

7. Development Framework



7.1 INTRODUCTION

This section comprises a series of plans and diagrams that explain and illustrate the development influences and strategic thinking behind the design concept. They will establish the basic physical framework for the development including access, movement, built form and public realm relationships, character and quality.

7.2 DEVELOPMENT INFLUENCES

In order that the new development is successfully integrated into the site and its surrounding context it is essential that the development responds to the inherent characteristics of the area. A detailed site appraisal was undertaken to identify the key issues and constraints that would influence the development including:

- Ecology;
- Noise constraints;
- Access and movement;
- Cultural heritage and archaeology;
- Ground conditions; and
- Drainage and utilities.

This appraisal is set out in Appendix IV.

The currently proposed layout has been heavily influenced by:

- The line of the CTRL;
- The operational noise impacts of the CTRL;
- Landscape features, vegetation and ecology;
- Proposed access arrangements;
- Topography, views and setting; and
- Relationships to adjacent communities and land uses.

In particular the line of the CTRL poses a significant design constraint, not only with the tracks being in a shallow cutting through the site but for the noise impact when the railway is operational. It was considered vital that this constraint became a positive feature and as such inspired the concept of the linear park.

The operational noise levels for the railway have defined an area along the side of the tracks within which it will not be permissible to build residential development. Rather than have development turn its back on this area, a high quality urban park is proposed. The park will form an integral part of the





development and will be lined with and over-looked by new development creating both a visual and recreational amenity and maximising use of space.

7.3 MANAGEMENT, MAINTENANCE AND COMMUNITY GOVERNANCE

The Consortium would like to confirm its commitment to finding a satisfactory solution to the long term management and maintenance of open space, recreation and community facilities.

The Consortium are please to note that at a meeting of Ashford Borough Council Executive on 18th July the Members recognised the opportunity for an innovative approach on this site that may provide an example of good practice for other sites. As such, a number of management, maintenance and community governance scenarios will be investigated in consultation with ABC, KCC and interested parties and through Section 106 negotiations.

In December 2002 the Borough Council confirmed that it will formally adopt public open spaces and the consortium will continue to work closely with the Borough Council to identify a satisfactory management strategy for the long term future of the development.

7.4 PHASING OF COMMUNITY/ EDUCATIONAL AND RECREATIONAL FACILITIES

The consortium recognises the importance of these facilities and the need to provide them at the earliest opportunity to serve the needs of the emerging community. The consortium will agree a detailed delivery and phasing strategy with the Borough and County Council through the Section 106 agreement for the provision of the:

- primary school;
- community centre;
- health centre; and
- recreational facilities.

7.5 DEVELOPMENT PARAMETERS

SITE AREA

The site occupies a total area of 48.6 hectares approximately 30 hectares of which will be given over to residential development, 2.5 hectares to pure employment uses with an additional 3.1 hectares and 0.3 hectares (with a mix of commercial, retail, leisure and employment uses) within the new district centre and Godinton Park local centre respectively. The remainder comprises the primary school, recreational facilities, district and neighbourhood play facilities and the open space network.



Small business space and workshops

Schedule of Areas	
Gross developable land for residential	30 ha
Mixed Use District Centre	3.1 ha
Godinton Park Local Centre – including employment uses	0.3 ha
Linear Park – including district play	8.9 ha
Neighbourhood Parks – including neighbourhood play	0.3 ha
Formal Recreation & Community facilities	1.6 ha
Primary School	1.9 ha
Employment Uses	2.5 ha
Total	48.6 ha

RESIDENTIAL MIX AND DENSITY

About 1300 residential units are proposed and will be constructed over approximately a 6 to 10 year period. Accommodation will comprise a range of unit types and sizes catering for all market sectors. This mix will include 1 and 2 bedroom apartments, 2 bedroom live/work units with ground floor accommodation that can be adapted for working or commercial uses, 2, 3, 4 and 5 bed houses in a combination of terraces, semi-detached and some detached units. In order to create a balanced community approximately 41% of all units will be 1 and 2 bedroom.

