



Map of the boundary of the WYE3 Masterplan outlined in red

WYE3 MASTERPLAN

Wye Neighbourhood Development Plan 2015-2030

Wye Neighbourhood Development Plan 2015-30

Vision

- Wye village should remain a distinct settlement with a clear division between the village and the surrounding countryside.
- Wye should retain a balanced community providing some local employment and should not become purely residential.
- Any development in Wye should respect the landscapes around it, so that it retains its rural character.
- The environment should continue to make the community feel safe.
- The active and energetic community should continue to enjoy many activities, with most of the needed facilities and amenities for the parish provided in the village.
- Any changes should respect Wye's history and its historic buildings.

Policy WNP1a Village envelope Development outside the village envelope, as defined in Figure 4.1, will only be permitted in accordance with development plan and national policies for development in the countryside and the AONB. Between Olantigh Road and Scotton Street the village envelope will be defined by the masterplan referred to in policy WNP6. The Neighbourhood Plan states that ADAS lies outside the 4 minutes walking distance from the centre of the village.

Figure 4.1 The village envelope defining the built confines of Wye 2030 is marked in red. The dotted red line indicates that this section of the envelope is to be defined through the masterplan referred to in Policy WNP6

Policy WNP9 Scale of housing development
The Neighbourhood Plan proposes the development of approximately 150 dwellings over the period up to 2030 as set out in Table 5.1.

Table 5.1 Indicative numbers of dwellings for phased development up to 2030

Development NP proposals to 2030

Development	NP proposals to 2030
WYE ^a	27
WYE ^b	25
WYE ^c	approx. 50
Change of use ^d	approx. 35
Windfall	approx. 15
Total	approx. 150

c Subject to masterplan

Policy WNP10 Density and layout

- Densities should reflect the existing pattern of housing at 20-30 dwellings per hectare (outside the higher densities at the core of the village). Densities of below 20dph will be acceptable in developments on the edge of the village.
- Development will be encouraged to provide links with safe walking and cycling routes to the village centre, facilitating access to schools, the surrounding countryside and station - minimising the need for car use. The loss of existing footpaths and cycleways will be resisted. New development should be built round the idea of a walkable village with integrated adequate pathways directly connecting to the centre of the village.
- Major developments should be designed to provide new green amenity spaces, reflecting and extending the existing network of accessible green space running through the village.



Figure 4.1 The village envelope defining the built confines of Wye 2030 is marked in red. The dotted red line indicates that this section of the envelope is to be defined through the masterplan referred to in Policy WNP6.

Policy WNP11 The former Imperial College London campus at Wye

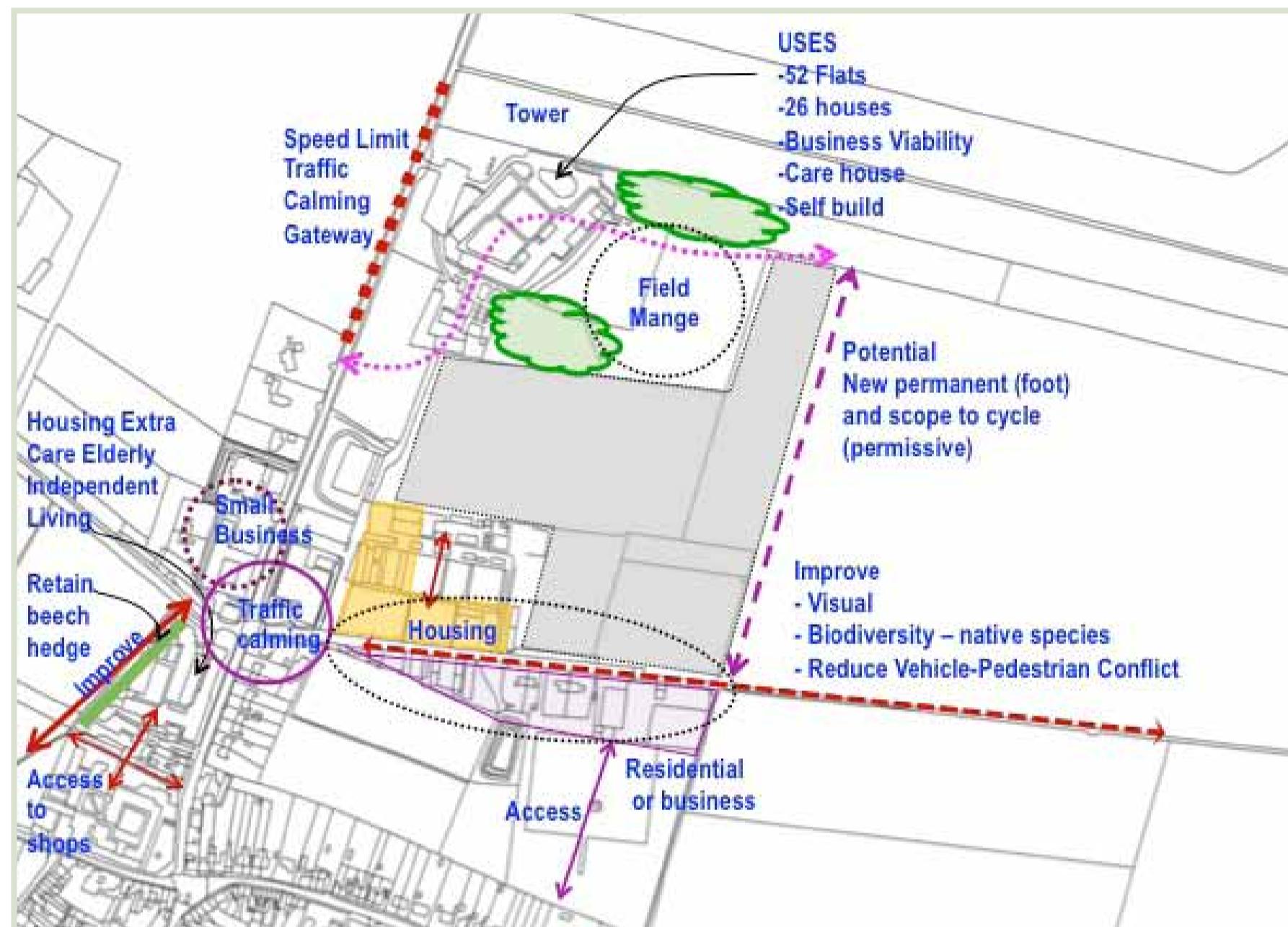
As outlined in Core Policy WNP6, the former Imperial College London landholding at Wye (WYE3) is proposed for a mix of uses, including education, business, community infrastructure and housing. In this regard development proposals for this site shall, subject to viability:

- Provide for the continued use of part of the site for education through the establishment of a secondary school or equivalent activity on the site.
- Any such development should include the adoption of a travel plan to limit the use of cars to bring staff and students to and from the site prior to the commencement of any such development. Detailed design should be submitted to and agreed by the local planning authority and the highways authority for the entrance to the school and the Occupation Rd/Olantigh Rd junction in agreement with the developers of the remaining Occupation Rd site prior to the occupation of the buildings for this use.
- Redevelop part of the site as a business hub (B1 Office or A2 Research and development).
- Retain and enhance the existing commercial land use along the southern side of Occupation Road for employment use (B1).
 - Renovation of the properties here would improve the appearance of the entry route into the village from the North Downs Way.
 - For (b) and (c), adequate parking provision for such commercial floorspace should be provided as part of any such redevelopment.
- Incorporate the continued use of the land south of Occupation Rd for horticultural businesses.
- Achieve the positive re-use of the Grade 1 and Grade 2 listed, and other unused Edwardian buildings of the former Wye College by a mix of community, residential and business uses.
- Such development would require provision of a new pedestrian and vehicular access route into the site.
- Small scale B1 use, live/work units and some residential change of use would also be supported here to encourage the development of a thriving community hub in these historic buildings in the heart of the village.
- Retain the Withersdale site for institutional, residential (C2) use, subject to traffic generation being compatible with the highway constraints of Scotton Street and the upgrading of footpath links between the site and the village to ensure mobility scooter access.
- Re-develop areas of land not used by the school or business hub for approximately 50 dwellings.
- Achieve appropriate reuse of the site of the former ADAS buildings, having regard to the concept of the walkable village.
- Pay particular attention to the potential for innovation in materials and form in the design of new buildings, and should where possible embody elements such as green roofs and non-reflective materials to limit the visual impact of additional development here on the surrounding AONB. Any development should provide a connection to the nearest point of adequate capacity in the sewerage network, as advised by Southern Water.
- Ensure that all additional landscaping provided across the site is of high quality given its setting within the AONB, is comprised of species native to this area of the Kent Downs and of a design, scale and format appropriate to its setting close to the SAC. Applications should demonstrate how proposed landscaping has been designed to enhance views from the AONB.
- Where appropriate, having regard to the statutory requirements, development of WYE3 will be subject to Section 106 agreements to support traffic calming on Olantigh Rd., Scotton Street and Oxenturn Rd., improvement to the village hall complex and the establishment of a day care centre for the elderly (see Appendix B).
- I) Summary**
The WNP contributes to the achievement of sustainable development in the framework of national and local planning policies by:
 - protecting the AONB and local habitats by focusing development within the village envelope and by the promotion of the use, recovery and restoration of previously developed sites;
 - protecting community assets that enhance the quality of life in Wye village;
 - locating new development within easy walking distance of existing village facilities, close to bus stops, to minimise traffic congestion and thus the related emissions and pedestrian safety concerns;
 - protecting and enhancing the historic environment of Wye by encouraging high quality development that responds to the distinctive, Kent Downs character and protecting open spaces within the built up area and
 - encouraging flexible working in the parish by improving the electronic infrastructure, promoting sites for commercial development and educational use, by allocating new housing, helping local businesses and organisations.

WYE3 MASTERPLAN

WORKSHOP 1

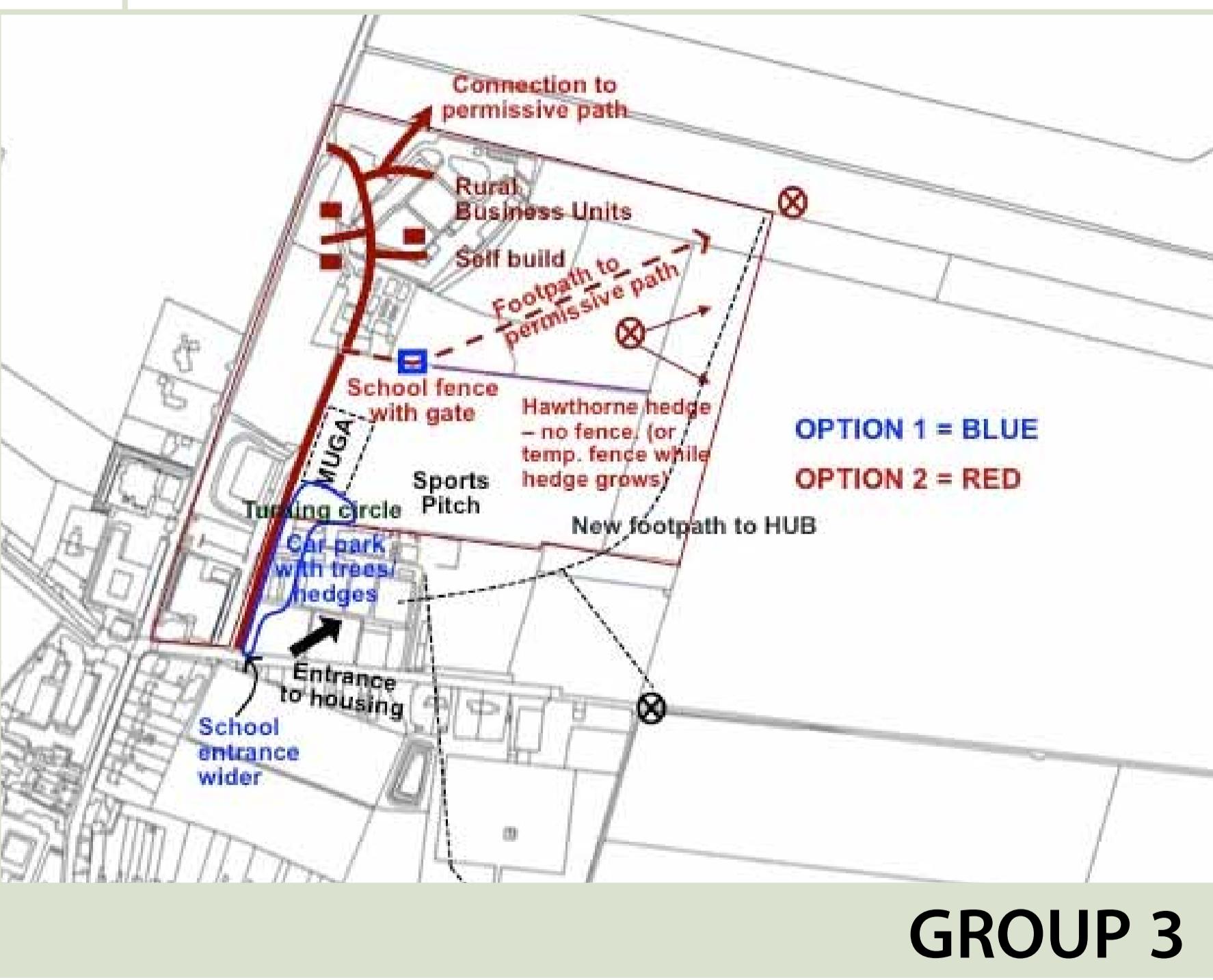
On 12th January 2017, our first workshop was held to discuss initial thoughts for the WYE3 Masterplan. The images displayed on the following two boards provide a summary of the discussions held on each table alongside some key headlines.



GROUP 1

Uses

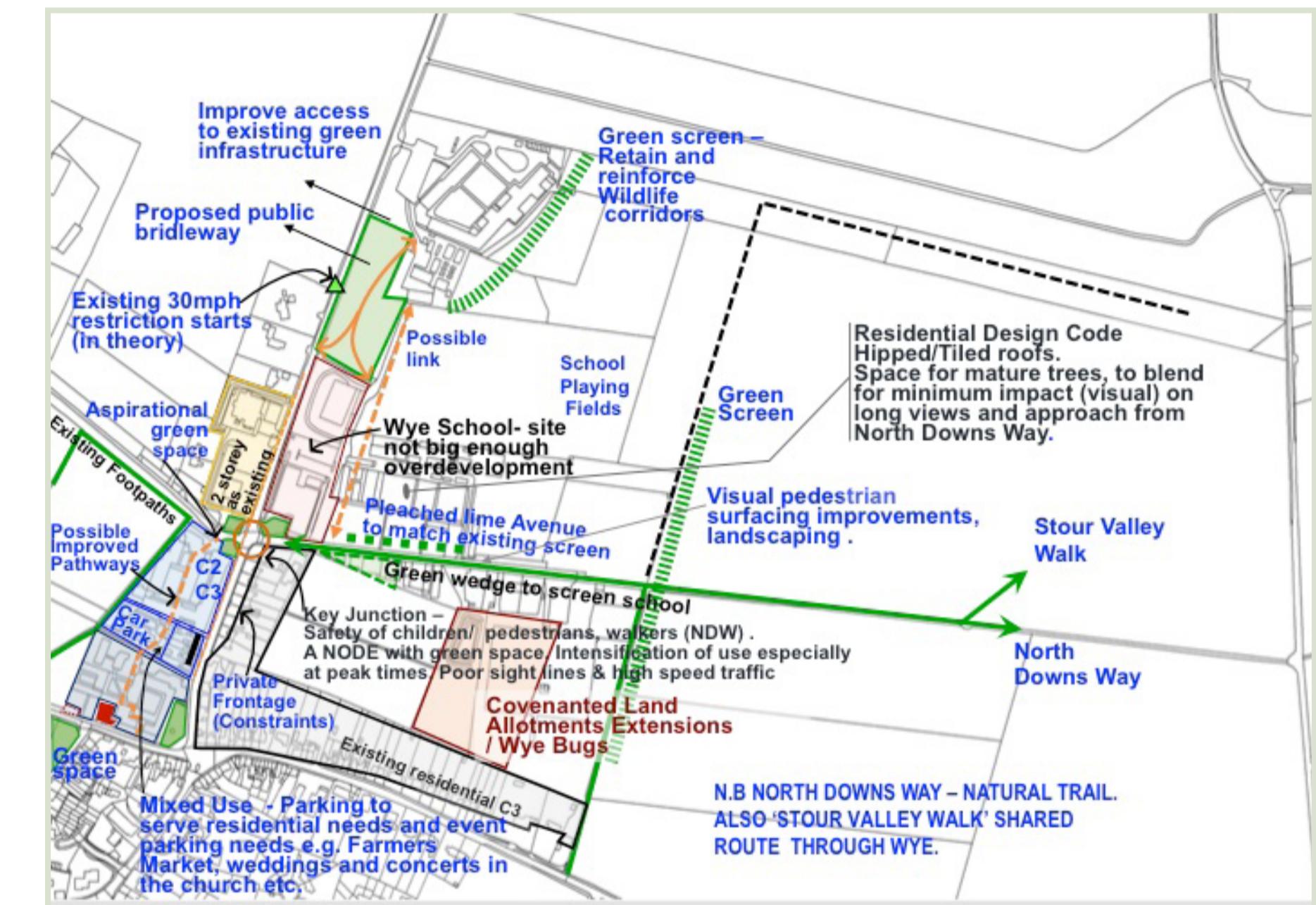
- Mix residential & community uses
- Business
- Employment Hub
- Artisan
- Horticultural
- Community – ex-social club
- Affordability - Key workers
- Elderly Care Home
- Future school expansion
- Parking – support events



GROUP 3

Built Development

- Layout connected streets
- Extent of village envelope
- ADAS footprint
- Residential no. of houses.
- Density gradation
- Scale & height
- Design codes?



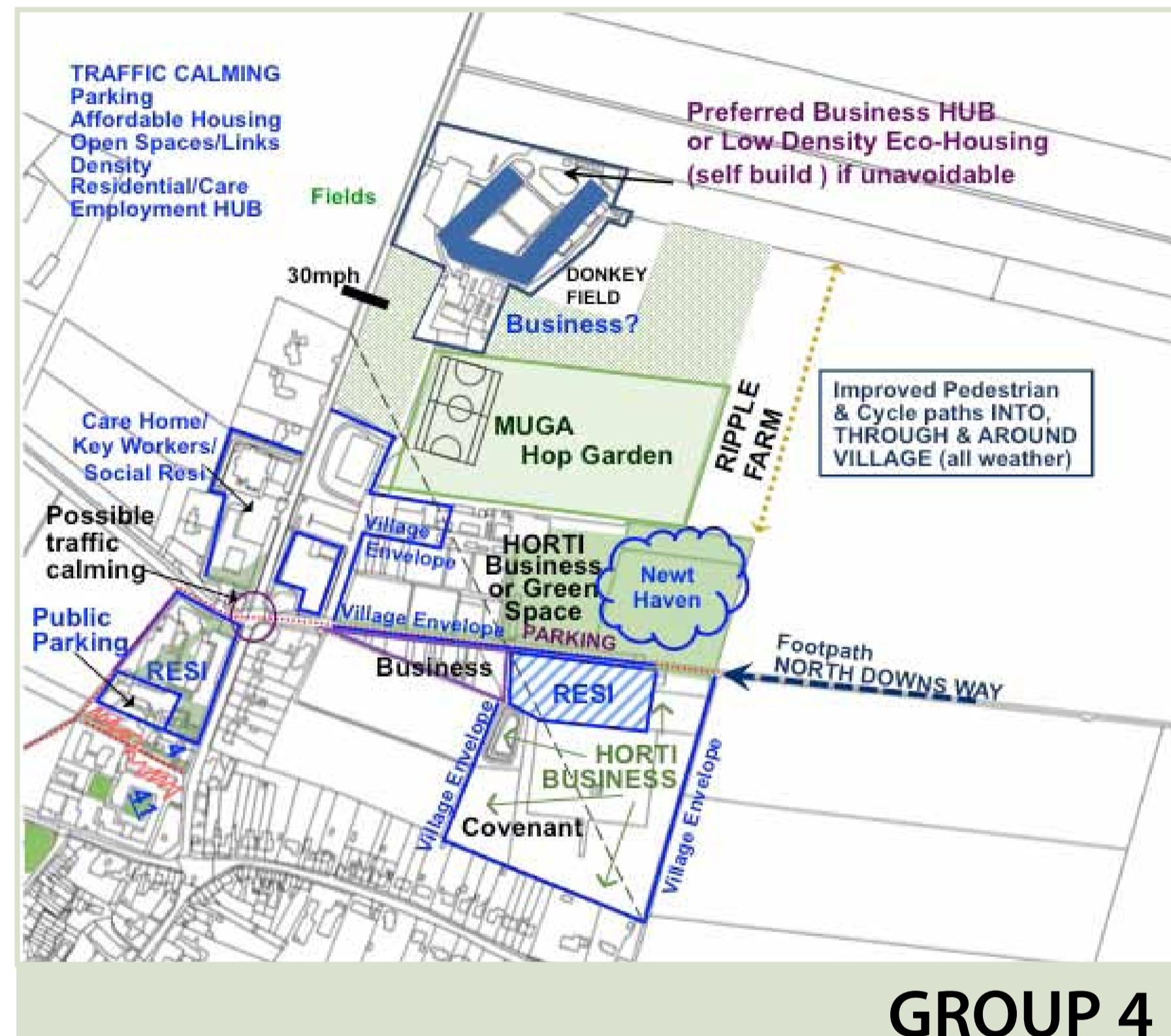
GROUP 2

Movement

- Street design
- Avenues of trees
- Junction design/capacity
- Footpaths -safety
- Public Rights of Way – network
- Gateway entrance
- Traffic speeds
- Walkability
- Cycleability
- Bridleways

WYE3 MASTERPLAN

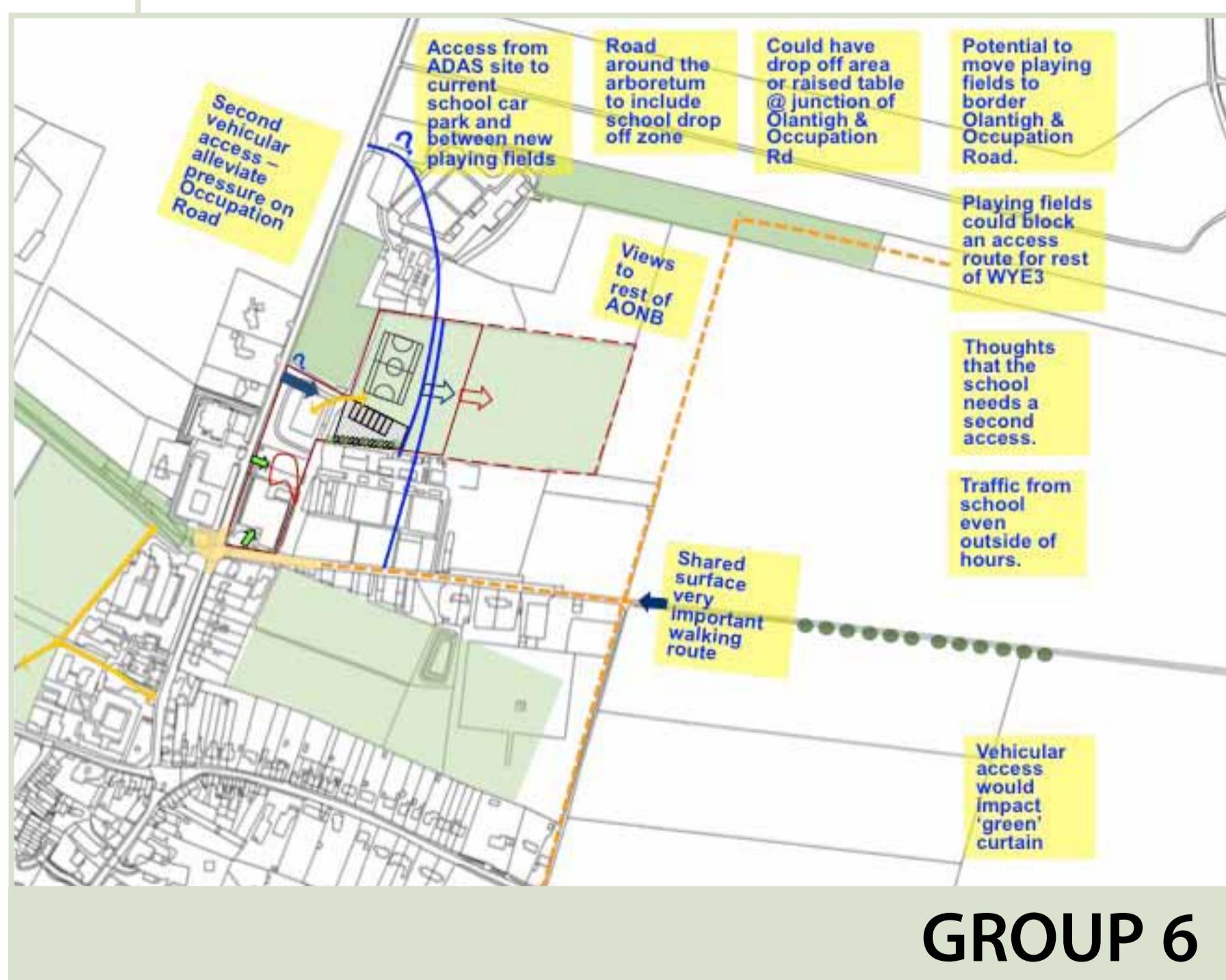
WORKSHOP 1



GROUP 4

Landscape & Trees

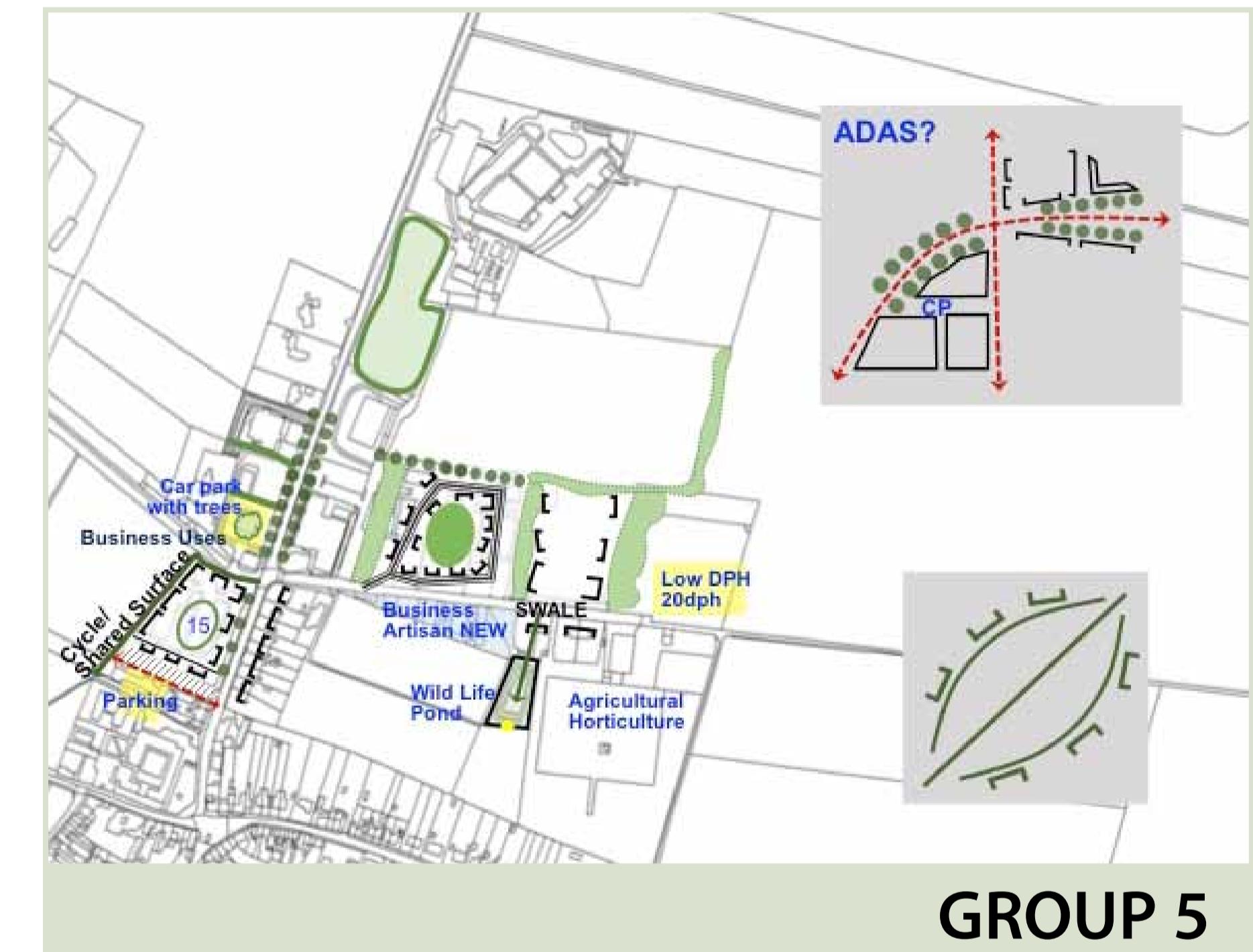
- AONB
- Advance planting – (mitigation)
- Arboretum – specimen trees
- Tree lined avenues
- Green screen
- Wind breaks
- Wildlife corridors
- Ponds & newts



GROUP 6

Social Community

- Public Square - identity
- Public open space
- Community Orchard
- Safety on footways
- Access to school playing fields and routes
- Homes with big gardens
- Self-build housing



GROUP 5

Various Other Planning

- Informal rural character
- Respond to historic character
- Character approaching village
- Options to refurbish buildings
- School access & drop-off 2nd access?

WYE3 MASTERPLAN

WORKSHOP 2

A workshop was held on Tuesday 16th May where a smaller group of officers from ABC and KCC, various local and national groups and residents and businesses alongside local organisations took part, as well as the WHPC and Telereal Trillium's team. Attendees were split into four tables and the headline points of their discussions are summarised over the next few boards.

Connections and links

The first part of the workshop discussed connections and links for the masterplan area. It was encouraged that participants consider good placemaking principles such as: integrating into the neighbourhood; connections; facilities and services; public transport; creating a place; easy to navigate.



TABLE 1

- Slow down traffic on Olantigh Road (before the school)
- Potential bottleneck at Olantigh/Occupation Road junction – other access points to the School could be provided including one north of the arboretum
- School playing fields could be opened up out of school hours for community use depending on security requirements
- Discussion/disagreement on which parts of ADAS are 'greenfield'
- Could part of ADAS be used for parking?
- Pedestrian access through the school
- Occupation Road could be a shared surface for vehicles, cyclists and pedestrians
- Discussion of the walkable village and what distance that would include



TABLE 2

- Enhancing and maintaining footpaths including in the arboretum, from the centre of the village to the School and from the Church
- Focus on the 'node point' that is the junction of Occupation Road and Olantigh Road
- School expansion – consider the position of the car park
- Five minute walking line

WYE3 MASTERPLAN

WORKSHOP 2

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TABLE 3

- Upgrade Olandigh Road from the Occupation Road junction to just beyond ADAS to slow traffic
- Provision of a sign when entering the village asking drivers to drive slowly
- Improvements on Olandigh Road from Occupation Road junction northwards to widen pavements etc.
- Highstreet/Olandigh Road junction improvements
- Introduction of cycle and pedestrian ways on the eastern boundary of the masterplan area
- Pedestrian/cycle route on Olandigh Road

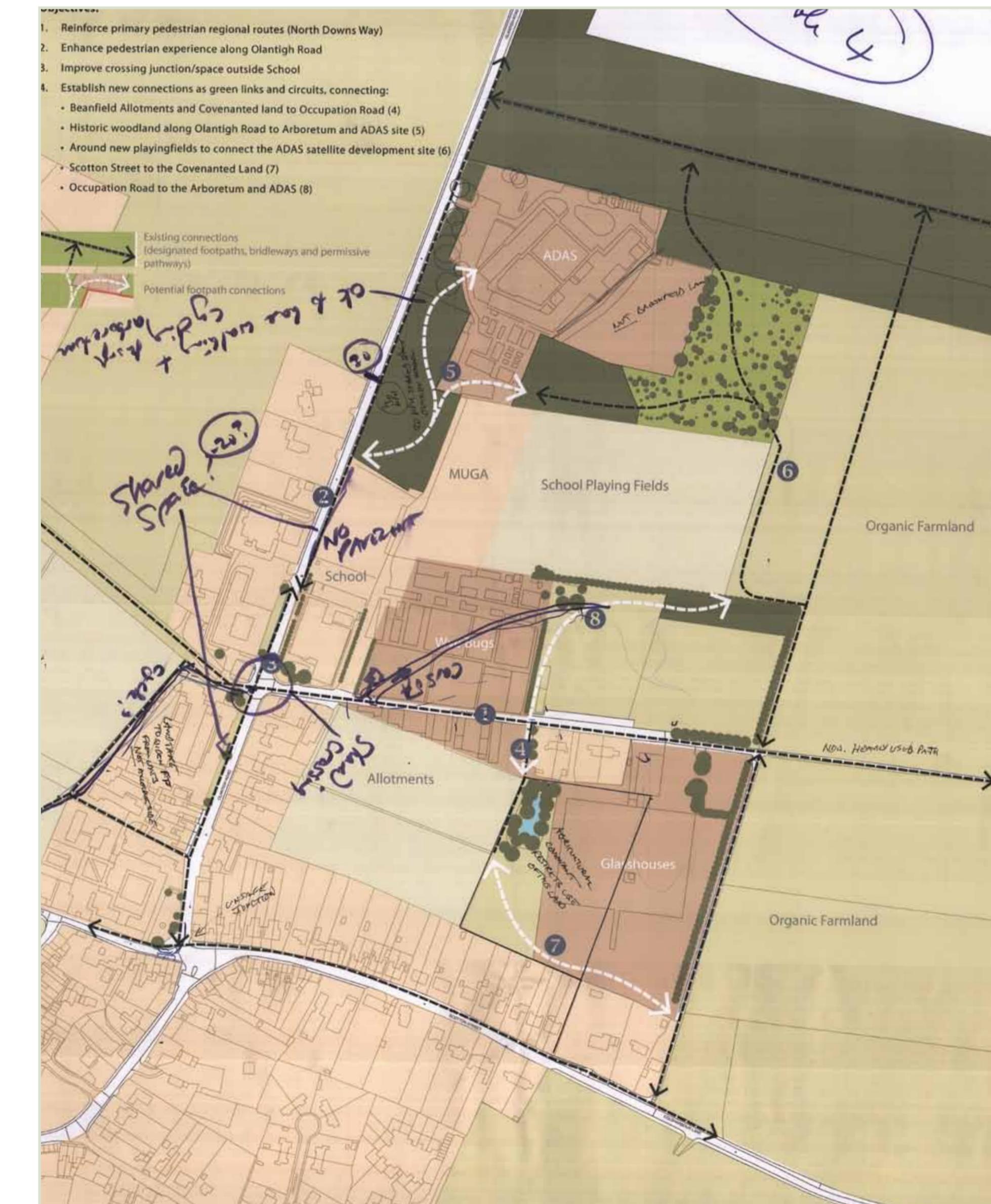


TABLE 4

- Speed to be lowered on Olandigh Road
- Olandigh Road to be a shared space for all road users
- Introduce roads into the developments to reduce vehicle traffic on Occupation Road (deemed one of the most walkable routes to the Downs from the village)
- Improve footpaths from the village to the masterplan sites to avoid people walking through the churchyard to get to the shops
- Cyclepaths and walkways should be improved around the site including at ADAS

WYE3 MASTERPLAN

WORKSHOP 2

ADAS site

It should be noted that the existing buildings on the ADAS site have Permitted Development Rights confirmed for conversion to 52 flats, with car parking to the full standard. However, proposals are also being considered for 26 family homes instead. Please see the briefing note provided below for more information.

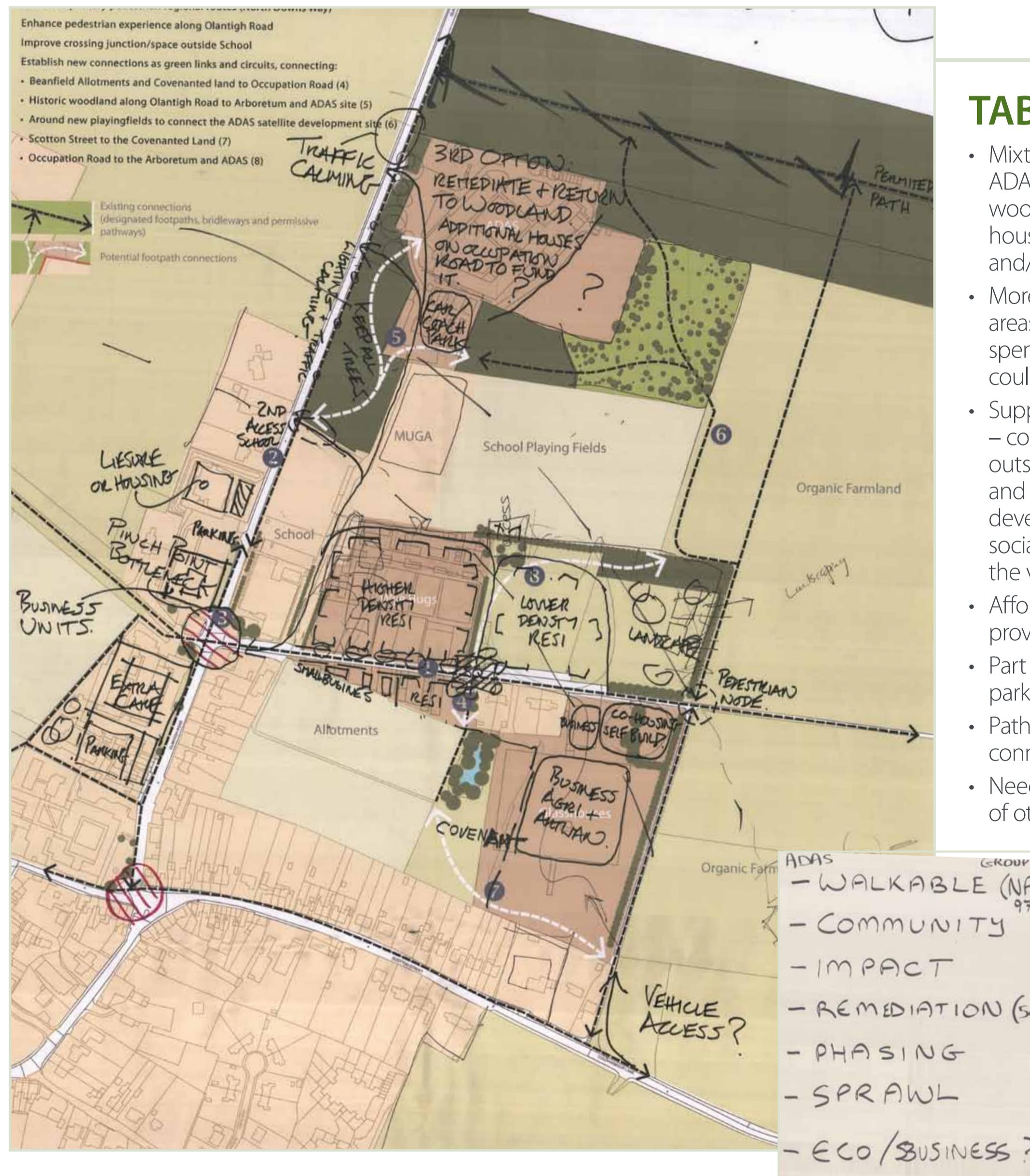


TABLE 1

- Mixture of opinion on whether ADAS should be returned to woodland – if there had to be housing, could be low density and/or eco-housing
- More dense housing on other areas of WYE3 to offset money spent on remediation of ADAS – could be an 'option 3'
- Support the Neighbourhood Plan – concern about development outside the walkable village area and the potential effects of development on the area (i.e. social) if it is situated outside of the village envelope
- Affordable housing should be provided if developed for flats
- Part of ADAS could be used as parking for school
- Pathways to ensure site is connected
- Needs to be some consideration of other uses on the site instead



TABLE 2

- Isolated site – placemaking will be important given it is outside of the village
- Layout should be led by a landscaped solution
- Consideration of whether the donkey field should be included – if it is, single storey buildings would be more appropriate due to the height differences
- Management issues
- Affordable housing discussed – housing for local people

WYE3 MASTERPLAN

WORKSHOP 2

The next part of the workshop discussed the main sites in the masterplan area individually:

- ADAS site • Land North & South Occupation Road • Land West of Olantigh Road

It was encouraged that participants consider building uses and types, and identify examples of appropriate places, spaces, streets or buildings that are memorable and might work in Wye. Groups were also asked to design the basis of a layout for each site and these drawings, along with headline points, are displayed over the next series of boards.

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TABLE 3

- Restore woodland and make it enjoyable setting
- Try not to build on donkey field
- Reduce number to 10 new homes – could be larger homes, 4/5 bedrooms, 'mini chateaux'



TABLE 4

- Discussed three options – 52 units not viable due to proximity to village
- 26 units would be a better option but may encroach on donkey field – may want to reduce numbers to preserve this part of the site
- Ensure development is not closed off with improved walkways/cycleways etc.

WYE3 MASTERPLAN

WORKSHOP 2

Land North and South of Occupation Road

This part of the site is being considered for residential development and workshop attendees were encouraged to comment on aspects such as the location and number of new dwellings and how existing businesses on the site could be accommodated. Please see the briefing note provided below for more information.