Proposed Residential Mix				
Unit Type	Private	Affordable	Sub-total	%Mix
1 bed	88	80	168	13%
2 bed	192	104	296	23%
2 bed live work units	60	0	60	5%
3 bed	228	62	290	22%
4 bed	338	12	350	27%
5 bed	134	2	136	10%
Total	1040	260	1300	100%

AFFORDABLE & SHELTERED HOUSING

A minimum of 20% of the total number of units will be affordable homes, including those for rent, shared ownership, key workers, sheltered and special needs. The above mix has been discussed and agreed in principle with ABC, but will obviously be subject to further negotiation and agreement with both ABC and the appropriate Registered Social Landlords prior to the construction of any units.

It is intended that the affordable units be fully integrated with and be indistinguishable in character from the adjacent private residential units. These units will be 'pepper-potted' throughout the development in groups of no more than 10-15 for special needs and groups of no more than 6-12 for general housing. Where sheltered or special needs housing is provided these will be located adjacent to public transport routes. 50 one bed sheltered units are also proposed (40 private and 10 affordable).



EMPLOYMENT AND BUSINESS SPACE

Two new employment areas of approximately 2.5ha have been created offering a variety of employment uses within a mixed use environment close to all amenities, public transport and residential areas.

A dedicated employment area of approximately 1.9ha hectares will be provided on the southern boundary of the site accessible directly from the Chart Road – Tank Roundabout. This may comprise a small workshop/ starter unit cluster in 2-3 storey premises round an attractive courtyard setting. It is considered that this area would be suitable for small scale employment uses that would not cause disturbance to adjacent residential properties. Importantly this area has good road access and the masterplan has been designed so that service vehicles can gain access and egress without having to travel through residential areas.

A second employment area is provided within the district centre immediately to the south of the foodstore creating an opportunity for a new business hub close to all amenities, public transport and residential areas. The business hub will occupy approximately 0.6ha comprising small office accommodation in a high street type environment. Buildings should be a minimum of 3 storeys.

A mixed use area of approx 0.3 ha has also been created around the proposed Godinton Park local centre to provide for more local shops, employment space (with residential above) to help bolster this area as a new neighbourhood centre.

Additional opportunities have been created within the district centre along the High Street, here the majority of the ground floors have been given over to mixed use space including employment, local shops, A1 and A3 and B1 uses. The majority of these will have residential above. Additional facilities that will generate employment opportunities are local shops, the foodstore, primary school, health and fitness centre and the multi-purpose community facility.

The consortium is also exploring the opportunity for a business enterprise centre. This facility would be at the heart of the new business community to help co-ordinate and deliver the employment elements of the scheme.

LIVE WORK UNITS

60 no. 2 bed live work units are also proposed. These would be distributed throughout the development along the full length of the high street and within the District and local centres. They would comprise flexible ground floor accommodation that is suitable for small business and home work use. Consideration will also be given to accessibility, means of escape, location of bathroom facilities, design of ground floor façades and entrances so the property may lend itself to a number of uses.

7.6 A MIX OF USES

MIXED USE DISTRICT CENTRE

At the heart of the new community will be a mixed-use district centre. This will be focused on the new High Street around Repton Manor and accessed directly from Templer Way and Maidstone Road. The concentration of commercial uses will be in this location with the opportunity in later phases, to create an additional mixed use area around the existing Godinton Park local centre.