TABLE 1

- Consensus to upgrade Occupation Road – shared surface through from WYE 3 to AONB
- Re-use existing buildings
- Could have self-build area
- Two zones of development – higher density nearer school and centre of village and lower density as you move towards AONB and could include area of landscape amenity – route around perimeter of housing to link each end of Occupation Road
- Houses facing outwards to provide clear edges and boundaries
- Potential to have vehicle access to the eastern side of Occupation Road
- Triangular site on western side of Occupation Road could be residential or units for start-up businesses



TABLE 2

- Landscape should permeate north of Occupation Road and link to surrounding AONB
- Creative businesses on western part of Occupation Road
- Would parkland area be easy to get to?
- Could have a campsite/camping barn or eco-building part (leisure related) in area nearest AONB (eastern part)

WYE3 MASTERPLAN

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- Strawberry field cut off to align with boundary above to create a pathway (parallel to Oltantigh Road) [shown on diagram]
- Terraced housing fronting Occupation Road

WYE3 MASTERPLAN

WORKSHOP 2

Land West of Olantigh Road

The Former Russell Labs are currently considered suitable for uses such as offices, craft workshops and a community café while the Former Science Labs site is considered suitable for extra care housing/residential care home use. Please see the briefing note provided below for more information.



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- Suggestion of an I-shaped courtyard for the extra-care provision
- Could make whole of Occupation/Olantigh Road junction a raised platform
- Leisure centre/pool/gym etc – for community use

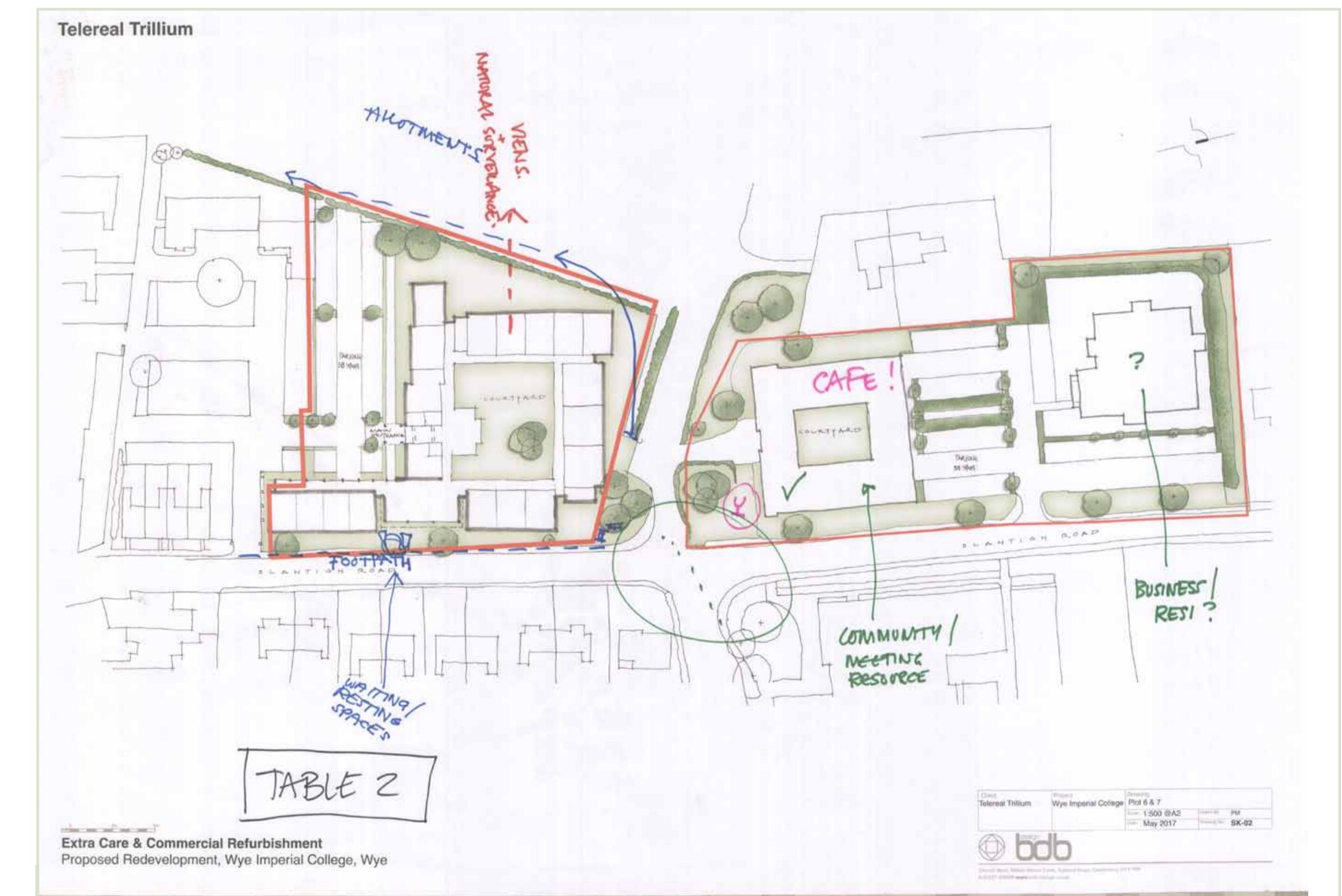


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- Footpath along boundary of extra care provision would be good to increase views and surveillance over the allotments
- Areas with seating along frontage of Olantigh Road
- Russell Labs – café could be community use and support the business uses on Occupation Road
– no retail which could detract from High Street
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WYE3 MASTERPLAN

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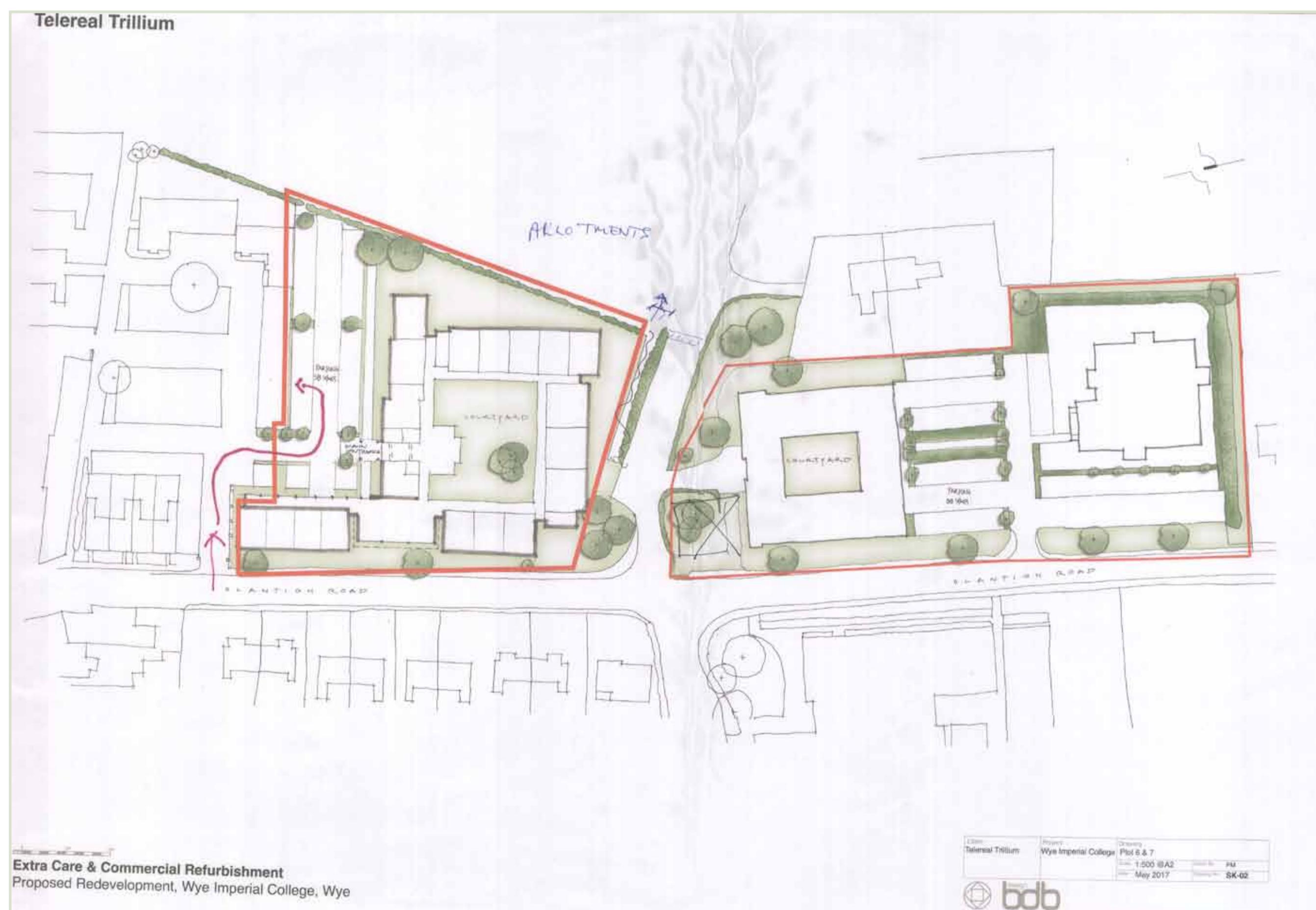


TABLE 3

- Uses felt to be acceptable and in accordance with the Neighbourhood Plan
 - Ground floor corner in Russell Labs could be a café/gym/community use and should be readily adaptable to needs
 - Flexible space for businesses – important for scalability

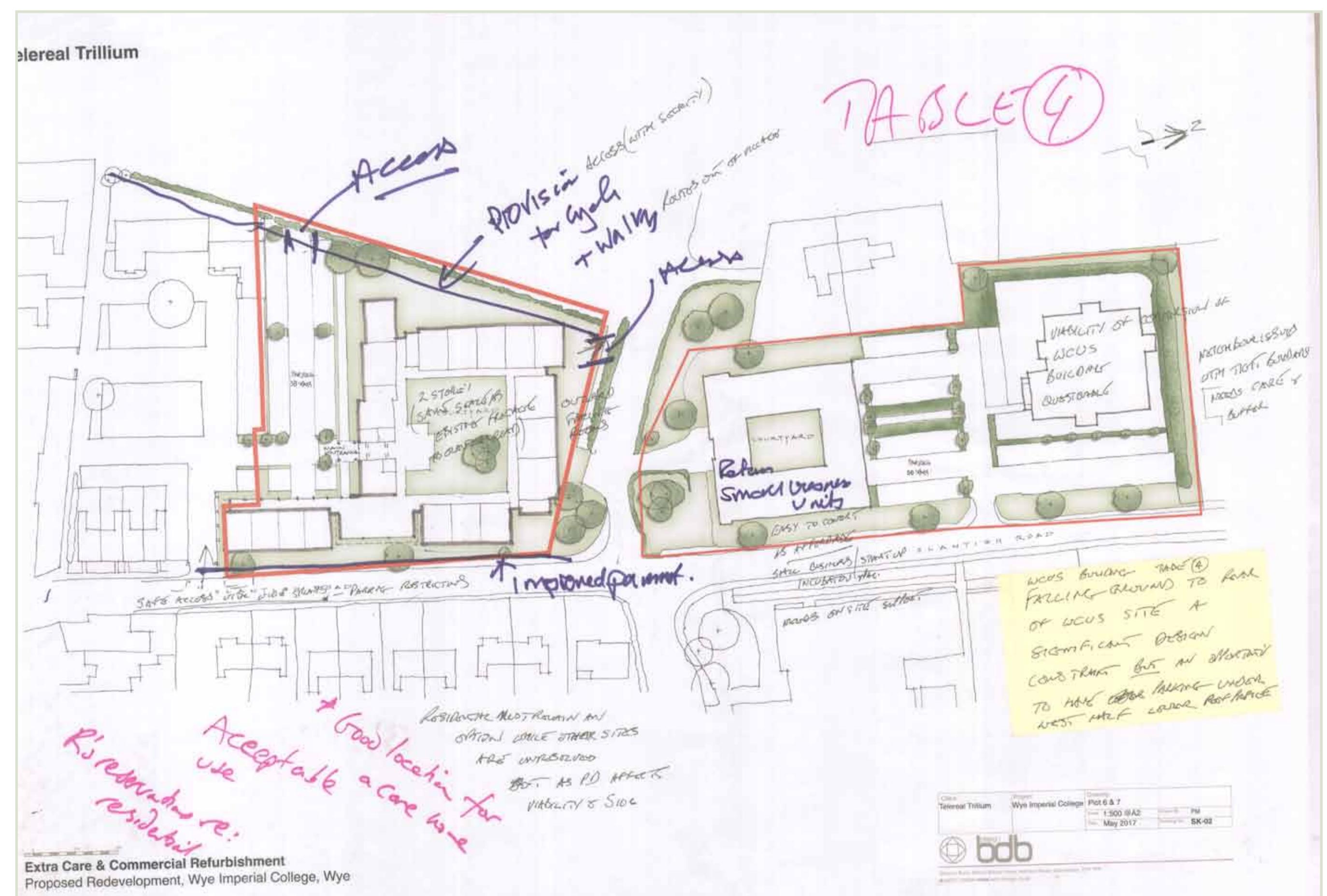


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 - However, depending on number of units on other WYE3 sites, could be used for housing
 - If residential development is on the site, it could generate a lower affordable housing level
 - Surprised that the Student Union might be retained/redeveloped – could be good for small businesses

WYE3 MASTERPLAN

The next few boards provide an overview of the key issues discussed during the Workshop 2 and are broken down by the main sites and themes in the WYE3 Masterplan area.

Note: The initial response from the Telereal Trillium team to the issues raised are provided in italics.

ADAS

ADAS is an isolated site and placemaking will be required to integrate the development with the rest of the village
Agreed – that's the purpose of the masterplan; suggestions include a new footpath/cycle route through the arboretum and further footpath links to the east.

Support the Neighbourhood Plan and do not agree to housing provision outside of the 'walkable village'
The permitted development means there will be housing on the site; the question is what type it will be. The site is already accessible on foot and there is scope to provide an improved pedestrian/cycle route through the arboretum.

Desire for very large houses here – something that is currently not overly provided for in Wye
We do not think the creation of a rich enclave in the village would serve any community benefit.

The design should be landscape led
Noted – the design will need to take account of the surrounding landscape and the topography of the site.

26 houses would be a better option than the 52 flats that have permitted development rights
Noted – this is our preferred approach.

'Donkey field' should not be included as part of the ADAS plans
The field is isolated and views in and out are limited. Not using the field would leave it cut off and susceptible to anti-social behaviour – we recommend inclusion is based on detailed design and tested through the application process to ensure no impact on AONB.

Can other uses be considered?
Any use can be considered but it needs to generate at least the same land value as the 52 flats that are already permitted.

Could part of the ADAS site be used for parking at the School?
The School has entered into a lease for the area it requires and that does not include any part of the ADAS site. KCC is content that the full car parking requirement is met within the current school application boundary.

More dense housing on other areas of WYE3 could be developed in order to restore this area to woodland
The ADAS site has permitted development for the conversion of the offices into 52 flats. Any new proposals will need to generate at least as much land value as this proposal. The remainder of the site does not have the capacity to subsidise the return of ADAS to woodland.

The housing should be for local people
The Council has mechanisms to allow for some new houses to be retained for local need and we would discuss this through the planning application process.
The suggestion made at the workshop that affordable housing would be best located at a higher density on land at Occupation Road should be explored.

If the whole of the site is developed, then single storey buildings should be developed on the donkey grazing field to take into account height difference
Noted – any proposals to develop on the donkey field will need to be tested against the policies designed to protect the AONB.

Land North & South Occupation Road

This area should be seen as a 'transition zone' between countryside and village with a landscape led plan that permeates north of Occupation Road and links to the surrounding AONB
Noted – the design will be tested against various policies including the village design statement and those designed to protect the AONB.

Two zones of development – higher density nearer school and centre of village and lower density as you move towards AONB
Noted.

Could make more use of pond and questions as to whether the parkland area would be easy to get to
Noted – these are detailed design comments that can be considered at application stage.

Affordable housing should be included
Noted.

Triangular site on south western end of Occupation Rd could be used for new homes or units for start-up businesses
Noted.

Should re-use existing buildings
The existing buildings along Occupation Road are of poor quality and we believe we can develop a much better environment if we start again.

It would be in accordance with the Neighbourhood Plan for housing to go here – more acceptable here than on ADAS site
Noted.

Land West of Olantigh Road

Uses here of an extra-care home, offices and café/community use felt to be acceptable and in accordance with the Neighbourhood Plan
Noted.

Depending on number of units on other WYE3 sites, suggestions that this area could be used for housing
We believe the numbers identified in the NP can be accommodated in other parts of the WYE3 site, allowing for specialist elderly accommodation and commercial space to be provided on these sites, in line with the Neighbourhood Plan.

Could be more access and road improvements off Olantigh Road in line with care home users
Noted. KCC will need to be satisfied with any access arrangements and also on the overall safety and capacity of the road network as a result of any development.

Surprised that student union buildings will be retained.
Their suitability for continued use will need to be considered in further detail.

Would be good to have flexible space for businesses – important to have scalability
Noted. That is the intention.

Various suggestions for inclusion in this area of the masterplan including a campsite/camping barn /eco-building part (leisure related) in area nearest AONB (eastern part) and/or self-build plots
Consideration can be given to these uses.

WYE3 MASTERPLAN

Road improvements

The focus should be on Occupation Road and Olantigh Road junction – suggestions made that the junction could be a raised platform
Noted. This will need to be discussed with KCC.

Introduce roads into the actual development to reduce vehicle traffic on Occupation Rd
We do not think a new road is necessary and would be too costly to deliver.

Olantigh Road from the School to just beyond ADAS should be upgraded to make the road safer by slowing traffic and widening pavements

Noted. This will need to be discussed with KCC.

Consensus to upgrade Occupation Road and suggestions of implementing a shared surface
Noted.

Olantigh Road could also be a shared surface for all road users
Noted. This will need to be discussed with KCC.

There needs to be recognition of the constraint that the village is accessed only by country lanes
Noted; to be considered through the masterplan process.

High Street/Olantigh Road junction could be improved
Noted. This will need to be discussed with KCC.

Footpaths and cycleways

Introduction of more cycle ways and footpaths on the eastern boundary of masterplan area
Noted.

Pedestrian/cycle route on Olantigh Road
Noted. This would need to be discussed with KCC.

Suggestion of a footpath along the boundary of the extra care home site to increase views and surveillance over the allotments
Noted.

Improve footpath from the WYE3 masterplan area to go through the churchyard to the rest of the village
Noted.

Connectivity for cycling and walking generally improved around the site including at ADAS and arboretum
Noted.

General

Burial space required
We understand the Parish Council is considering options for new burial space near the Church.

5 minute walking line should be considered
Noted.

The signs at the entrance to the village should be improved to reduce speeds
Noted. This will need to be discussed with KCC.

School expansion should be considered – particularly the position of the car park

The School has taken a lease on a piece of land and as we understand it that is all they require.

School playing fields could be opened up out of school hours depending on security requirements
For the School to determine.

Potential bottleneck at Olantigh Road/Occupation Road junction – other access points to the School could be provided including one north of the arboretum

Access to the School is the subject of the current application.



WYE3 MASTERPLAN

Emerging Masterplan

- 1** Utilise and enhance Covenanted Land for agricultural / horticultural use (Wye Bugs).
- 2** Linear Green Space (green corridor) providing a walkable wildlife corridor with scope for SUDS integration (linked to the pond).
- 3** Landscape enhancement of Occupation Road as the principal green thoroughfare linking the development sites with the village.
- 4** Strengthen the landscape boundary to surrounding farmland with potential provision to support use and enjoyment of North Downs Way.
- 5** Create a buffer to the school playing fields for the privacy of users and for wind mitigation.
- 6** Create a green link to allow pedestrian and cycle access through the woodland between the school and the former ADAS site.
- 7** Improve the junction, crossing, pavement provision and general streetscape on Olantigh Road.
- 8** Retain the ADAS arboretum and enhance community access.