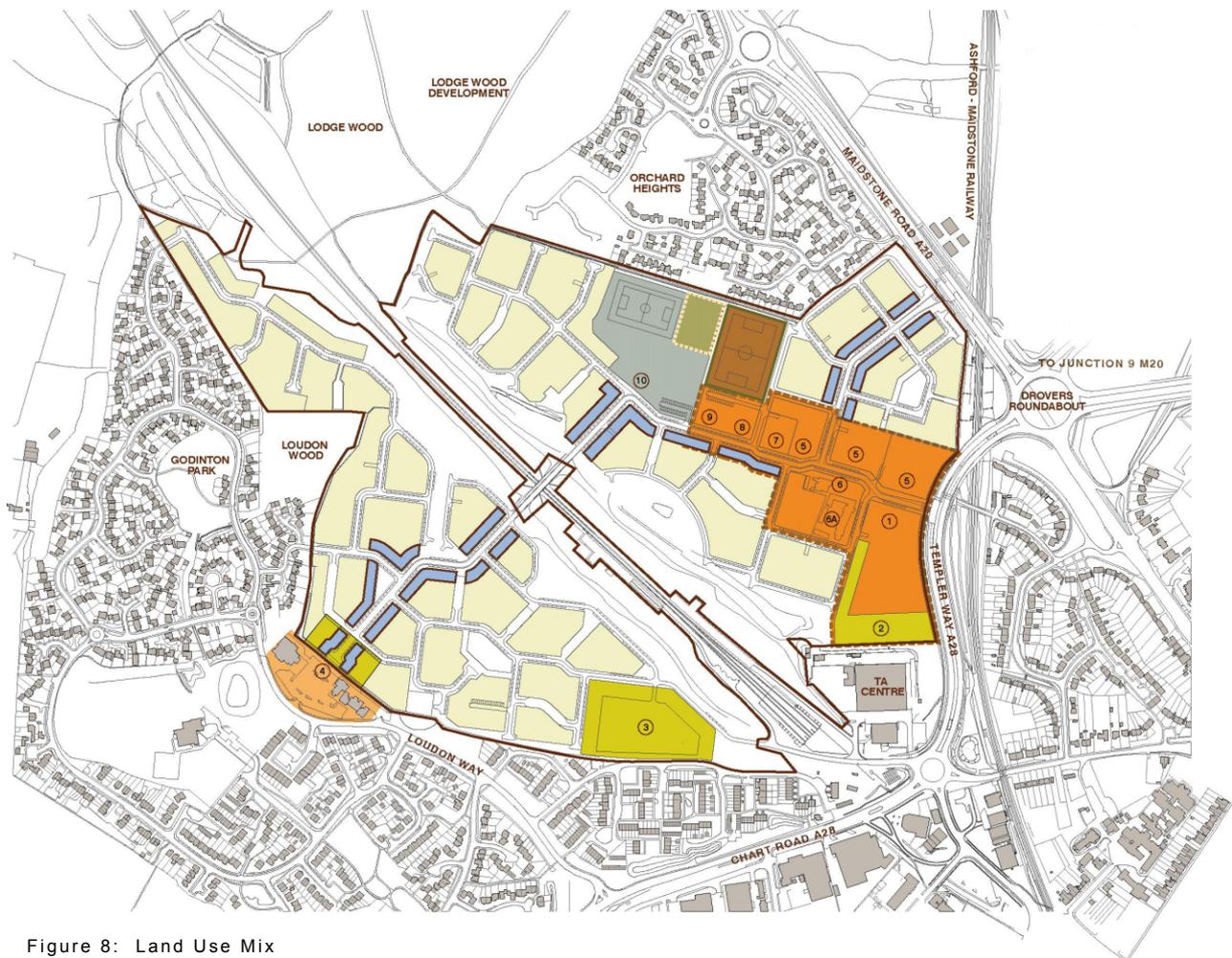


Figure 8: Land Use Mix



In addition, opportunity for further retail and business uses will be created along the remainder of the High Street with the majority of buildings in the district centre having mixed use on the ground floor with residential above. These can come forward for alternative uses as the development gets more established.

The High Street will be the activity hub for the new community and a focus for commercial, employment, retail, educational, health and community facilities in addition to higher density residential development. It is proposed that the mixed use High Street could comprise:

- A neighbourhood food store up to 25,000sq ft;
- 4-6 neighbourhood shops units;
- A primary health care facility incorporating doctors, dentists etc.;
- Employment uses including a small business hub, starter workshops, small scale offices and flexible units to accommodate home working;
- A health and fitness centre;
- A mix of apartments and townhouses;
- A crèche and or nursery;
- Possible cafes, bars and restaurant; and
- Conversion of Repton Manor and barns – possible future uses include family pub, office/workshops, function rooms, crèche/nursery.



This variety of uses will attract people to the High Street throughout the day and evening generating activity on the street and encouraging people to work, shop and take their leisure time locally. It is proposed that the High Street serves the needs of the new and immediately adjacent developments rather than attracting people from a wider catchment area.

GODINTON PARK – NEIGHBOURHOOD CENTRE

The opportunity also exists to reinforce the existing neighbourhood centre at Godinton Park to reinforce and enhance the existing offer and go some way towards creating a new mixed use activity focus for the southern part of the development. This centre currently comprises a pub and a small parade of shops but is not trading well partly because of its 'dead end' location and lack of passing trade. As such, a new mixed use area is proposed within the Ashford Barracks development immediately adjacent to Godinton Park. This will comprise ground floor space appropriate for retail, commercial and employment uses with residential above.