WYE3 MASTERPLAN BRIEF

WYE3 MASTERPLAN

NEXT STEPS

16th May 2017

WYE3 Workshop 2

17th-23rd May 2017

Write up results of Workshop 2

HERE NOW

→ 24th May 2017

All day Public Exhibition

June 2017

Reflect on exhibition comments

Preparation of a draft WYE3 Masterplan

Working in partnership with WYE3 Masterplan Steering Group

July 2017

Exhibition of WYE3 Masterplan proposals with public comments invited

July/August 2017

WYE3 Masterplan to be finalised

Submitted to Ashford Borough Council

Includes a public consultation period

September 2017

Ashford Borough Council to consider whether to endorse the WYE3 Masterplan

WYE3 Masterplan - Public Exhibition 1 - Comment Form write-up

Comment Number	Reason for interest	Gender	Age	Comments
1	Local resident/Community member	Male	75+	I would support additions or upgrades to the footpath network; especially any changes that would increase wheel-chair access; and increase the possibility of a round-the-village network.
2	Local resident	Male	45-54 / 65-74	We wish to self-build at low cost, with others if possible. How [do] we proceed with finding land in Wye.
3	Local resident	Female	55-64	I like the 'green corridor' and traffic calming ideas. I am concerned about the potential densities of the housing. I was disappointed not to see anything about the development of the school as this will have a great impact on the village.
4	Local resident	Female	65-74	We own the woods up to TT boundary east ADAS site. Your black dashed line should be removed as it is on our land. ADAS site is far better suited to mixed houses but needs an open space in centre for elderly and young to scoot/games. It is far away from the Green or Churchfield Way with a public green area here it would provide walking for the elderly, more attractive than the streets of Wye. What about refurbishing squash court?
5	Local resident	Male	75+	I am very concerned about the proposals which constitute "over intensive development". No development, please, on the Donkey Field or the Strawberry Field.
6	Local resident/work locally	Male	45-54	I think the exhibition summarises the key points/issues wider discussion but the final plan cannot possibly take all of these thoughts into account...so some of us will end up not entirely satisfied! The consideration missing is perhaps the November 5 bonfire - it would be great to have a site on the edge of the Strawberry Field overlooking the Crown.
7	Local resident (lifelong)	Male	65-74	Generally, the community of Wye understands that any development motive in acquiring the landholding that you have here, needs to build as much as you can. Your aspirations represent over-intensive development and should be scaled down in accordance with the housing numbers allowed for in the Neighbourhood Plan. Specifically development of 'Donkey Field' and 'Strawberry Field' should not be permitted.
8	Local resident	Male	65-74	Individually some of the proposed developments may appeal but taken together a) they already exceed the figure 150 new homes agreed in the Neighbourhood Plan; b) the ADAS development is outside the village 'envelope' also agreed in the NP; c) the care homes will generate unacceptable traffic/parking and impose an unsustainable burden on the surgery
9	Local resident	No answer	No answer	Proposed housing in Occupation Road too large and out of proportion for the concept of 'village' development. More houses than agreed on plan and too congested. Parking - again - give us Cook Park!
10	Local resident	Female	75+	I found the exhibition very confusing. Too much contradictory detail and insufficient clarity. Premature (takes no account of Wye School application). Speech bubbles are not attributed comment. What Masterplan? This is still evolving...we haven't arrived there yet. (See Neighbourhood Plan - 5 min walk to village centre, and quantum of housing development pg 39)
11	Local resident	Female	35-44	26 Houses on the ADAS site is far too many that far out of the village. I was on Group 4 and the comments made have been misrepresented. We didn't say 26 houses were preferable in fact, much smaller numbers were discussed. Houses were preferable to flats was the representation of the discussion. School should have sufficient space to give an outstanding resource to the village.
12	Local resident	No answer	55-64	Living in Occupation Road - I hate the idea of terraced housing fronting it. A strong greenery barrier (deep) needed between development in 'walkable' area and Ollantigh field. Must not lose Strawberry and Donkey fields. Strongly prefer the school buildings to take the SW corner of greenhouse complex. Residential creates more noise and light pollution at night. Wondering why the need to invade agricultural land on Occupation, when the old college buildings (if approved) will give up most of the extra housing envisioned by the Neighbourhood Plan.

13	Local resident/Community member	Female	65-74	Wye College has been the most important part of the village for decades and residents have enjoyed the friendship and shared community facilities - they also have been proud of this. I would like to see respect shown to us by allowing us to use the swimming pool and for areas for residents of all ages to meet as we have done in the past for functions, meetings, tea parties etc. If the development is just residential, it will isolate not only the new residents, but villagers who have lived here from birth.
14	Local resident - ex Wye student	Male	55-64	If the ADAS site is ever developed it would be good to recognise the important agricultural scientific contribution made as it was the Maff South East Regional sub-centre. Pioneering work on nematodes, crop chemistry, soil science site. Perhaps closes or mews could be names after the scientists who worked here and made discoveries. I would be happy to discuss the importance of this site further.
15	Local resident/ Community member	Male	75+	Glad to see existing activities, e.g. Wye Bugs, are being respected. Concern that there will be sufficient off-road car parking, as on-road parking may have to be further curtailed to relieve the congestion from extra development. Concern for some kind of access to key historic rooms (old Hall especially - if this is to be available for pre-arranged community events provision for preparing refreshments and storing seating is needed). Pity Latin school becomes completely private. Conversely Old Lecture Theatre is <u>useless</u> without a stage - could be a little theatre.
16	Local resident	Male and Female	16-24 and 25-34	We like the shared space to slow down traffic; we don't want vehicle access to Wibberley Way
17	Local resident/work locally	Male	55-64	Workshop 2 - ADAS site. Donkey Field <u>not</u> to be used for building. Not 26 houses - mix of housing including affordable (if any) - N&S of Occupation. Strawberry Field not to be used for building. Yes to buffers, greenspace etc. - west of Occupation Road include community space
18	Local resident	No answer	No answer	Land North and South Occupation Road - Table 2 ideas very positive. Retain Arboretum. It seems that the masterplan 'process' is led by TT. Why are there no available minutes from meetings between TT, ABC & Wye with Hinxhill PC? The masterplan seems very piecemeal: The School and Old Listed Buildings impact on the rest of the Plan. Masterplanning should be about the identity of WYE3 site. The covenanted land must not be used for any purpose other than that in the covenant. The donkey field is not part of WYE3. The strawberry field is not part of WYE3 - these should not be built on. Current plans exceed figures agreed by examiner in WNP. ADAS site out of walkable village envelope - no 26 houses. If TT want to build, use permitted development - put up 52 flats! Do not put denser housing on other sites to offset decontamination costs. TT will make money out of the developments. What benefit do they bring - Leisure Centre/Pool?? Affordable housing/self-build/eco-housing? Consider the impacts of traffic on village as a whole.
19	Local resident	Male	65-74	In broad agreement. ADAS site would be good if reduced to 15 and more on Occupation. Broad agreement on Care Home and Russel labs to commercial use. A leisure facility in the old student union would be an asset.
20	Local resident	Female	55-64	My main concern is that the rural character of the village be maintained. I like the proposal to make Occupation Road a kind of green corridor leading to the Downs, although I hope that the small business that already exist there can be accommodated. I hope that Ripple Farm will be able to continue using the land beyond the areas marked for development, or that other organic farmers will be able to maintain it, as it is important to continue to improve soil when farming organically. Much creative thinking evident in the plan - thank you for thinking so carefully about this.
21	Local resident - PC	Male	65-74	not too much housing only 50 new units. Leave Strawberry + Donkey fields to remain fields - ADAS not more than 10 houses closest to village
22	Local resident		65-74	Please look at road crossings on existing roads and new roads for children, old people and the visually impaired as there are none. Will the drs surgery be upgraded? Will the bus service be improved?
23	Local resident	Male	75+	52 flats on the ADAS site would lead to at least 52 extra cars in the village - maybe as many as 100. Any possible small children would have a long trip (not walkable) to primary school. I would prefer to see 26 family houses, with less cars and an easier access to Wye School.

24	Local resident	Female		The pool and gym areas would be great to be sold as a leisure facility for the village. It would also be an excellent exercise for the Wye School pupils after school. The traffic flow along Occupation Road to accommodate 50 houses, the school traffic and being the main path for the Crown and South Downs is very worrying. This needs to be addressed.
25	Local resident	Female	75+	The most useful part of the exhibition was the summary of conclusions map at the end of the series of proposals. I am in agreement with most points made but hope that all the new housing is kept within 500m radius of the village centre. Therefore I question the need for so much housing on the ADAS site though the provision of pathways + cycle tracks to the east of Olanthigh Road is very welcome. Care home provision on the site of the biology / geology labs is also welcome + needed in Wye but has enough space been left for parking? I like the phase 2 plan for the shool an hope that it can be retained. M. Lambert.
26	Local resident	Female	75+	Overall satisfactory as the approach appears sympathetic to the situation of the village. A major concern is parking since it is already a problem and more development entails many more vehicles. As well as being of concern within the village, there exists a limitation on approach roads taking into account the railway crossing and the rather narrow poorly maintained lanes in other directions. The ADAS building is very poor in quality and in appearance and function - an attractive alternative should replace it. Further development of that site shoul include attactive open areas. Public consultation should continue.
27	Local resident	Male	75+	1. Old college building to be converted to flats inadequate parking at 1 per unit and about 5 extras. Experience at Stonegate indicates about 40% over number of properties needed - so that would be 1 /unit + 40% of total unit number as spaces [about 15 or 20] 2. Old ADAS building - not worth preserving - better demolished and new build taking into account the remaining arboretum trees [unfortunately the maidenham free at front already reserved] 3. Olanthigh Road to Godmersham - make deal with KCC to improve this road which at one spot is single lane. Have seen a number of accidents at this point in the last 35 years. 4. Get on with the conversion/developpment of the old existing bubildings outside college + on Olanthigh Rd.
28	Local resident	Male	65-74	1. Essential for occupation rd, leading to the "crown" to be a feature for residents and visitors 2. Would agree for some form of exercies facility for part of Russell Labs 3. should retain "donkey field" as green space 4. prefer to see a mix of larger homes and affordable accomodation e.g. apartments 5. parking should be reviewed - not unusual to find garages used as store rooms with two cars on roadside. 6. After approval, no more nnudging numbers upwards!
29	Local resident		65-74	I favour the ideas on wokshop 2 Table 1 as this give much needed leisure / small business + care home facilities to the village. ADAS site should be restricted to 10-12 houses
30	Local resident	Male	55-64	I am a resident in Olanthigh Road living directly opposite the suggested access route for the school. The incliine and tight turning circle means it could never be viable for the proposed traffic. We would also be subjected to unacceptable exposure to diesel pollutants coming straight onto our property. Generally, olantigh road cannot sustain the increased volume proposed by the various schemes. A more practical solution would be phased moving of the school to the ADAS site, where the new school buildings would have a lesser effect on this area of oustanding beauty.
31	Local resident	Female	55-64	A very informative exhibition.
32	Local resident	Female	65 - 74	1 There are 2 crossroads that will need attention i. by the squash court - olantigh rd - occupation lane ii olantigh road / high stree - 4 buses fight their way in & out every day taking students to school. One of the parked cars will be knocked soon & there is the risk of buses going over the pavement...risk to pedestrians 2. will the swimming pool be brought back to life? 3. is there enough parking for care home staff & visitors etc? I think we were told that the parking around these was for the proposals within the old college site (there only seem to be 26 within the college site) for 52 properties?

33	Local resident / Comm	Male	65 - 74	Overall: Extremely difficult to assimilate unless intimately involved from the start. Not clear if what has been presented really represents an assimilation of the main views of interested parties. Specifics: swimming pool would be an excellent provision for the village. 2. lack of parking remains an issue 3. refuse storage - surely large bins would improve the overall appearance 4. olantigh / high street junction will need upgrading to allow buses / contract vehicles to town safely
34	Local resident	Male	75+	House design: the very considerable number of houses which will be built in WYE3 deserve to be designed in a consistent idiom appropriate to the village. Red bricks and like - hanging are typical of Wye, exposed timbering not at all typical and whether white or black, quite none. As to style of the two most recent developments have been too varied and too monotonous. I hope that WYE3 will find a balance between these extremes [illegible]
35	Local resident	Female	65-74	Adas site plots for young people. Keep the join of countryside to development like [...] to scotton street as natural progression from country to housing. Hses land back by BCP ease - near the school on occupation road. Improvement on olantigh road needed cannot be accessed during school street as stop lanes keep as many trees as possible care home a good idea
36	Local resident	Male	55-64	Measures should be taken to ensure that traffic does not increase along Churchfield Way + Bridge Street. This is particularly important where school buses are concerned. How about a car/coach park outside the village and a clear route for school children to walk to school? If the village is to retain its "village" character, vehicular access to new residential / commercial buildings should be diverted from the centre of the village.

Development Directorate

Ask For: Mark Chaplin
Email: mark.chaplin@ashford.gov.uk
Date: 11th August 2017



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BOROUGH COUNCIL

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Dear Resident

An invitation to see the second public exhibition on emerging masterplan ideas for WYE3 (Former Wye College)

Thursday 7th September 2017, 12.00noon-8.00pm at The Old Hall, former Wye College, High Street Wye

Further to my letter earlier in the year and the first public exhibition held during May on the emerging masterplan ideas for WYE3, I would like to take this opportunity to thank all of those who have provided their feedback to the process so far. The constructive dialogue had to date has helped to shape the thoughts for the former Wye College site and the WYE3 Masterplan.

Since the public exhibition in May, Ashford Borough Council, the Parish Council and the landowner Telereal Trillium have continued to work together and are now at a stage where an initial draft of the WYE3 masterplan can be presented to the community.

On this basis, Ashford Borough Council will be hosting a further open public exhibition on **Thursday 7th September in the Old Hall**. Access is via the Porters' Lodge, Wye High Street. This event will be open from 12.00noon until 8.00pm and will provide an opportunity for you to examine the progress made on the plans for the WYE3 Masterplan and give us your feedback. As with the first exhibition, members of all the partner organisations (Ashford Borough Council, Wye with Hinxhill Parish Council and the developers Telereal Trillium and their team) will be available to answer any questions.

In the meantime, if you have any questions, please contact me, Wye with Hinxhill Parish Council or Telereal Trillium. I look forward to seeing you in September.

Yours sincerely,

A handwritten signature in black ink that reads "M. Chaplin".

Mark Chaplin
Principal Urban Design
Strategic Sites & Design Team
Ashford Borough Council
Email – mark.chaplin@ashford.gov.uk



WYE3 MASTERPLAN

INTRODUCTION

The Wye Neighbourhood Plan was adopted in September 2016; the Neighbourhood Plan includes policies relating to the Former Wye College buildings, which were acquired by Telereal Trillium in October 2015.

The Neighbourhood Plan requires the preparation of a Masterplan, to guide in more detail the future development of the Former Wye College Campus land and buildings, through a mixture of change of use, and redevelopment.

The area covered by the Wye 3 Masterplan is outlined in red on the plan shown to the right, and includes the Former ADAS Government Buildings Complex, land North and South of Occupation Road, Land and Buildings West of Olantigh Road, and the original complex of listed buildings on Olantigh Road/The High Street, which form the original part of Wye College.

A Steering Group has been established, comprising representatives of Ashford Borough Council, Wye with Hothill Parish Council, and Telereal Trillium, and the Steering Group have guided the preparation of, and public involvement in, the preparation of the Masterplan.

The main stages of Masterplan preparation to date have comprised:

Workshop 1 – 12th January 2017

Workshop 2 – 16th May 2017

Exhibition 1 - 24th May 2017

Feedback from the exhibition held in May has further informed the preparation of the Masterplan, this exhibition sets out the latest draft proposals, which will form the basis of the Masterplan itself, the following Boards set out both the broad proposals as now drafted, and a response to the main points arising from both the workshops, the exhibition, and public comments.

We hope you will find this exhibition informative; members of the Steering Group, and the professional team working for Telereal Trillium, are in attendance today, and will be very pleased to discuss these proposals with you.

Please provide comments, comment forms are provided for completion either today, or to be posted to the team, to be received no later than **Friday 15th September 2017**.



WYE3 MASTERPLAN

WYE3 SITE TODAY

For many years the economic and social vitality of Wye was focussed around the presence of Wye College. The redevelopment of the former college site represents a tremendous opportunity to shape Wye for the future.

The below outlines the different sites under Telereal Trillium ownership since their acquisition of the sites in 2015 which sit within the WYE3 Masterplan area and are the subject of todays consultation.

1 ADAS site

The site currently consists of vacant office buildings, agricultural buildings and woodland. Under permitted development rights, the office buildings could be converted to 52 flats with associated parking.

2 Land and Buildings West of Ollantigh Road

These buildings are being considered as part of the WYE3 Masterplan

3 Land North & South of Occupation Road

This area currently consists of various commercial and residential properties including nurseries and agricultural buildings

4 Listed Buildings

Planning application submitted to Ashford Borough Council for conversion to 39 new residential units



Plan of land within Telereal Trillium's ownership in the context of Wye

WYE3 MASTERPLAN

LANDSCAPE AND MOVEMENT



Existing Land Use

	Existing Village Development
	Existing Woodland Vegetation
	Existing Pond
	Existing Grassland
	Existing Agricultural Fields
	Existing School Playing Fields / Allotments
	Right of Way / Permissive path

Proposed Land Use

	Proposed open space and landscape buffer planting
	New footpath connections
	Proposed Development parcels
	Improved roadways
	Development Plot access
	AONB / North Downs Way Gateway space

WYE3 MASTERPLAN

TRANSPORT AND INFRASTRUCTURE

Highway Infrastructure Improvements

A number of highway infrastructure improvements will be brought forward on Olantigh Road as part of the Masterplan proposals. These include:

- Relocating the Olantigh Road 30mph speed limit cordon to approximately 50m north of the ADAS access to reduce vehicle speeds on approach to the ADAS access and improve safety for pedestrians walking between the ADAS site access and the village centre.
- Provision of a Gate Feature similar to the image on the below right on Olantigh Road in the location of the new 30mph cordon to warn drivers they are entering the village and help to enforce new speed limit.
- Provision of a Double Kerbed Build Out on Olantigh Road similar to the image below left between the Russell Labs access and the Middlefield Lodge access to reduce vehicle speeds further on approach to school and centre of the Masterplan area.
- Realigned Olantigh Road / Occupation Road junction to improve junction inter-visibility to the south along Olantigh Road. See next board.
- Raised table across entire Olantigh Road / Occupation Road junction to further reduce vehicle speeds and provide an at grade crossing facility for the Wye School and the North Downs Way and the wider Masterplan development. See next board.
- Improved pedestrian footways through the centre of the Masterplan area along Olantigh Road including a 2.0m footway in front of the Wye School and a 1.8m footway in front of the proposed Care Home. This provides a good quality link between the ADAS site, through the Masterplan area to the village centre and public transport nodes.
- New footways along Occupation Road and new pedestrian routes through the Masterplan area improving permeability for pedestrians.
- Dedicated car park for the North Downs Way and Kent Downs AONB.



Vehicle routing

The Masterplan's main vehicle journey origins/destinations of future residents, visitors and employees include:

- Canterbury, to the north east.
- Ashford and the M20 Motorway, to the south west.
- Maidstone, to the north west.
- Folkestone and Dover, to the south east.

The Masterplan's location to the north east of the village centre makes it more convenient to use routes which avoid the village centre and level crossing when travelling to/from the main origins/destinations. In addition, the proposed link road between the William Harvey Hospital and the A20 Hythe Road is likely to reduce the Oxenturn Road route journey times to Ashford and the M20 Motorway. The proposed junction 10a on the M20 Motorway would further reduce the Oxenturn Road route journey times to Ashford and the M20 and provide additional junction capacity on routes to Ashford from Wye near the M20.

The image to the left shows the most direct north-south vehicle routes into and out of the Masterplan area which avoid the village centre and the railway level crossing.

Level Crossing

A full assessment of the level crossing including new independent surveys of gate open/closed periods and vehicle queue lengths will be undertaken as part of the planning application.

The Parish Council's baseline level crossing modelling assessment appears to over predict the number of vehicles queuing when compared to their observed data. Therefore, it is likely that the resultant queue lengths estimated as part of the Masterplan assessment will be shorter than those predicted by the Parish Council.

Also, current and future residents and regular visitors to Wye will be aware the level crossing increases vehicle journey times during the highway network peak periods. Therefore, they are likely to choose a different route or avoid travelling during busy periods where possible. In addition, the Masterplan location to the north east of the village centre is likely to result in future residents, visitors and employees avoiding routes that take them via the level crossing and village centre when travelling to destinations outside of the village. Therefore, the Masterplan traffic is likely to have a minimal impact on queues associated with the level crossing compared to the present situation and that associated with the Wye College use.



Drainage Infrastructure

Foul and surface water drainage assessments will be submitted with each planning application for conversion or redevelopment; these will incorporate as key principles:

- Existing foul and surface water outflows from sites not to exceed that associated with the current or previous use, through use of SUDS (Sustainable Urban Drainage Systems) and/or on site storage.
- SUDS to be integrated into the overall landscape strategy for each site.

WYE3 MASTERPLAN

OLANTIGH ROAD / OCCUPATION ROAD JUNCTION

Junction arrangement

The Olantigh Road/Occupation Road junction will be adjusted in order to provide full junction inter-visibility required for a 30mph road, reduce vehicle speeds through the junction by the implementation of a raised table across the entire junction and provide at grade pedestrian crossings on all arms of the junction. See proposed junction arrangement below.



The raised table, similar to the image below, will provide vertical vehicle deflection in order to reduce vehicle speeds on the approach to all arms of the junction. The raised table will also provide at grade pedestrian crossings on all arms of the junction.



The adjusted junction will provide a 2.0m footway in front of the Wye School which links to the footway along Olantigh Road connecting the centre of the Masterplan area to the ADAS site.

In addition, a 1.8m footway will be provided in front of the proposed Care Home linking the centre of the Masterplan, including the Wye School, to the centre of the village with an improved pedestrian route.

In order to establish the impact of the proposed Masterplan on the Olantigh Road/Occupation Road junction and the Squires Cottages, Listed Building & Residential Care Home access, a trip generation and junction capacity assessment has been undertaken.

Masterplan Trip Generation

The proposed Telereal Trillium Masterplan will have a total net vehicle trip generation decrease of 44 vehicles in the AM peak hour and an increase of 30 vehicles in the PM peak hour when compared to the Wye College uses. The increase in the PM peak hour equates to approximately one vehicle every two minutes which is considered minimal. This, combined with the reduction of traffic in the AM peak, demonstrates the proposed Masterplan will have a negligible impact on the local highway network.

It should be noted that this assessment assumes a worst case as the Wye School traffic has been included within the PM peak hour. However, as the school day finishes at 16:15, in reality little, if any school traffic will travel within the PM peak hour. Removing school traffic from the PM peak hour trip generation assessment demonstrates that there would be a decrease in vehicle trip generation of 28 vehicles when compared to the Wye College uses. The estimated vehicle trips have been based on the TRICS database, the UK and Ireland's national system of trip generation analysis. These are summarised in Tables 1 and 2 respectively. The Masterplan vehicle trip generation net impact is summarised Table 3. This has been calculated by subtracting the existing trips from the proposed trips.

Table 1: Wye College vehicle trip generation

Time	Arrivals	Departures	Total
08:00 - 09:00	257	59	316
17:00 - 18:00	65	155	220

Table 2: Tf Masterplan vehicle trip generation

Time	Arrivals	Departures	Total
08:00 - 09:00	162	109	271
17:00 - 18:00	97	153	250

Table 3: Net change in vehicle trip generation

Time	Arrivals	Departures	Total
08:00 - 09:00	-95	50	-45
17:00 - 18:00	32	-2	30

Junction capacity assessment

To establish the Masterplan's impact on Olantigh Road, a junction capacity assessment of the Olantigh Road/Occupation Road junction and the Olantigh Road/Squires Cottages, Listed Building & Residential Care Home access has been undertaken. The results of the assessment are summarised in Tables 4 and 5 respectively.

Table 4: Olantigh Road/Occupation Road junction capacity assessment results

Time	Arm	Ratio of Flow to Capacity	Average queue length (vehicles)	Average Delay (seconds)
08:00 - 09:00	Occupation Road	0.18	0.2	8.51
	Olantigh Road	0.19	0.3	6.43
17:00 - 18:00	Occupation Road	0.14	0.2	8.12
	Olantigh Road	0.06	0.1	5.86

Table 5: Squires Cottages, Listed Building & Residential Care Home Access junction capacity assessment results

Time	Arm	Ratio of Flow to Capacity	Average queue length (vehicles)	Average Delay (seconds)
08:00 - 09:00	Site Access	0.06	0.1	9.62
	Olantigh Road	0.00	0.00	6.11
17:00 - 18:00	Site Access	0.03	0.00	8.71
	Olantigh Road	0.01	0.00	6.03

The junction capacity assessment demonstrates that the Olantigh Road/Occupation Road junction and the Olantigh Road / Squires Cottages, Listed Building & Residential Care Home Access junction operate well within capacity during the AM and PM peak with the full Masterplan vehicle trip generation applied. It should be noted that this is a robust assessment as it also includes the school traffic in the PM peak hour whereas in reality little, if any school traffic will travel within the PM peak hour.



MASTERPLAN

SUMMARY OF PROPOSALS, AND COMPLIANCE WITH NEIGHBOURHOOD PLAN POLICY WNP11

The plan to the right draws together the individual site illustrative proposals, together with the site of Wye Free School, where planning permission has recently been granted for new classrooms, playing fields, a sports hall, and associated parking and turning for cars and coaches.

The guiding policy from the Neighbourhood Plan, Policy WNP11, contains 12 criteria; our commentary on compliance with these criteria is set out in italics under each individual criterion.

Policy WNP11 The Former Imperial College London Campus at Wye

As outlined in Core Policy WNP6, the Former Imperial College London landholding at Wye (WYE3) is proposed for a mix of uses, including education, business, community infrastructure and housing. In this regard development proposals for this site shall, subject to viability:

- a) Provide for the continued use of part of the site for education through the establishment of a secondary school or equivalent activity on the site.

Planning permission has now been granted for expansion of the existing Wye Free School at the Former Kempe Centre, Olantigh Road, in accordance with this policy.

- Any such development should include the adoption of a travel plan to limit use of cars to bring staff and students to and from the site prior to the commencement of any such development. Detailed design should be submitted to and agreed by the Local Planning Authority and the Highways Authority for the entrance to the school and the Occupation Road/Olantigh Road junction in agreement with the developers of the remaining Occupation Road site prior to the occupation of the buildings for this use.

Travel Plan included within planning application; design of entrance to the school and improvements to the Occupation Road/Olantigh Road junction approved.

Note also – further improvements and environmental enhancements will be planned to this junction in conjunction with further development at Occupation Road.

- b) Redevelop part of the site as a business hub (B1 Office or A2 Research and Development).

Business uses proposed at Former Russell Laboratories and Students Union Building, Olantigh Road.

- c) Retain and enhance the existing commercial land use along the southern side of Occupation Road for employment use (B1).

Renovation of the properties here would improve the appearance of the entry route into the village from the North Downs Way.

- For (b) and (c), adequate parking provision for such commercial floor space should be provided as part of any such redevelopment

The existing commercial land use to be retained in accordance with the policy. Masterplan envisages redevelopment or other improvements in the future, retention as existing in the short term. Any redevelopment would include adequate car parking provision as required.

- d) Incorporate the continued use of the land South of Occupation Road for horticultural businesses

Retain for horticultural businesses

- e) Achieve the positive re-use of the Grade 1 and Grade 2 listed, and other unused Edwardian buildings of the Former Wye College by a mix of community, residential and business uses.

Proposed for a mixture of residential and community uses. Business uses are to be accommodated on the southern side of Occupation Road, and in the premises to be converted at the Former Russell Laboratories and Students Union building.

- Such development would require provision of a new pedestrian and vehicular access route into the site

Proposed include new pedestrian and vehicular access route

- Small scale B1 use, live/work units and some residential change of use would also be supported here to encourage the development of a thriving community hub in these historic buildings in the heart of the village.

Proposed include mainly residential uses; if T1 use more appropriate in Former Russell Laboratories, Students Union, and existing premises south of Occupation Road.

- f) Retain the Withersdane site to institutional, residential (C2 Use), subject to traffic generation being compatible with the highway constraints of Scotton Street and the upgrading of footpath links between the site and the village to ensure mobility scooter access.

(Outside Masterplan area)

- g) Redevelop areas of land not used by the school or business hub for approximately 50 dwellings

40 new dwellings proposed on land north of Occupation Road

- h) Achieve appropriate re-use of the site of the former ADAS buildings, having regard to the concept of the walkable village

Masterplan proposes redevelopment for 20 new homes; site presently has permitted development approval for conversion to 52 new flats.

Site has existing footpath access on Olantigh Road; further enhancements to pedestrian routes/walkability, with new footpath through woodland to Olantigh Road, and linking to permissive walking route to the east also.

- i) Pay particular attention to the potential for innovation in materials and form in the design of new buildings, and should where possible embody elements such as green roofs and non reflective materials to limit the visual impact of additional development here or on the surrounding AONB. Any development should provide a connection to the nearest point of adequate supply in the sewerage network, as advised by Southern Water.

Masterplan to incorporate appropriate guidance.

- j) Ensure that all additional landscaping provided across the site is of high quality given its setting within the AONB, is comprised of species native to this area of the Kent Downs and of a design, scale and format appropriate to its setting close to the SAC. Application should demonstrate how proposed landscaping has been designed to enhance views from the AONB.

Masterplan to include appropriate guidance.

- k) Where appropriate, having regard to the statutory requirements, development of WYE3 will be subject to Section 106 Agreements to support traffic calming on Olantigh Road, Scotton Street and Oxentum Road, improvements to the village hall complex and the establishment of a day care centre for the elderly (see Appendix II).

Proposed include traffic calming on Olantigh Road. Section 106 contributions to be discussed at planning application stage for other considerations. Residential care/home/extra care housing proposed, rather than day care centre for the elderly.

- l) Summary - the WNP contributes to the achievement of sustainable development in the framework of national and local planning policies by:

- Protecting the AONB and local habitats by focusing development within the village envelope and by the promotion of the use, recovery and restoration of previously developed sites;
- Protecting community assets that enhance the quality of life in Wye Village;
- Locating new development within easy walking distance of existing village facilities, close to bus stops, to minimise traffic congestion and thus the related emissions and pedestrian safety concerns;
- Protecting and enhancing the historic environment of Wye by encouraging high quality development that responds to the distinctive Kent Downs character and protecting open spaces within the built up areas and;
- Encouraging flexible working in the parish by improving the electronic infrastructure, promoting sites for commercial development and educational use; by allocating new housing, helping local businesses and organisations.

All noted, and taken into consideration in preparing the Masterplan proposals.

WYE3 MASTERPLAN

WYE3 MASTERPLAN

DRAFT WYE3 MASTERPLAN BRIEF



WYE3 MASTERPLAN

LISTED BUILDINGS

Masterplan Proposals / Current Planning Application

The complex of listed buildings within the Former Wye College include buildings listed Grade I, Grade 2^a and Grade 2; they have been disused since the closure of Wye College, and there is an urgent need to bring them back into use, to ensure their long term maintenance and preservation.

Given the pressing need to bring the buildings back into use, detailed proposals for conversion of the listed buildings to a mixture of residential and community uses have been prepared in parallel with work on the Masterplan; the current proposals are the subject of an application for planning permission and listed building consent. This proposes:

- Conversion of the listed buildings to 39 new residential units
- Provision of enlarged and improved accommodation for the Wye Heritage Centre
- Great Hall, Lecture Theatre and Chapel to be retained as communal spaces for residents, with public access also
- Two new residential units, on land to the north, in conjunction with car parking
- Car parking provided to full parking standard, in a mixture of parking barns, and open car parking spaces
- Full renovation of listed buildings to appropriate standard

Public Consultation

Proposals for conversion of the listed buildings were the subject of a dedicated public exhibition in late 2016, and have been discussed further at two workshops held in January and May 2017, with a further exhibition of the results of the second workshop in late May 2017.

The proposals have been subject to broad support, proper results of these consultations and workshops; detailed comments on individual matters raised are set out below, with the TT response in italics.

A decision on the planning application for conversion of the listed buildings would be premature, in advance of adoption of the Masterplan

The highest priority must be given to bringing the listed buildings back into use, with appropriate renovation, at the earliest opportunity. TT has demonstrated that approval of the application for conversion of the listed buildings would not prejudice the outcome of the Masterplan process; illustrative proposals have been prepared for the former Science Laboratories site to the north, demonstrating how this can be redeveloped, in conjunction with the current proposals for conversion, and car parking.

Is the number of proposed residential units too great?
The number of residential units has been determined by the suitability of the listed buildings for conversion – all of the residential units are of a generous size, for the type of unit proposed.

Would the conversion proposals have an adverse impact on the character of the listed buildings?
The proposals have been the subject of extensive pre-application discussions with Historic England; the detailed proposals have emerged from those discussions; further detailed drawings showing the proposals for the Grade 1 and Grade 2^a listed buildings are presently under preparation. The proposals have also been the subject of a review by Canterbury Archaeological Trust, and the further detailed drawings will incorporate some amendments, to ensure the acceptability of all alterations proposed.

Is sufficient car parking proposed?
Car parking is provided to the full Ashford Borough Council/Kent County Council standard including visitor parking.

Should on site provision be made for servicing vehicles?
The car park layout provides for full access for refuse vehicles, and other servicing vehicles of a similar size. Larger servicing vehicles would strand from the site – this approach has the agreement of Kent County Council, and accords with that prevailing throughout Wye.

Would the proposals lead to an unacceptable increase in traffic within Wye?
The proposals for residential and community uses will not result in an increase in traffic levels, over and above that associated with the former educational use of the former Wye College buildings.

Do the proposals make sufficient provision for community space?

Wye Heritage Centre have been allowed to use the building known as The Latin School, on a temporary basis; the current planning application proposes, to be included in the Masterplan, provide for new and enlarged accommodation for Wye Heritage Centre. In addition, access for community use is proposed for the Great Hall, Former Lecture Theatre, and Chapel.

Is sufficient access proposed for Historic Buildings?

In addition to community access to The Great Hall, Former Lecture Theatre, and Chapel, arrangements will be made for regular public access to the historic buildings, where it is proposed to re-establish the "Ancient Below stairs", originally located there.

Could The Latin School be used for community uses?

Community uses of The Latin School would be incompatible with the residential conversion of the main house, immediately to the north, as it would sit within its residential garden. As noted above, enlarged accommodation is proposed to be provided for Wye Heritage Centre in a more suitable location, within the complex of listed buildings.

Could car parking be made available for wider public use?
The current proposals make provision for car parking for residents and visitors; at the full car parking standard, it would not be appropriate for public use of these private car parking spaces.

Could accommodation be made available for business use within the complex of listed buildings?
There are more appropriate buildings for conversion to business use, within the Wye College Complex; commensurate with the relatively low market rents for commercial accommodation in Wye.

WYE3 MASTERPLAN

LISTED BUILDINGS



WYE3 MASTERPLAN

FORMER ADAS BUILDINGS

The former ADAS buildings have been vacant since the closure of Wye College, and regrettably have been the subject of persistent and on-going vandalism and theft.

In Under Government Permitted Development Rights, the buildings can be converted to residential use; a scheme for 52 apartments and associated car parking has been confirmed to be permitted development by Ashford Borough Council.

Masterplan proposals have explored alternatives to this permitted scheme, to achieve a higher quality of built form better suited to Wye. In light of comments arising from the Masterplan Workshop process, earlier proposals

for 27 new dwellings have been replaced by an amended proposal for 20 new dwellings.

Comments from the workshops and exhibition have led to a design focus reflecting the woodland setting of this site; the illustrative proposals show larger detached houses, with generous gardens, set within a woodland context, and with new footpath links provided, through the arboretum parallel to Clantigh Road, and linking to the permissive footpath running along the eastern boundary of land adjoining the ownership of Telurus Trillium.

The reduction in numbers is in response to comments from the Parish Council and other parties, concerning the concept of the "walkable village" contained within the Neighbourhood Plan. It is considered that the reduced proposal for 20 new houses, with improvements to footpath links, represents an acceptable compromise, in light of the existing permitted development rights for conversion of the existing buildings to 52 flats.

Immediately to the east, lies an area of grazing land known locally as the "Donkey Field"; this small area of land is enclosed on three sides by existing woodland, and on the other side by the boundary with the former ADAS buildings complex; it is considered reasonable to include this within the redevelopment site, mainly to provide generous garden sizes to the dwellings immediately adjoining it. Further detailed landscape analysis is presently underway, to determine the acceptability of the use of the Donkey Field, and if the principle is established, how development could be sited to ensure that there is no adverse landscape impact affecting the Area of Outstanding Natural Beauty.

The illustrative proposals include traffic calming, which could for example take the form of a village "gateway".

Public Consultation

Proposals for the former ADAS building site have been the subject of discussions at two workshop sessions for the Masterplan, and were included in the exhibition which followed the second workshop. The response to the questions raised during the consultation process, to-date, are shown in *italics* below:

Could the number of proposed new dwellings to replace the Permitted Development Right flats be reduced?

The number of new houses proposed has been reduced from 27 to 20 in response to this comment; it cannot be reduced further, as this would reduce the land value to a value lower than the existing buildings, with the benefit of Permitted Development Rights for conversion to flats.

Have alternative uses been considered?

Any alternative use for the site would have to achieve at least the same site value, as that for the existing buildings with Permitted Development Rights for conversion to flats. None of the alternative uses suggested by interested parties come close to meeting this overriding consideration; further comments on alternative uses suggested are set out below.

Business use?

Conversion of the existing former ADAS buildings to business use would be considerably more expensive than conversion of other more suitable buildings elsewhere within the former Wye College complex for the purpose. Re-development to provide new employment buildings would not be economically viable. Business use would generate more traffic than either 52 flats, or 20 detached houses.

Residential Care Home?

A residential care home would not make effective use of the site due to its much larger than required for a residential care home.

Alternative site for Wye Free School?

Wye Free School is now established at the former Kemp Centre, and full planning permission has been granted for new buildings to accommodate the school at its full capacity.

Return site to nature?

This would incur significant demolition and clear up costs, while generating a negative site value.

Could self build plots be provided at the site?

Self-build plots are not favoured, as they typically result in a much longer construction period, with an adverse impact on the development as a whole, and immediately adjoining plots. However, there is scope to include "Inspec" specification houses, where some details of external elevations/materials, and internal fixtures and fittings, are designed and constructed in consultation with the purchaser.

Solar energy generation facility?

The site is not suitable for solar energy generation – being shaded by surrounding trees.

WYE3 MASTERPLAN

FORMER ADAS BUILDINGS



WYE3 MASTERPLAN

LAND NORTH & SOUTH OF OCCUPATION ROAD

The Neighbourhood Plan anticipates that 50 new dwellings would be provided at WYE3 including new dwellings on land North of Occupation Road, replacing the existing intensive glasshouse/research laboratory buildings.

In recognition of the proposal for 20 new dwellings at the Former ADAS site, it is now proposed that a reduced number of new dwellings be provided in this area, of 40.

Planning permission has now been granted for the future phases of development for the Wye Free School, including an enlarged car parking area; this approved layout is now shown on the Masterplan drawings.

The planning permission for the school includes improvements to the junction of Occupation Road and Olantigh Road; it is intended that the further residential development at Occupation Road will incorporate further enhancements, which will seek to achieve a more rural character, in accordance with views arising from the workshop process (see further comments below).

The Masterplan proposals for land South of Occupation Road are principally retention of existing uses, with gradual redevelopment, to secure environmental enhancement.

Existing uses are mainly business; retention of existing business premises will provide continuing accommodation for local businesses, including the relocation of Wye Bugs to space within the former BCP complex.

In the longer term, the Masterplan proposes that the former Seris premises be redeveloped in the form of a "model farmstead", with buildings of a single storey, using traditional materials, and with a lower visual impact than the existing buildings at the site.

Part of this site, and the land immediately to the east, are subject to a Covenant restricting uses to agricultural or horticultural uses; the redevelopment would exclude the covenanted areas.

Future uses of the covenanted land would accord with the Covenant, there is scope for some biodiversity enhancement, focused around the former irrigation pond, which could be achieved in conjunction with future redevelopment of adjoining areas of land.

The existing houses have been refurbished, and will be retained in residential use.

The hedgeow in front of the houses is a strong landscape feature, and it is proposed that this will be extended to the east and the west, on the south side of Occupation Road, as a more distinctive southern edge to the proposed enhancement of the route of the North Downs Way.

The "triangle" site provides useful low cost accommodation for local businesses, albeit in buildings which do not make a positive contribution to the character of the local area; it is proposed that this area will be redeveloped for business uses, in the longer term. Key parameters for a redevelopment will include:

- New buildings of one to two storeys in height
- Development set back from site frontage, to accommodate new hedgeow

The overall movement strategy includes provision for a pedestrian link from the land South of Occupation Road, to Scotton Street.

Public Consultation/Workshop Sessions

The two workshop sessions held for the Masterplan included discussions on the potential extent and scope of new residential development on land North of Occupation Road; these have provided some key parameters, to guide the preparation of the Masterplan proposals as presently shown including:

- New residential development density should reduce from west to east, reflecting the move towards the edge of Wye.
- Improved landscape corridor to be provided along Occupation Road/North Downs Way.
- No built development on furthest field (known locally as the Strawberry Field) but possible scope for ACNB related uses including car parking, and a camping barn.
- Desirable to incorporate strategic landscaping on a north-south access, to reduce visual impact of new built development from the North Downs Way, to the east.
- Development should incorporate sustainable drainage mechanisms (SUDS).
- Affordable Housing to be located on the western most part of the land north of Occupation Road (most accessible location, highest density).
- Scope to enhance the junction of Occupation Road with Olantigh Road, in conjunction with improvements to secure safe highway junction – objective to create a more rural feel.
- Improve pedestrian routes, by linking Occupation Road to the Former ADAS site to the north, replacing in part the existing permissive path.

These factors have all been incorporated in the illustrative Masterplan proposals displayed on the next board.

The illustrative Masterplan addresses the improvement of the landscape corridor by creating a narrower, more rural route, on its present alignment, for the North Downs Way, while re-routing virtually all vehicular traffic onto a parallel access road. The concept here is to create a more rural lane character, with almost complete segregation of vehicles from users of the North Downs Way, and other pedestrians.

Detailed proposals will be prepared, to achieve the highest quality and distinctiveness of the surfacing and landscaping associated with the rural lane approach.