Although there is at present no physical link between the two areas it is proposed that a route be safeguarded within the development to allow the new high street to link directly onto Loudon Way between The Chimneys Pub and the Godinton Village Hall. It is anticipated that this route will ultimately provide full access for public transport, vehicles, pedestrian and cyclists greatly improving passing trade for the neighbourhood centre and providing a direct access to the facilities within the new development for the people living to the south.



However, this link will require access across third party land that is not within the control of the Consortium or the Borough Council. As such, the Consortium and Ashford Borough Council will work together to seek to achieve this route.

In the short term it is proposed that the high street will connect directly into the Godinton Park development slightly further to the northwest, via an access within the Bovis development. This access has been secured under separate agreements between the Borough Council and the developer of that site. This access will provide full vehicular and public transport access in the short or medium term or until such time as the Godinton Park Link is secured.



PRIMARY SCHOOL

A two-form entry primary school, to accommodate up to 420 pupils, is proposed on the northern part of the site. The school will be located on the High Street directly accessible by public transport and within close proximity to community, health, recreation and commercial facilities. The school would occupy a dedicated site of approximately 1.9 hectares and comprise a number of facilities including:

- A two storey building with a small hall to accommodate sport and assembly;
- Informal outdoor social areas comprising a multi purpose playground marked out with games, soft landscaping and informal seating and sheltered areas;
- A 70 x 40m junior sports pitch;
- Informal nature habitat and ecological areas; and
- The school will also have access to the all weather multi sports pitch and the adult size football pitch adjacent to the school. It is anticipated that access arrangements will be controlled by a restricted covenant.



It is also considered desirable that the facilities within the school be made available for public uses. It is understood however that this would ultimately be under the control of the head teacher and school governor who may or may not want to make these facilities available. As such, the consortium may consider the use of restricted covenants so that the school facilities can be available for use outside school hours. In addition if the school is to be open out of school hours this will have to be taken into consideration in the design and layout of the school for safety and security reasons.

SAFE ROUTE TO SCHOOL

In order to encourage people to walk and cycle to school a 'safe route to school strategy' will be established. This will connect all residential areas to the school via a clear and safe route. The intention being to reduce the number of times children will need to cross roads and where they do need to cross clear and safe crossing points will be provided. The creation of a 'walking bus' within the development will also be encouraged.



MULTI-PURPOSE COMMUNITY FACILITY

A multi-purpose community building will be provided. It is proposed that this be located on the high street adjacent to the primary school, the public sports pitches and public transport route. This building would provide a number of facilities including meeting and function rooms, kitchen and changing rooms for outdoor sports pitches, a multi purpose room/hall, licensed bar and possibly a health and fitness centre and a crèche. It is proposed that the exact content of this facility will be determined by the new local community to match their needs and in close consultation with the Borough Council and the Consortium. More detail as to how this will be progressed will be set out in the section 106 agreement.



HEALTHCARE

A primary health care facility will also be provided on the High Street adjacent to the multi-purpose community facility with shared car park facilities and dedicated parking for doctors, staff and disabled persons. It is proposed to accommodate up to 6 doctors, a pharmacy and may include additional services such as physiotherapy, chiroprapy and alternative health.



-  Site Boundary
-  Listed Buildings for Retention
-  Higher Density Mixed-Use/Res. Max 50 units p/ha
-  Medium Density Residential Approx. 40 units p/ha
-  Lower Density Residential Min 30 units p/ha
-  Continuous Urban Frontage
-  'Future Gateway'
-  'Gateway'
-  Landmark Bridge
-  Neighbourhood Park/Open Space
-  Linear Park

7.7 URBAN LAYOUT & DENSITY

The average density within residential areas will be between 30 and 50 units (in accordance with PPG3) but densities will vary across the site providing variety in the built form and creating a range of character areas. Densities will generally be higher towards the main high street with lower density development on the periphery of the site adjacent to existing woodland areas. The higher density residential areas in the district centre and along the entire length of the high street shall be developed at a minimum of 45-50 units to the hectare and will comprise primarily 3-5 storey terraces and apartments.