Hard surfaced areas within the residential development will be kept to a minimum, with narrow lanes, with wider passing places where necessary.

The response of TT to other points raised during the workshop process/preparation of the Masterplan is set out below:

Can provision be made for car parking for the North Downs Way?
Car parking for approximately 10 vehicles included orientation north-south, to minimise visual impact when viewed from the east.

Is there scope for inclusion of land for self-build housing?
Self-build housing not favoured, as tends to result in much longer construction periods, with resultant impact on both residential density and wider landscape considerations, affecting the Area of Outstanding Natural Beauty.

Can a camping barn be provided for users of the North Downs Way?
New built development on the eastern part of land north of Occupation Road (the Strawberry Field) not favoured by the Parish Council.

Scope to improve biodiversity?
Biodiversity enhancement will include the additional tree planting, hedged areas, and meadow SUDS.

Do the proposals include affordable housing?
Land on the western end of Occupation Road is identified as a suitable location for affordable housing; precise level of provision will depend on stability considerations at the time of submission of a planning application.

Scope for community orchard?
Considered preferable to provide areas of green landscape/biodiversity instead, in conjunction with the proposed residential development.

Can advanced planting be provided on the eastern boundary, to screen future development?
Yes, the proposals include advanced planting in this location.

Can Wye Bugs be relocated from their existing site to suitable accommodation south of Occupation Road?
Yes.

The two workshop sessions held for the Masterplan indicated broad support for the concept of retention of business uses south of Occupation Road, with environmental enhancement through redevelopment, including biodiversity improvements.

WYE3 MASTERPLAN

LAND NORTH & SOUTH OF OCCUPATION ROAD



View along Occupation Road

WYE3 MASTERPLAN

LAND AND BUILDINGS WEST OF OLANTIGH ROAD

(a) FORMER SCIENCE LABORATORIES, OLANTIGH ROAD

The Masterplan proposes that the former science laboratories be redeveloped for the purposes of either a residential care home, or extra care housing (housing accommodating elderly people, with care provided on site); in each case these land uses fall within Use Class C2, Residential Institutions.

The illustrative site plan shows a residential care home/extra care facility with a shared single vehicular access, which also serves the conversion of the listed buildings.

Key parameters for redevelopment are:

- Existing buildings on site are mostly of two storeys, with some one storey and some three storey buildings; redevelopment should be of a similar scale, with no greater visual impact.
- Landscaped frontage to Olantigh Road to be maintained.
- Bespoke terracotta panels from existing building to be retained for reuse, where possible.
- Limited widening of footway to Olantigh Road to be carried out, to improve accessibility, while retaining rural character.

Public Consultation/Workshop Sessions

Feedback from the two workshop sessions and exhibition was favourable towards specialist housing of the type proposed for elderly people at this site.

With regard to questions arising:

Could the site accommodate open market housing or self-build housing instead of specialist accommodation for the elderly? Specialist housing for elderly people within Use Class C2 is the preferred use; the size and configuration of these buildings that use full-F site advantages offer scope for views out from internal accommodation; thus an identified need, and market demand, for such accommodation in Wye.

(b) FORMER RUSSELL LABORATORIES AND FORMER STUDENT UNION BUILDING, OLANTIGH ROAD

The Masterplan proposes that the former Russell Laboratories and former Student Union Building will be retained and converted to provide small business accommodation, comprising uses such as office suites, art/craft studios, and a cafe (all subject to occupier demand).

The single storey building immediately to the north of the former Russell Laboratories will be demolished, as its condition is too poor for it to be retained.

Car parking provision will be made to the full standard on site. There is scope for this parking area to be made available for public use outside business hours (evenings and weekends), subject to suitable management arrangements being put in place.

In earlier proposals it was suggested that the former squash court building could be demolished; however, the appraisal by the Canterbury Archaeological Trust has identified some potential interest in retaining this building, and it is considered also that its removal could cause harm to the streetscape, through opening a large gap in the frontage to Olantigh Road, in the sensitive position adjoining the North Downs Way.

Workshop Sessions

The proposal for business re-use was generally supported by the workshop sessions; the Neighbourhood Plan specifically stating accommodation for businesses, as part of the overall re-use/redevelopment of the former Wye College Campus.

With regard to specific queries raised:

Could the site be used for a care home or residential redevelopment?
The existing buildings are the most suitable of the buildings within the former Wye College Campus for business re-use; accordingly this is the most effective use for the site.

Could all existing buildings at the site be demolished, to provide additional public car parking?
As for alternative uses above, the buildings are considered most appropriate for continued business use. However, as noted above, there may be scope for use for public car parking of the parking for the business uses, at evenings and at weekends, subject to appropriate management measures being put in place.



WYE3 MASTERPLAN

NEXT STEPS

We hope you have found this exhibition informative. Please complete the comments form, all comments will be taken into account in framing the detailed policies and policy wording, which will be included in the final version of the Masterplan.

The Draft WYE3 Masterplan considered by the Cabinet of Ashford Borough Council for formal adoption for development management purposes in late autumn this year.

Once adopted, the Masterplan will help guide future development, on the individual sites, as planning applications are submitted in due course.

Comments Form – Second Public Exhibition

Comments written on this form will be made available online at www.AshfordBorough.gov.uk after the exhibition closes on 17th May. Please provide your comments on what you like about the Masterplan and what you would like to see included to support the proposed development. Your comments will be used to inform the final version of the Masterplan.

For more information you can contact:

Planning Officer –狼溪谷规划师
Planning & Development, Civic Centre,
Ashford, Kent, TN20 1PN
Email: planning@ashford.gov.uk

Name: _____
Address: _____
Postcode: _____
Email: _____
Reason for interest:
 Local Resident
 Work/Lived
 Government/Local Council/Local MP
Telephone: _____
Age Group:
 Under 16
 16-24
 25-34
 35-44
 45-54
 55-64
 65-74
 75+

Comments from this exhibition will be made available online at www.AshfordBorough.gov.uk after the exhibition closes on 17th May. Please be aware that your personal details may be held securely by the exhibition organiser for the purpose of the exhibition. Your personal details will not be passed on to the local authority or any other organisation. Your comments will be used to inform the final version of the Masterplan.

Please take the time to fill out a comment form and leave it at the sign in desk on your way out.



Photos from consultation undertaken for Wolfson House and Wolfson Lecture Theatre sites



WYE3 Masterplan - Public Exhibition 2 - Comment Form write-up

Comment Number	Reason for interest	Gender	Age group	Comments
1	Local resident	Female	25-34	The exhibition is very dishonestly worded. However, it seems clear that there are certain aspects offered within the 'masterplan' that are already a 'fait accomplis'. The site of the school as it is exists and the planning that has already been approved has not been well considered with the other already existing college building available - the need top build more therefore is 2xfold and this does seem unnecessary. The advantages of a growing school are many but the inevitable increase of traffic and footfall are going to change the nature of the village, and this all seems part of what at heart is a sustainable residential property development which is what Wye needs.
2		Female		The traffic caused by 40 houses on Occupation Road is too great for both in road width and the safety of all the school children adjacent to the road. The building currently behind the swimming pool is already equipped with indoor sports facilities is already equipped with indoor sports facilities, and a great recreation room. It would be wonderful to provide a space large enough to hold wedding receptions again and revive that employment opportunity that was so vibrant when the college hall was open.
3	Local resident Work Locally	Female	35-44	Very good plans and well illustrated. I think there's a general concern over sufficient parking spaces in the listed building area and for all the new residential areas. The increased traffic on Olanthigh Road plus commercial deliveries (school buses, deliveries to care home/ commercial buildings) is a concern as the road cannot handle the increased traffic. In particular the junction between Olanthigh Road and the high street is narrow and has impaired visibility around the bend towards the high street. I am happy with the rest of the plan but wish the sports hall could remain a sports hall
4	Local Resident	Male	35-44	Concerned that the revised plan has been perused without prior knowledge of WPC. Don't agree with encroachment on ADA's site onto 'Donkey Field'. Too many "could" and "should" with regard to traffic usage especially at school times - school to increase by 50% with attendant traffic. Should Wye college be developed even more traffic using the junction with Olanthigh Road. The Latin school is a Wye "jewel" and should not be lost. The ramble to the Crown will be spoilt by the traffic an high density housing. I am suspicious that even more houses will be built.
5	Local resident	Female Male	65-74	Seems to line with workshops and neighbourhood plan. Traffic and parking are still a concern. Junction of Olanthigh Road and High Street v. dangerous now and will only get worse. Planting of extra trees in woods adjacent to ADAS, MVGA and school would help. No ISA
6	Local Resident	Female	65-74	Really concerned about car parking. The residents at the ADAS sit and others further out will want to drive into the village and need to park somewhere - Not many options! CAR PARKS NEEDED. What happens at the telephone exchange in Upper Bridge Street? Car Park? Maybe the car park behind the Wolfson building should be parking again and not more houses. Most villages have village car parks! We have a lot of congestion already at the cross roads High Street/ Solton Street/ Upperbridge Street and Olanthigh rd/ Large vehicles really struggle to turn etc. It is getting very dangerous for pedestrians already and can only
7				It is positive that the college main buildings are being redeveloped as they are sadly in need of upgrade but too many dwellings (e.g. total number). The development along Olanthigh Road (ADAS) were BCP company is now (next to covenanted land) does not comply with concept of local village. The amount of traffic pressure on drainage is very concerning.
8	Local resident	Female	45-54	Key concern: "traffic calming" is imperative. Primary and Secondary school kids roam the village. Coaches, buses, and farm vehicles already cause concern, and the railway crossing causes cars to shoot off at high speed. Car park along all the road sides on weekends and school drop offs. This already a cause for concern for children's road safety I worry this will be exacerbated.
9	Local resident	Male	55-64	It appears to me that a significant amount of effort has gone into preparing a plan (at a high level of detail) that takes account of the important rural setting. The overall impression is one of sensitive development not high density but appropriate given the significant housing shortage in east Kent. I applaud the inclusion of a care home facility.
10	Local resident	Female	25-34	As a resident living opposite a site of proposed residential development my concern regards traffic management and parking. I park on-street opposite my property and already struggle to find a space during peak times. Would there be new residents only parking permits for other areas in Wye to deter visitor and second car parking on street? How will you deter residents and the development parking on-street outside my house? I also believe that the rail gates must be made automatic as
11	Local resident	Female	45-55	The explanations around transport and infrastructure was inadequate and the arguments given not plausible. Living in the village I fully understand the problems with the transport infrastructure -stating that people in the new development will avoid the crossing at busy times. Therefore they are likely to choose adjacent route or avoid travelling during busy periods where possible... the crossing can get congested at anytime during the day especially when trains are delayed also what alternative route?? The country lanes leading to and from Wye are windy and in places only suitable for one way traffic. It would be alter the character of the AONB landscape if these lanes were widened. Too vague are use of the word 'community' in relation to the development of the old college site. Not enough evidence around some of the data quoted. Where is the parish council model planned? Where did the figures in the table come from? We all know how data can be used so it is important to know sources. Felt like I was treated as an idiot the way the information was presented. What style will the houses be built in? Recent development in Wye has been bright red bricks which do not fit in with the village setting/ protected landscape. Strongly object to the Latin
12	Local resident	Male	75+	Massive overdevelopment. No improvement to the infrastructure e.g. road. The roads are already inadequate with the increased cars, vans etc. the village will be 'grid-locked'. The rail crossing is closed 50% of the time now. The statement in the WYE3 Masterplan regarding no increase in the queues at the crossing is not correct! It is daft. Less development with increased parking is needed.
13	Local resident	Female	65-74	Improvements made. I like so much better. More sympathetic to the countryside. Very pleased with the improvements.
14	Local resident			I do hope KCC highways can see how the infrastructure road network, really cannot cope with this plan (WYE3). The roads to Ashford and Canterbury are village lanes they cannot support more vehicles. The village centre and railway crossing suggestions on walking or travelling off peak are not sensible solutions to the problem. I hope KCC can see this and object to the proposed level of development.

15	Local resident	Female	65-74	<p>Overall a very impressive display and some positive responses to earlier suggestions. But, the level of development (dwelling) seems to exceed what has been agreed in the neighbourhood plan (both change of use and new). Similarly, it seems that the traffic impact is probably significantly underestimated. Finally, car parking remains a major concern, especially given the expansion due to the ADAS site, residents will drive to the village.</p>
16	Local resident	Female	55-64	<p>I would strongly recommend that the current gymnasium, pool and squash courts be retained for village use. This will be very a very big village if these new homes are built and proper leisure facilities will be essential, without having to drive to Ashford. Where will the community hall/ space be? Wye Church has experienced a dramatic drop in wedding business since Imperial college closed, as no room for receptions. Please ensure that such a facility is available in future, as</p>
17	Local resident/ Community group			<p>I attended the consultation and would like you to consider the following two points. I offer them personally, rather than being a formal response from the church. This may follow in due course when the PCC has had an opportunity to consider the latest proposals.</p> <p>Wye Parish Council and St Gregory and St Martin Wye are considering an extension of the existing burial ground into allotment land north of the church. An application to the Secretary of State has not yet been made, but if the project goes ahead it may be that additional allotment space will be sought in the village. I noted that there is an area of land off Occupation Rd included within the Master Plan with a restrictive horticultural covenant. Is it possible that this could be made available for future allotment space if needed, an outdoor classroom for local school children, a community orchard..... ?</p> <p>St Gregory and St Martin Church PCC has requested Ashford Borough Council to be put on their list of formal consultees on the basis of proximity to the College and also the historical links between church and college. In particular we are interested in the proposals for the two public footpaths which cross the churchyard and which are referred to in the response from the KCC Public Rights of Way Officer to the TT planning application for development of the College buildings. There is a suggestion that the two footpaths are upgraded in order to accommodate anticipated increased pedestrian use. It is suggested that this could be the subject of a section 106 agreement if planning permission is granted. The PCC has offered a preliminary response to ABC stating its willingness to discuss such proposals. However, you need to be aware that there are diocesan restrictions and procedures involved in the upkeep of the church and graveyard.</p> <p>I hope that this is helpful. As I stated above, these comments are offered on a personal level and do not necessarily reflect the formal views of the Church PCC.</p>
18	Local resident Local business		75+	<p>The production of the Master Plan for Wye 3 gives me a much better understanding of the overall direction of the development proposals and I remain enthusiastic and supportive. Going forward my interest is in hearing more about the details of the proposals which could not reasonably be covered in the Master Plan presentation, although it was reassuring to glean from the architects, landscape architects and TT some further detail. At the top of the list for me is the importance of 'connectedness' both in terms of the footpath network proposed and the landscaping. I look forward to further opportunities to contribute as the details emerge. I do have concerns about traffic management and parking which for me is the single most worrying element of the plans as someone who lives and works in Wye. The treatment of the Occupation road / Olantigh road junction is encouraging, however, there are other areas which will need similarly imaginative treatment.</p>
19	Local resident		60-74	<p>The Steering group representatives were not fully able to participate in the material displayed at the public exhibition. This was a serious fault. Consequently, there was no correction of several mismatches with the Neighbourhood Plan, and this 'draft brief', Master Plan. In addition, errors in the 1st exhibition material have still not been rectified. There are various proposals which simply will not work in the context of this village- infrastructure, school capacity, railway crossing and traffic gridlock, surgery overload etc. It was of concern that the exhibition boards had fanciful virtual photographs which did not reflect the situation on the ground. Again, several of these proposals will not work, and will lead to serious dysfunction. The traffic survey is greatly deficient, and ignores the facts. It was explained that these mock-up pictures were merely 'illustrative', yet I would suggest that they were misleading, e.g. to describe a faster route into Ashford via the! e narrow country road towards Hinxhill and Junction 10, is inappropriate, and irresponsible. It appears that Telereal Trillium plans are at odds with what the village needs and wants, not in all aspects but in sufficient aspects to merit a thorough revisit to this brief.</p>
20	Local resident		60-74	<p>We are disappointed that the latest proposals have ignored earlier comments on the site plans and fail to conform to guidance given in the Neighbourhood Plan. We have four continuing concerns. 1. There is no acceptance of the walkable village concept. There is too much development on the ADAS site and East of Olantigh Rd. 2. The impact of the quantum of development proposed is underestimated. Traffic is a major problem now throughout the village and, in particular at the level crossing. Wye School at full capacity will alone generate activity equivalent to the old College. 3. The village will lose all access to the historic buildings through the development of a gated community. The Jacobean staircase has been the subject of much research and is of national importance. 4. The impact of the overdevelopment as proposed on the environment within the AONB has not been considered. Environmental impact should be the first concern of the Masterplan, as indicated by the Examiner of the Neighbourhood Plan. We hope that these comments will not be ignored.</p>
21	Local resident	Male	75+	<p>Compared with Imperial College's intention to transform Wye into a New Town, this plan is relatively modest. Its main flaw is to pretend that the impact of the plan on the village will be marginal and therefore easily absorbed. It will not; for several reasons. 1) The total number of residential units (including windfalls and applications already in process), together with a proposed time line for building them are nowhere to be found. From the maps, it would appear to be about 150. The total number of dwellings is 1370.</p>

				I am writing to express my deep concern about Telereal Trillium's Masterplan proposals for WYE3. As they stand, they are inadequate, piecemeal in their approach and appear to show scant consideration for Wye's history, its architecture, the medieval layout of its streets, the beauty of the surrounding countryside and above all the well-being of its residents. TT does not appear to have sufficiently assessed the impact of increased traffic and parking on the village. Current traffic problems will only increase as a result of the Masterplan proposals and this could impact on the health of villagers. Emergency vehicles may have difficulty gaining access. Local buses, used by many of us, sometimes struggle to get through Wye and there is a danger that, with worsening congestion, the bus service may be reduced or stopped altogether. I understand that TT, incredibly, proposes to omit a full assessment of the level crossing and the length of the queues there and instead present it as part of subsequent planning applications. It should also be noted that the Ollantigh Road/Godmersham route to the A28 cannot be regarded as a safe main access road for Wye. The Neighbourhood Plan anticipated approximately 50 new dwellings plus some windfall conversions across the whole of WYE3 (including the ADAS site) and not just on land north of Occupation Road – this was the number acceptable to Wye residents and is a sensible figure given the necessity to limit traffic and parking growth in the village. The TT proposals greatly exceed this number. Furthermore, in the proposals there is a lack of information regarding infrastructure such as affordable housing provision, sewerage capacity and landscaping – such a fragmented approach to this as well as other matters is frustrating and obfuscating. TT does not seem to have considered the impact of development on the local landscape and AONB. Not only is the marvellous countryside part of our heritage and of national importance but it contributes to the quality of life of all who live in and around Wye. It also attracts tourists, thus helping the local economy. Also part of Wye's heritage is the former Wye College, which it is now proposed will become a gated development with little opportunity for community access. In fact TT seems completely to have disregarded the needs of the community. Their proposals will significantly increase the adult population of Wye, with little or no benefit to the people of our village – inadequate affordable housing (including 'Local Needs Housing'), no help for the village hall complex and residential care home flats rather than the provision of a day care facility for elderly Wye residents. What TT proposes is in effect a mini-suburb, gated developments, "executive houses" and all, to be gracelessly grafted on to an historic village with a strong-knit community. This will be detrimental not only to the lives of Wye people but to the interests of everyone in this part of Kent. The proposals as they stand are therefore unacceptable.
22	Local resident			<ul style="list-style-type: none"> • I appreciate the developers (TT) have included some encouraging aspects e.g. traffic management in Ollantigh Road, which are potentially good. • HOWEVER, much of the proposal is vague, and I am concerned about the deferral of assessments on e.g. traffic, utilities, until planning application stage. Once the general development is approved, I am concerned these things will slip through without being properly addressed, and will not comply with the agreed objectives of the Neighbourhood Plan. • Particularly vague are the Care Home site, business proposals, also aspects of the local environment. • A fragmented approach such as this risks the considered needs of the local area. WYE3 is a site of major importance not only for Wye itself and surrounding rural area, but within the Ashford Borough regarding the proposed increased housing allocation. • Wye Parish Council have worked very hard on the Neighbourhood Plan, with thorough consultation, information provision and meetings with village residents, culminating in a Referendum vote which supported the plan. • It is therefore depressing to see that TT seem to be ignoring aspects of the NP, and indeed did not seem to respect the PC sufficiently to provide their revised plans sooner than late the night before the exhibition - which seems to suggest they are hoping things will slip through without full consideration. • One should also remember that Wye is still, in its basic infrastructure, a medieval village and is already at risk of being stretched to breaking point TRAFFIC • I live on Golden Square, so see much of the traffic impact of that crossroads. There are frequent occasions when traffic is backed up on all 4 roads leading into the crossroads, especially when traffic is released from the level crossing. • TT's remarks on traffic impact are vague. • Wye School is expanding, there may be more trains, if the proposed Care Home has 58 residents, what happens if all their families visit on a Sunday? • There is a major impact of farm and other heavy (e.g. delivery) vehicles at this junction. • On-street parking is terrible. • I believe a full traffic and parking assessment should be done by the developers before proceeding further. <p>HOUSING NUMBERS</p> <ul style="list-style-type: none"> • It is clear that Wye residents supported the '50-tick' campaign, allowing for no more than 50 new dwellings (although we do not object in principle to appropriate and sensitive conversions of existing properties within the NP). • For traffic and other reasons, this proposal has too many dwellings, presumably most of which will supply at least one extra car to add to the local traffic problems. • This is particularly significant at the ADAS site, as it falls without the agreed 'walkable village' principle within the NP. • Insufficient agreed allocation of affordable housing, another local concern. <p>COMMUNITY PROVISION</p> <ul style="list-style-type: none"> • This is vague and unsatisfactory, especially for the Wye College site, but also for the care home development.

24	Local Resident	Female	<p>Having attended the exhibition on 7th September, I wish to express concern at the impact of the proposed development/s on Wye's infrastructure, particularly traffic congestion and parking. With the building work that's underway at Wye Free School, it's already clear that additional traffic to this area of the village causes significant bottlenecks at the junction of Olanthig Road and High Street/Scotton Street. Apart from junction improvements at the bottom of Occupation Road, I saw no plans to tackle this problem other than a vague statement about access to the village from other routes. Given that the only other non-level crossing routes into the village are down roads that are narrow, single track in part and completely unsuitable for high volume traffic, I fail to see how this won't become a major problem with safety implications.</p> <p>Aside from traffic flow, the proposal for a car park off Occupation Road would be to the detriment of the AONB and appears to be utilising 'green field' land which should be protected.</p> <p>I raised these points at the exhibition with members of the Telereal Trillium team and did not receive a satisfactory response.</p> <p>Whilst I support village development, my overall impression of the process to date and the plans presented on 7th September is that it is not sympathetic to the Neighbourhood Plan and has not taken the restraints of a medieval road network into consideration.</p>
25	Local resident	40-59	<p>Housing: The number of housing units proposed for WYE3 is more than double the 'approx. 50' dwellings recommended in the Neighbourhood Plan. There is also inadequate provision for affordable housing. Traffic: The current proposal glosses over the impact of traffic generated by the WYE3 developments. If, as TT suggests, the additional traffic will not use the level crossing, then the alternative routes in and out of Wye are Olanthig and Oxentum Roads. The latter will see a marked increase in traffic on the corner of Upper Bridge Street, which effectively operates as a single lane. There is no mention of how the increased traffic on this bend will be managed. ADAS: I support the PC's view that the Donkey Field should not be included in the development. Lying alongside the arboretum, it would provide a much needed screen between the ADAS development and the fields / North Downs Way behind it. Wye College: The current plans lack sensitivity both to the listed buildings being developed and to their location - turning a large area of the centre of the village</p>
26	Local resident	Female	<p>As someone who has lived in this area for 36 years, I am very concerned about its development, and in particular at this time, Telereal Trilliums(T.T.) current plans for Wye, and the impact they could have on the whole area. I understand that it is very difficult for Ashford Borough Council, under pressure from other bodies, to manage development within the County, and we have to accept that some development of which we do not approve, is bound to occur. However, I believe that Wye Parish Council has given very careful thought to accommodating this necessity and has produced in its Wye 3 Plan, a careful and workable policy which Ashford Borough Council should recognise when dealing with T.T.'s current incomplete and piecemeal proposals. I feel that Wye Parish Council has earned the right to be kept better informed, and in good time ,of all of T.T.'s plans for Wye which should be presented as a whole and not as disparate parts of a jigsaw. Taken point by point, how are the following issues, physical and social, to be dealt with satisfactorily?</p> <p>1. As Wye was built before cars were in use, roads into, out of, and within it, are already inadequate without the addition of considerable additional traffic. For example, the road connecting Wye to the A28 in Godmersham, as an alternative to using the crossing, is narrow, badly maintained and has poor visibility of oncoming traffic. How then is it to cope with even more traffic? And the Golden Square junction with Olanthig Road is already difficult enough to negotiate, without the addition of even more traffic, as is its junction with the A28 in Godmersham. How can these junctions be improved? Traffic congestion in 'one way' Upper Bridge Street is also already a concern, including parking on both sides of the entrance into Stonegate . 2. Wye has a rail crossing, and currently, especially in early mornings and late afternoons, long queues of traffic from on the roads on either side of it. What can be done about this? 3. Having been built before the advent of the car, Wye has very poor provision for parking. What plans are there to avoid it becoming even worse? 4. Currently the escape of sewage can cause problems during periods of very heavy rain. What plans are there to overcome this challenge? 5. Village facilities for social and educational events are just about adequate for its current population, What provision is there for regular, rather than occasional, requirements such as these? 6. Wye has a pleasant and generally inclusive atmosphere which makes it a pleasant place in which to live. What provision will there be for maintaining this balance through the provision of an appropriate mix of housing and other facilities? We do not want the creation of a population of ill matched factions?</p> <p>Being elderly, I am not likely to experience the results of unwise development, but I am most concerned about the Wye environment for future generations.</p>

				I have been a resident in Wye since 1975 and am truly concerned and angry that the gigantic, powerful, dishonest company, TT is being allowed to take over and ruin our village. When the college was running, it was an important hub in the village and Wye was known internationally because of the success of the college. We not only had 36 shops and businesses, but two banks and we had access to the college's swimming pool, sports facilities, social and business meeting rooms within the college and, most importantly an area where elderly, widows, disabled, etc. could meet for lunch and tea. The population in Wye has grown, but the above facilities have been removed and people have to travel to other towns to find the above facilities. TT have got control of 44 acres, the largest rural site in Ashford Borough. Development will affect the whole of Wye and the surrounding area. We must have a right to control and manage the change. 94.72 per cent of villagers on the 8th September 2016 voted in favour of the Wye Neighbourhood Plan. TT have shown their lack of integrity, honesty and respect. Regarding traffic, I am concerned, especially as TT is misleading in its proposals. We have had serious problems with extra traffic caused by the roadworks in Ashford recently. That was a wake up call to us all. Regarding the level crossing, we have needed an automatic gate for many years and TT's proposal to present it as part of subsequent planning applications shows their cunning, disrespectful attitude. I am totally against their plans as they will affect the architectural integrity of the listed buildings. They are squeezing too many houses and flats into a confined space and even more alarming is that they are isolating the college site from the village community. This is now what we want in Wye as the college site should be the core of the village. For the residents of Wye to integrate with the facilities which should be provided on the site (as mentioned above) such as the swimming pool, and social areas, is a vital element for the village to retain. The new developments and proposed developments will mean there is even more demand for sport facilities for all ages. At the current time parents and families have to travel to Ashford, Faversham and Canterbury to access swimming pools. TT's plans are inadequate and misleading regarding all their proposals. Whilst a care home would be welcome, the design and scale is appalling. There is no consideration regarding social aspects, garden areas, such as those at the Ashford Pilgrims Hospice, planned parking and traffic complications.
27	Local Resident			I object to TT's proposals for Wye 3 and beyond because they are inconsistent with the Wye Neighbourhood Plan which I fully support so the number of occupancies they are planning – either in the former Wye College, ADAS or as care home flats will far exceed what the Neighbourhood Plan proposes. There is presently no provision for infrastructure of any kind – medical, educational or basic utilities in what they plan. The Neighbourhood Plan places 'improvements in the Village Hall Complex' as a priority and TT makes no mention of the Village Hall at all. For these reasons I urge you to reject their proposals
28	Community Group			Having attended the public exhibition I must admit I was left rather disappointed with the lack of regard to the Wye Neighbourhood Plan and the methodology applied to the data for traffic implications, you don't have to be a data scientist to see how flawed the forecasting is. I would recommend they source help with the methodology and receive further guidance on what the Wye Neighbourhood Plan outlines. The volume of housing will impact the infrastructure of Wye and little attention was given to the impact of this in the exhibition, it appears more focus has been given to the number of houses that can be squeezed in rather than what has been carefully analysed to create the Wye Neighbourhood Plan.
29	Local resident	Male		The neighbourhood plan was voted for in a referendum by the people of Wye and it should be used for guidance. Telereal Trillium are in this to make money, which is fine, as long as they don't get greedy. Any quick search will show that this company is privately owned and is a vehicle for the William Pears Group, which has diversified beyond property into hedge funds, private equity and bonds. Their business is their own business but it is just about making a profit, not creating communities. Once they have developed this land they will move on with their profit and if the correct investment in infrastructure, or calculations on impact haven't been made, the pressure will be on Ashford Borough Council to resolve it. These plans have to be considered with the future in mind, not just quick short term solutions to the here and now. Ultimately I believe Telereal Trillium's 'Wye 3 Masterplan' in the majority undermines the Wye Neighbourhood Plan which has been adopted by Ashford Borough Council and therefore should be rejected until it is vastly altered and improved.
30	Local Resident			I object to Telereal Trillium plans and thank you for your excellent work to try and save our lovely village from what seems its future demise. I am amazed at the crass greed with TT's demands for development. Our village is unable to sustain their demands, and it puts our neighbourhood plan which we the villagers have drawn up, using great care, to appear to be given no regard from TT whatsoever. Something must be done before we are stuck in a permanent traffic jam which will give endless problems to all our villagers, and surrounded with rows of housing. It is bad enough now to park and deal with our traffic as it is, if we allow TT to have their way, our beautiful village will be destroyed. The only thing that should have been done by now is the proper maintenance of their properties opposite the College building. These are a disgrace and I feel sorry for the neighbours who must be very angry about this neglect. Our countryside is precious and so easy to lose. AND it is very special and Wye residents care.

31	Local resident	<p>Having viewed the exhibition on 7th September thoroughly for the various aspects of Telereal Trillium's development plans for Wye, my husband and I wanted to write to you to put forward our view and concerns to this:</p> <p>We have been residents in Wye for the last 2 years raising our small family. I myself grew up in Wye and have therefore seen it undergo many changes over the years. However, it was the essence of Wye as a quintessential village where families can enjoy a lovely community feel in the midst of the country that drew us away from London and city life.</p> <p>I work in commercial property and recognize the very specific wording and 'spin' throughout the exhibition. Phrases such as 'not economical' when referring to developing existing old college buildings rather than demolition, raises the question of 'economical' for whom? If this development is in the village's best interest, then everything should be done by Telereal Trillium's power to utilize the existing make-up and set up of the buildings and work from there. Wye does not want a generic, fake village estate development feel that is manufactured and is incongruous with the current layout. Likewise, the discussion of affordable housing within this development up Occupation Road and at the other site, gives no guarantee that this will be affordable (again affordable for who - the developers or real, first time buyers like us?), and/or definitive numbers of how many houses are actually going to be included? Reference has been made to a reduction of the initial planning proposal, but there is confusion over dwellings and how these will be translated into flats/houses/cottages etc. Can we have clarity on this please, instead of carefully worded jargon disguising the actual figures?</p> <p>There also seems to be similar vagaries about the use of the main college building and its use - the reference is to a care home and residential dwellings, but again, we note the phrases used such as 'best endeavours etc.' which does not give absolute clarity. Does this mean, the college is actually going to be entirely residential?</p> <p>The addition of the Free School to Wye is an asset, but the school has been allowed to develop independently and in a back-door fashion to the overall development plan, which has led to the approval and construction of monstrous relocatable buildings where as existing buildings could and should have been used to accommodate this school. This is nonsensical, and again, is not in keeping with existing architecture and fabric of the village. We live very close to the free school, and are hyper aware of the grid-lock traffic that already occurs within school hours. The village already struggles to deal with this additional footfall and level of traffic, and the development as outlined make poor show of dealing with these growing figures and any additional traffic which will occur as a direct result of this development. Is the idea to actual convert Wye into a town and build it up to such an extent that it changes entirely from what it is, and what make it so attractive to its existing and aspiring residents?</p> <p>The existence of the Free School and its development also needs to be balanced with the existing schools in the Ashford area; we understand that The Towers school is one example of a few that are directly losing out in terms of council development funding & budget, because of the push to develop the Wye Free School. This is not right and one school and its pupils should not lose out because of another. Also, why is not enough being done to support the locality's existing schools before it over-stretches itself with another? <u>Is it perhaps because the Free School in Wye is an attractive area, with a large</u></p>
32		<p>I write to register my strongest possible objection to the plans displayed by Trillium on 7 September 2017 at their WYE3 Masterplan exhibition. This showed their proposed development of the sites in Wye: the former Wye College buildings, both listed and non-listed, the former Wye College land in Occupation Road and the former ADAS building.</p> <p>I object to these plans because:</p> <ul style="list-style-type: none"> • The Trillium proposals will fundamentally change and damage the character of Wye Village. Some 159 additional households are proposed – this is a massive increase in the number of households in Wye with consequent effects on traffic, facilities and day-to-day life. It is far too large a development for Wye and will have a profoundly detrimental effect on the Village. • The Trillium proposals are treble the number of households given in the Neighbourhood Plan, which was supported by 95% (94.7%) of Wye residents. • The Trillium proposals give no consideration to the surrounding landscape and the impact their plans will have on the 'Area of Outstanding Natural Beauty'. <p>Housing numbers</p> <p>The Trillium plans propose a massive increase in the number of households in Wye.</p> <p>The overall total proposed is 159 new households. That is: 39+2 households in the former Wye College, 58 households in the 'Care Home', 40 new houses on Occupation Road and 20 new houses on the former ADAS site.</p> <p>Trillium's proposals are treble the number of households in the Neighbourhood Plan agreed by 95% of Wye residents. The Neighbourhood Plan identifies a total number of 50 new houses across the whole of these sites covered by Trillium's proposals.</p> <p>The Trillium proposal could expand the adult population of Wye by 20%, with a third (58) of the new households occupied by over-60s residents.</p> <p>Traffic</p> <p>An increase of 159 new households will certainly result in an enormous increase in the number of private cars and other vehicles to service this increase in population. It could result in as many as 300 more cars based in and using Wye village. This will have a serious detrimental impact on every day life in Wye Village.</p> <p>Trillium does not show any analysis of the impact of the increased traffic on the centre of Wye, which will clearly bring congestion and stress to the roads and residents of Wye.</p> <p>Indeed, common sense would say that Trillium's claims regarding traffic resulting from their plan are plainly wrong. As, for instance, the statements '<u>... the Masterplan traffic is likely to have a minimal impact on queues associated with the level crossing compared to the present situation...</u>' and '<u>the Masterplan</u></p>

				Traffic I have serious concerns for Traffic and parking, the Wye3 masterplan does not appear to have any plans to improve the Olanthigh Road/High Street junction at Golden Square although all the additional traffic from WYE3 developments will go through this junction. Traffic and parking has a serious impact on the quality of life and health of Wye residents every day. Almost every day I have to drive around the village several times before being able to find a parking space and more often than not am unable to park on my road let alone close to my house. I am a young villager and can easily (if begrudgingly) walk, most villagers in Wye however are not. Protection against further impacts is a key Neighbourhood Plan objective. Telereal Trillium's approach to these issues is misleading, inadequate and unacceptable. Housing numbers Telereal Trillium propose 39+2 units in the former Wye College, 40 new houses on Occupation Road and 20 on ADAS and 58 care home flats on WYE3. The Neighbourhood Plan identifies a total number of 50 new houses on WYE3 (which reflects the aim of the 50-tick campaign), and some windfall conversions. The Neighbourhood Plan housing numbers are much lower, and are justified by evidence based on a professional analysis of the capacity of Wye to handle more traffic, constrained as it is by its medieval road network and the level crossing. Telereal Trillium states that 'The Neighbourhood Plan anticipates that 50 new dwellings would be provided on land North of Occupation Road, replacing the existing intensive glasshouse/research laboratory buildings'. This misrepresents the Neighbourhood Plan Table 5.1, which reads as 'approx. 50' new dwellings across the whole of WYE3 'subject to masterplan'. This total includes any houses or flats on ADAS. Extra Care Home The number of units proposed is too high and it does not offer to share social facilities with non-residents. The plot is only about 1.5 acres and would offer little space for off-road parking, gardens, or social facilities. The care home will have a major impact on traffic and parking in Olanthigh Road, already under pressure from Wye School. Telereal Trillium parking data is inadequate and misleading. ADAS The concept of a 'walkable village' is that a distance of more than a 5 minute walk means residents who want to pop-to-the-shops tend to drive rather than walk, adding to congestion. ADAS is well outside the 'walkable village'. Landscape and AONB Landscape should be a core consideration. Telereal Trillium has provided no assessment of the impact of development on important views. Their proposals pay little heed to the Kent Area of Outstanding Natural Beauty, the North Downs Way and footpath network, or the importance of tourism to the local economy. Infrastructure In addition to traffic generation, Telereal Trillium also proposes to put off all detailed consideration of affordable housing provision, sewerage capacity, and Section 106 contributions until the planning application stage. There is a lack of information regarding landscaping, connectivity between the sites and into the village, and the proposed houses appear to be of a standard suburban design. This piecemeal approach will undermine the whole purpose of having a
33	Local resident			
34	Local resident	Male	45-54	Positives: Architecturally and aesthetically, the designs are pleasing. Negatives: I found the exhibition to be very light on detail - I was expecting to see a 2-or-3-hundred page document at this stage; accommodation- the numbers proposed significantly exceed the neighbourhood plan; traffic - I have very little confidence in the traffic forecasts made by tel real, the village is already very congested and the "minimal traffic impact" suggested by TT us neither credible nor supported by plausible evidence. The issues surrounding the railway crossing and lack of car parking in the village (neither of which are directly TT's responsibility) must nevertheless be taken into account.
35	Local Resident	Female	45-54	Traffic is already an issue with the school. Increased housing will cause serious issues with cars and safety on local single lane roads. Parking on Olanthigh Road is already significantly more dangerous in recent months due to the usage of cars. Wye infrastructure can't support 52 flats and 20 houses - water systems are already stretched and causing issues. Wye is a community and this will be altered to Milton Keynes existence. There is already a lack of policy in the village for disruptive alcohol usage causing disturbances nightly. This will only get worse with more development and over development on what is supposed to be a sympathetic development that TT have failed to be transparent on. Lack of clear understanding of the current Wye residents
36	Local Resident	Female		I attended the WYE3 exhibition on 7th September. The density of housing on all sites, is to great. It will have a devastating impact on the traffic flow and already stretched water and drainage facilities.
37	Local resident	Male	45-54	I am concerned about 1. lack of detail on the design of new build homes. It is important that a. the design is visually in keeping with a village community rather than suburban homes b. the homes are net energy producers 2. the idea that the main access to Wye3 developments would be through Olanthigh Road from Godmersham. The traffic assessment assumes that access to residential and commercial facilities would be via this route and that this would mean little effect on traffic through the village. I think that access to Wye 3 area would continue to be through the village because the Olanthigh Road beyond Olanthigh House becomes very narrow indeed, plus it is a beautiful country road not suitable for high volumes of traffic. Have Godmersham residents been consulted? 3. the lack of detail about uses of the science buildings, the Edwardian buildings and the old hall.

38	Local Resident	
		<p>I was unable to attend the Telerium Trillium exhibition which I feel was poorly advertised, so I am grateful to Wye Parish Council for making available the information provided and to Ashford Borough Council for the extension of time for comments.</p> <p>I have three main concerns.</p> <p>The first is that I consider Telerium Trillium to have severely underestimated the impact of the inevitable increase in traffic in the village, and the need to provide adequate parking facilities. At present it only takes one poorly parked vehicle to bring parts of the village to a standstill. Wye School is not yet at full student capacity but I regularly witness disruption caused by the traffic movements associated with it, including the disruption caused by the construction traffic over the summer which presumably gives a guide to what it will be like when the WYE 3 land off Occupation Road will be being developed.</p> <p>TT expect most of the traffic from their site to use either Olanthigh Road or Oxenturn/ Hinxhill Road as routes to Canterbury or Ashford. Both of these roads are narrow and twisting, unsuitable for heavy traffic use or for large vehicles. Sections of these roads are also part of National Cycle Route 18, but are currently hazardous due to potholes and broken and rutted road edges which can only get worse with increased traffic.</p> <p>My second concern is over the redevelopment of the former college buildings which appears liable to create enclaves not fully integrated into the village. As a former student of Wye College I am aware of how much the village has lost that used to be made available, such as meeting rooms, equipment and expertise to provide communal social activities, including access to affordable meals. I believe an opportunity is being lost to create something which would be a real asset to the village with integrated work and leisure opportunities available to the whole village, and particularly to the increasing elderly population, to reduce loneliness, increase wellbeing and establish a self sustaining community which is the vision of Our Place Wye.</p> <p>I am also disappointed at the lack of detail as to the management of such things as sewage and surface water runoff, and other measures to minimise the impact of the many developments on the environment both visually and in terms of energy conservation.</p> <p>I recognise that Telerium Trillium as a development company need to make a reasonable return on their investment, but this should not be to the detriment of the village as a whole.</p>
39	Local resident	<p>As a Wye resident for the last 45 years working as a lecturer and senior lecturer at the College and part owner of the WyeBugs business on the Wye3 site I have taken part in all the workshops involved in drawing up the Wye Neighbourhood Plan. I have attended all meetings to which I was invited including the latest on Thursday 7th September and spoke with Mark Chaplin about the processes and lack of clarity presented at the exhibition.</p> <p>I completely agree with the Parishes Council's criticism of the plan shown on 7 September and whilst not wishing to waste everyone's time reproducing the same thoughts I have set out extra data that I would like the planners and Council to consider.</p> <p>Sadly, I don't see the information presented by Telereal Trillium (TT) as any kind of masterplan. It just seems to be a series of maps showing the land that they now own covered with as many houses as possible. It gives no data about the number of new people coming into the village to live and be visited, the expected car movements and parking spaces used per day, the effect on schooling, shops, the surgery, the estimated use of water, production of waste water, the use of electricity and gas and the infrastructure that needs support such development. The College personnel comprised about 200 staff (many part-time and living in Wye), 500 undergraduates and 250 postgraduates. Around 90 were accommodated in the old College building, a much larger proportion at Withersdane and some rented houses in the village. Few had cars and these had to be kept in the Withersdane carpark. Withersdane was not on mains drainage. Thus, issues of car parking and use of Wye's sewers was never a problem.</p> <p>A brief look at passengers boarding early morning trains demonstrates that many London commuters from outside Wye come here to get free parking in the village rather than attempt the traffic light bottle neck into Ashford which can result in a missed train and in addition cost a hefty daily parking charge for their trouble. I have found that on weekdays every parking space has been taken by 8.30am and some cars are parked inappropriately narrowing the entrance to existing sites such as Stonigate which may prevent fire engines and ambulances gaining access</p> <p>Services</p> <p>At present the whole of Wye's sewage system is old and unable to cope. Over the years there have been frequent blockages in the sewage line in Olanthigh Road which results in flooding of the former College Science Department basement. I think we have little knowledge of how the ADAS site dealt with sewage but assume it was pumped up hill to join the College sewage system near the school. However, I understand the houses opposite the Wye School are on cesspools or septic tanks. The school is now building a much larger sewage pipe on its own property to stop the constant blocking of their toilets but I suspect the real problem lies further down Olanthigh Road. However, the extra use by the school will certainly aggravate the situation in Olanthigh Road and its junction with High Street and subsequently, further down the village. The main problem is that most of Wye uses the sewage system to take surface water run-off from roofs, and the growing tendency to replace gardens with bricked drives doesn't help. The result is that every few weeks and especially following a downpour of rain the sewage inspection covers are lifted in Lower Bridge Street and raw sewage and toilet paper is strewn around. We have no idea of how this will fit in with the increased use of toilets in the expanding school but will be far greater than anything ever seen when that building was the newly built library (early 1990s) of the former College and used by relatively few students at any one time.</p> <p>I welcome the idea of a new care home to allow more villagers to stay in Wye during their final days but again 60 residents and probably somewhere in the order of 60 staff will be involved and the extra washing of bedsheets clothing etc. will again add to the sewage crisis at this particular crunch point. There will need to be a considerable space for car parking by staff and particularly by those visiting their friends and family. The traffic movement into and out of Olanthigh road by residents, and the many school buses taxes and parents doing pickups is already a serious problem.</p> <p>The extra 39 apartments in the old part of the College presumably with 2 or more occupants will add significantly to the total flow of waste water, not to</p>
40		<p>As with Wye PC, we cannot support Olanthigh Road to Godmersham being considered as a main access route for Wye.</p> <p>The road is a dangerous one, especially that part which runs past Tyewood Cottage and the turning to Grindale on to Godmersham. On many parts of that road cars have to give way to each other, visibility is poor, and quite frequently larger vehicles, including agricultural ones, use the road making it even more hazardous. The road is already in many ways becoming a "rat run" for traffic avoiding the level crossing in Wye.</p> <p>The number of planned new houses, together with the extra-care home (with its need for staff) and other accommodation, resulting in an increase in traffic, is highly likely to increase the dangerous nature of Olanthigh Road.</p> <p>2. Regarding the planned extra-care home, we query whether a professional care home provider has been consulted about the number of units per square foot of the building, and other specialist requirements, an important issue for such provision.</p> <p>3. Regarding the ADAS development, the precise boundary between that site and the adjoining woodland not owned by TT needs to be firmly understood by the latter and the ADAS site needs to be fenced off to avoid occupants straying onto private property.</p> <p>The overall standard of housing and garden areas on the ADAS site and elsewhere needs to be in keeping with a rural village and should not have the appearance of a satellite development.</p>

41	Local Resident		<p>I have read our PC's preliminary assessment. The planning concerns are better articulated by the PC and I endorse the observations they have made. It is quite reasonable that TT should pursue their commercial interests and seek to make a profit from their investment. My concern is that the process they seem to have adopted is disingenuous, as their proposals seek to respond to requirements of the Neighbourhood Plan that are easy to fulfil and yet re-define, diminish or kick down the road the more challenging issues such as the quantity of new house builds, traffic volume, and the level crossing.</p> <p>Their proposals are long on marketing and short on a serious, fully integrated response to the future of a historic village in an AONB.</p>
42	Local Resident		<p>It was unrealistic in the extreme to expect informed comment on the day, given the amount of detailed information at the exhibition. My initial comments are as follows:</p> <p>Traffic / parking / vehicle movement</p> <p>I cannot accept TT assertion that 'queues at the level crossing will be shorter than PC predictions', nor that the proposed plans are 'likely to result in future (road users) avoiding routes via the level crossing'. I see no evidence to support these assertions.</p> <p>Queues at the crossing are if anything, increasing. I understand that in future there may be more trains passing through Wye. More houses in Wye will bring more cars, often more than one per household. Parking is at present, before any more development, becoming increasingly difficult. On-street parking has grown within the last 2 years – Oxenturn Road and Upper Bridge Street, near where I live, is increasingly used for daytime parking.</p> <p>There is therefore an urgent need for a new assessment of traffic and its current impact on the village.</p> <p>Housing numbers</p> <p>The Neighbourhood Plan supported 50 new houses across the whole of Wye 3 subject to Masterplan. This figure was carefully calculated to safeguard the village from over-development and the negative effects of this on the economic and social environment of the local community. I feel strongly that the proposed quantum of new housing is too high.</p> <p>Former Wye College</p> <p>It is difficult to understand, since it is not made clear, how the proposed high density gated development can sit alongside occasional 'community access'. It seems that the 'community' is allowed access (when and how?) only to those buildings/rooms which cannot be profitably developed by TT. This is not an adequate position and needs re-addressing. I particularly object to the Latin School proposed as a private garden room (shed for mowers and garden equipment?). Extra Care Home</p> <p>I support the proposal for a care home but have concerns about the number of units, the possibility of a 3-storey building, inadequate parking space, and its impact on traffic and vehicle movement, especially given its proximity to Wye School (not yet at capacity).</p> <p>ADAS</p> <p>This site is an anomaly. If there is to be development here – outside the 'walkable village' described in the Neighbourhood Plan – 10 houses would be the maximum desirable.</p> <p>Infrastructure</p> <p>The sewerage capacity for Wye is already under strain: heavy rains produce flooding and burst drains. Our roads are continually in need of repair from potholes and collapsed drains. I see no plans to consider sewerage capacity and what can be tolerated within the existing system.</p> <p>Local needs housing</p> <p>This has been largely overlooked or ignored. Wye has a clearly identified local housing need and wishes to provide for those with a strong local connection to Wye. The housing proposal (the quantum is too high) concentrates almost exclusively on high cost 'executive' houses and gated developments. This will negatively alter the demographic of the village.</p>
43	Local Resident		<p>Process</p> <p>Why the indecent haste? I am uncertain why the deadline for comments is 15th September, allowing only 8 days for consideration of such weighty matters. I shall be abroad for 15 days from 18th and would have missed both the exhibition and the deadline unless I was willing to spoil a much needed holiday by viewing and commenting online.</p> <p>The evolution of the Masterplan is meant to be a collaborative process and TT pledged in writing at the outset that this would be their approach. The village's representatives, Wye Parish Council were only advised of the content of the exhibition the evening before. Since this happened in much the same way at the previous exhibition and TT were then much criticised, it becomes apparent the TT have no intention of the underlying issues being discussed on a collaborative basis. It seems increasingly apparent that TT are approaching the matter on an adversarial basis.</p> <p>Why was it not made plain that this was TT summoning villagers to their latest version of how they wish to see their landholding developed. Villagers attending could have easily picked up the impression that all that was on display emerged from a consensus reached by tripartite discussions between TT, WPC and ABC.</p> <p>I have great faith in our Parish Council and rather than expounding at great length here, let me simply say that I have concerns about all the issues below and support all WPC's comments under these headings. I have added a few further observations :-</p> <p>Traffic & Parking Surely a full new survey and modelling is required as TT's arguments seem flawed and expert evidence is called for?</p> <p>Housing Numbers The village's views were clearly expressed in the Neighbourhood Plan and should be respected. It should not be assumed that the Protected Developments Rights relating to the old ADAS complex confer any bargaining rights for any alternative. If the village position is that 20 houses thereon is acceptable, this number should be taken into account in the overall numbers referred to on the NP.</p> <p>Former Wye College Buildings</p> <p>Extra Care Home & ADAS Whatever other arguments may apply, the TT statement that the ADAS site is too large to consider for such a use. That is surely nonsense - look at the equally large site developed at High Halden for that purpose.</p> <p>Green Field Land</p> <p>Landscape & AONB</p> <p>Infrastructure It is inappropriate to leave such a matter until later or it will result in the production of a 'Part Masterplan - more to follow' when the whole point of such an exercise is to produce a document addressing all issues as one interwoven scheme.</p> <p>Community Benefits It beggars belief that developers can make proposals to increase the village population by the numbers they envisage without more seriously recognising the need for more community facilities.</p> <p>Local Needs Housing Wye has suffered greatly from developers being allowed to build smaller 'affordable housing' and 'starter home' units without any restriction on how they shall be occupied. In a desirable village like Wye with its varied facilities, such units are bought by elderly people (frequently widows/widowers) with their lifetime assets available, forcing prices upwards and out of the reach of those for who they were (nominally) built. Housing Association ownership and rules are the only alternative, or Local Authority units with no 'right to buy'. Wye has great need of true LNH with future occupancies suitably protected.</p>

44	Local Resident	Female		<p>1. I am unhappy about their failure to present a reasonable master plan to the Village, to meet the promised deadlines. And that they did not inform the Parish Council, who are meant to be involved throughout with sufficient lead in time.</p> <p>2. The traffic and infrastructure threats mitigate against many of the developer's proposals. They are unreasonable in terms of density, pressure on ALL services in the village, and grid lock is certain to be the result.</p> <p>3. The number of houses, and therefore of new residents is seriously inappropriate. This especially so, as the Wye 3 site is right in the heart of the village. And many of the proposals do not respect the Neighbourhood Plan.</p> <p>4. Telereal appear to be avoiding clear commitment to community benefits which they have to honour. The provision of a local resource as discussed and believed in, seems to have been put on the back burner. As to affordable housing, as a % of build, they do not address this.</p> <p>Overall, I am deeply concerned, and find the management of this process by the developers close to outrageous. Piecemeal and incremental, and lacking respect for a beautiful, established village.</p>
45	Local resident			<p>In general TT's plans fail to take proper account of the Wye Neighbourhood Plan in relation to numbers of new dwellings, and the effects of increased traffic flow through the village, particularly as their planned numbers are well in excess of those accepted as being reasonable in the WNP. Their assertion that the WNP estimates of future traffic flows are inaccurate is a blatant misrepresentation of what was a long and detailed analysis using accepted methods in the WNP. Moreover, TT provide no grounds for their assertion which is merely backed up by vague comments about drivers finding alternative routes.....these routes already exist and still there is daily weekday congestion, that is particularly serious at morning/afternoon rush hours, so clearly it is not in drivers' best interests to find alternative routes.</p> <p>Concerns about the sewerage/water drainage systems of the village continue, and only recently there were severe problems of fouled water coming to the surface at different sites across the village. New housing needs careful planning in terms of numbers of dwellings and their siting if such occurrences are not to become more frequent. There is too little information in TT's plans about how services are to be provided. Repeatedly, their plans for individual sites overestimate the number of dwellings and underestimate the areas needed for parking/service vehicles/visitors etc. It all smacks of "putting a quart into a pint pot".</p> <p>With regard to the development of ADAS, TT appear to take it as a given that because of changes to Government legislation mean that they have a right to build housing on this site. The WNP "walkable village concept" accepted as a basis for village development should not simply be ignored. The change from 52 apartments to 20 substantial houses, will not make traffic load emanating from ADAS any less.....in fact it could well increase it, given that most such large houses have 2/3 car users and apartments are more often occupied by non-drivers.</p> <p>The conversion of The Latin School (which I believe is the oldest permanent building in the village) from an iconic well-used village facility to what amounts to a private garden shed beggars belief and demonstrates an enormous insensitivity on the part of TT.</p>
46	Local resident	Female	55-64	TT are proposing something like 150 houses which is 3 times the number maintained in the Wye Neighbourhood Plan. The Suggestion that most traffic from and to the Wye 3 development will use Olanthig Rd/ Scotton Street is absurd. These are country lanes and this represents a serious safety concern. There is no analysis of infrastructure deficiencies that need to be rectified such as sewage, water supply etc etc. Lack of parking especially for the proposed care home/ facilities. Traffic paralysis will occur without all these new houses as the amount of traffic associated with the Free School increases as it approaches the 600 students from the present 450 students. If the care home is established there will be 40-50 staff plus visiting health professionals adding to the traffic. SE Trains have indicated that the number of trains through Wye will increase which means the level crossing will be closed more frequently than at present.
47	Local resident Community group (Wye Heritage)	Female	65-74	The masterplan proposals presented on the 7th Sept 2017 appear to show most of the WYE3 residential and business developments will be in a number of small sites on either side of Olanthig Road from the junction with the High Street. These include the historic buildings conversions, 'squires' cottages, a care home, business units, the ADAS and occupation road new builds and the new extension to the school. The statements regarding vehicle routing and the level crossing issues presented on the Transport and Infrastructure exhibition board do not appear to address the obvious increase in traffic movements along that short stretch of narrow road in any objective or credible way. Add to that the months/ years of construction traffic movements while these developments take place, it becomes impossible to conclude anything but severe congestion spreading through to the village centre from the Olanthig Road area as a routine occurrence in the future. Poor design decisions made now may blight the village for decades.
48	Local resident	Male	45-54	Very concerned about the ever increasing number of cars passing through an ever congested village. With the increased number of trains passing through the village, the gates are closed more than they are open. Most of the primary school children (400) now live outside of Wye plus the free school with 112 children! I have lived in Wye for 42 years and am now witnessing the demise of a village. No Speed control - Cars! Cars! Cars!
49	Local resident	Female	75+	Traffic and parking concerns me, Wye streets are already congested. I do not think enough off-road parking is provided for in the proposed plans. Most houses these days have more than one car, and visitors and delivery vehicles. Olanthig Road out to Godmersham is not good, narrow in places. We know government wants more houses built in the South East, but infrastructure must be in place first. Wye Doctors surgery, will they cope with the vast amount of extra patients?
50	Local resident	Female	75+	Too many houses. For some months residents displayed posters in house windows, etc saying "no more than 50 new houses for Wye" (Across Wye3 development and resited in Neighbourhood. I gather TT want to build 50 homes just around occupation road! And about 50 care homes, 20 new homes on ADAS site and some 30 converted homes in Wye college old buildings! Also TT want to build for rich commuters to London or even homes for the rich living in London during the week. This destroys our lovely friendly village with its active clubs and social activities. The beauty of Wye and countryside is famous. 2. not enough social houses and for working people in Wye and environs. 3. too much road traffic. How will the junction at historic Golden Square cope? Olanthig Road is very narrow along towards Canterbury and we already have a large school school on the road. New developments wanted by TT will endanger safety of hundreds of school children. 5. A day centre for elderly in centre of village would be welcome but surely conversion of student accommodation on Upper Third Street a better option for TT the elderly walk.

WYE3 Public Exhibition 2 – Feedback Response table

Theme	Further detail	Number of comments	Telereal Trillium response
Traffic	Concern about the increase of traffic affecting the rural nature of the village	8	We understand that traffic generation was a major concern of the village during the preparation of the Neighbourhood Plan as set out in Objective 3. Careful consideration has been given to the traffic that will be generated by the development proposed in the Masterplan and a full and up to date transport assessment has been undertaken.
	Concern about the increase in traffic affecting road safety	5	We understand that traffic generation was a major concern of the village during the preparation of the Neighbourhood Plan as set out in Objective 3. Careful consideration has been given to the traffic that will be generated by the development proposed in the Masterplan and a full and up to date transport assessment has been undertaken. As part of the transport assessment a full appraisal of traffic collision data for the past three years has been undertaken for roads within the village and on the approach to it. In addition, as part of the Masterplan proposals, traffic calming measures are proposed on Olantigh Road.
	Question whether the levels of additional traffic proposed correspond with the traffic assessment undertaken for the Neighbourhood Plan	6	We understand that traffic generation was a major concern of the village during the preparation of the Neighbourhood Plan as set out in Objective 3. Careful consideration has been given to the traffic that will be generated by the development proposed in the Masterplan and a full and up to date transport assessment has been undertaken. The level crossing assessment in the Masterplan transport assessment demonstrates that the proposed queuing for all development in Wye is shorter than that predicted in the Neighbourhood Plan.
	Concern that the new traffic will put the rural roads under pressure	8	The transport assessment has demonstrated that the roads around Wye that the traffic will use can cope with the levels anticipated. Within the Masterplan transport assessment, a link flow capacity assessment has been undertaken based on the Design Manual for Roads and Bridges TA 46/99 Traffic Capacity of Urban Roads. Whilst the village roads are considered rural, this document has more robust thresholds for the capacity of roads link than its rural road counterpart TA46/97.

Parking	Insufficient levels of parking proposed	22	Parking provision over the masterplan area is in line with Ashford Borough Council standards – see Transport Assessment.
	Fear over increased number of people (from new residents and care home) putting strain on residential parking	11	Parking provision over the masterplan area is in line with Ashford Borough Council standards. In addition, a recent parking assessment has demonstrated there is capacity in the village – see Transport Assessment.
Infrastructure	Concern that the village's infrastructure cannot cope with the extra demand	8	Whilst we do not anticipate that the level of development proposed will be too much for the existing infrastructure, the planning system allows for the planning authority to require contributions to increase capacity if it considers it is required.
	Concern that the drainage system in the village is not adequate for the new homes	8	The drainage has been assessed and the level of development will not generate greater levels than the existing use.
Density	The number of new homes proposed would result in the loss of the rural nature of the village	8	The masterplan area is previously developed land that was used for the Former Wye College and other research and governmental activities and so the re-use of this site will have no impact on the rural nature of the village.
	Concern that the proposals would have an adverse impact on the AONB	8	A landscape impact has been undertaken and the impact on the AONB is considered limited and acceptable.
Greenspace	Concern over conservation of Green Belt and preservation of country landscape	7	There is no Green Belt around Wye but the village is within the North Downs AONB. However, the site was previously used for the Former Wye College and has been developed previously.

Neighbourhood Plan	Proposals do not meet NP policies	22	The proposals meet the overall objectives of the Neighbourhood Plan including the requirement that new development is acceptable in traffic generation terms. There is some additional housing proposed but this is due to the need to find a sustainable long term use for the listed buildings and these are considered as a windfall contribution to housing supply. In any event, the housing numbers in the Neighbourhood Plan are approximate.
Telereal Trillium	Concern about the process	8	Ashford Borough Council has controlled the long and extensive consultation process through the WYE3 Steering Group which included representatives of the Parish Council and Telereal Trillium's team. The Steering Group has agreed the process throughout, which has included two workshops and two rounds of public consultation prior to the formal consultation being undertaken on the draft masterplan by ABC.
Approval	Support for the proposals (noting some necessary mitigation)	8	Noted.
Miscellaneous	Questions about the inclusion of village amenities/ facilities within the plan	12	The Masterplan makes provision for new and more appropriate accommodation for the Wye Heritage Centre in the listed buildings, Wye School's expansion and provides community access to the listed buildings (which is included in the submitted application to convert the site to residential). In addition, the Neighbourhood Plan seeks to secure contributions to the village hall complex and a drop in centre; any contributions considered necessary by ABC will be secured through the various planning applications which will follow the approval of the masterplan.
	General mention of the care home, both positive and negative	6 Positive: 2 Negative: 4	The care home will provide much needed specialist accommodation for the elderly, allowing more people to stay in the village as their needs change whilst freeing up homes that would be more suitable for a family.
	Overall design of the site, housing layout and architecture including concern it is inconsistent with surrounding area.	11 Positive: 2 Negative: 9	The indicative design approach for the new build housing has been carefully considered and has developed in close consultation with ABC. Detailed planning applications to follow will provide more information on the design and layout.