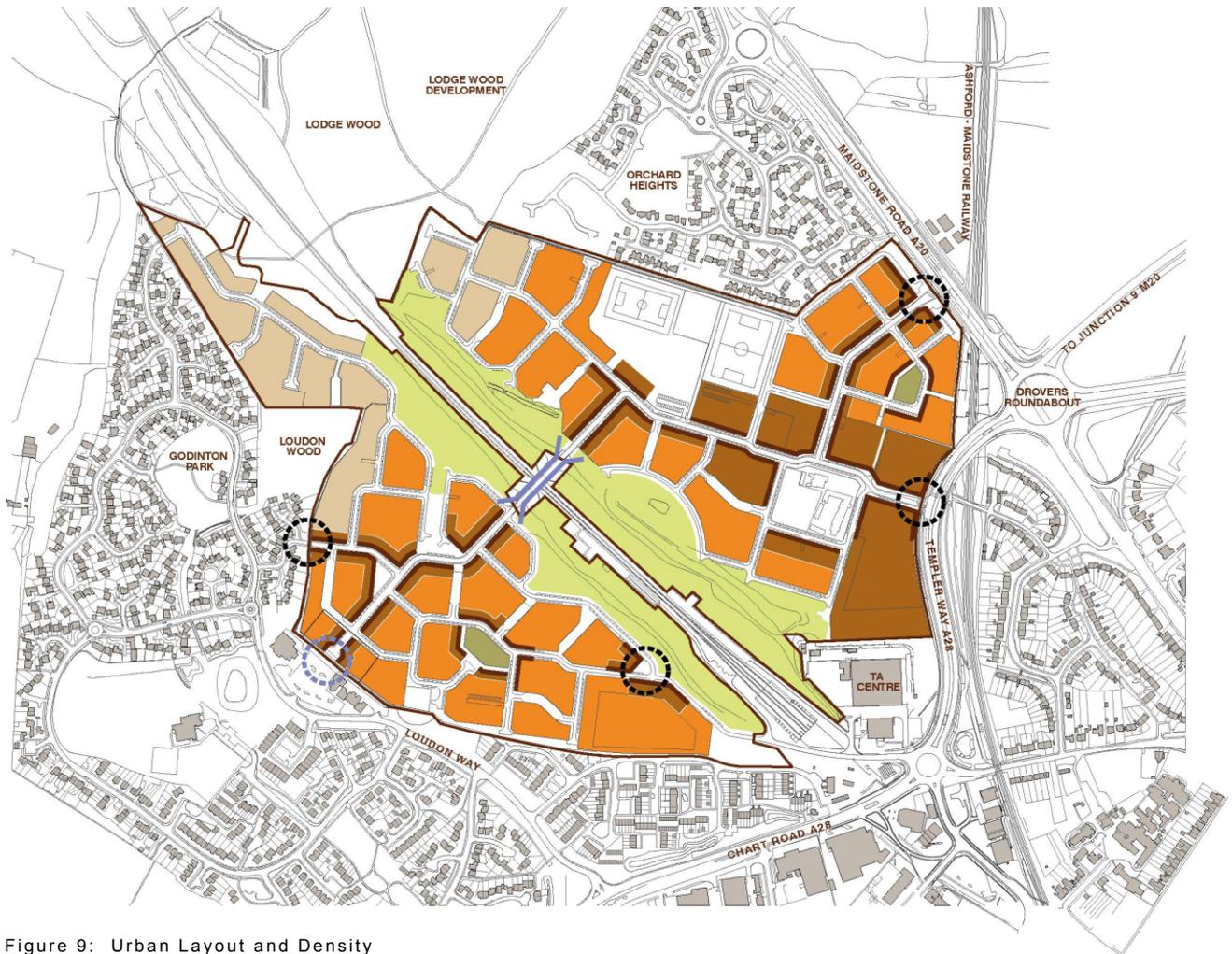


Figure 9: Urban Layout and Density



Medium density areas will be developed at an average of 40 units per hectare and will mostly comprise 2 and 3 storey terraces and some mews and courtyard development. Lower density areas will be developed to a minimum of 30 units to the hectare and will mostly comprise semi-detached and detached units with some mews development. Two physical and activity focal points will be developed one around the new district centre to the north of the CTRL and one to the south adjacent to Godinton Park.

The development will comprise a variety of residential types, but will mostly be 2, 2.5 or 3 storeys terraces. In order to create variety some semi-detached and detached units will also be provided in lower density areas. Taller buildings between 3 and 5 storeys, will be located along the main high street and at key gateways and focal points comprising apartments and/or commercial uses.

Development will generally be laid out in an irregular grid pattern of streets and squares that responds to the existing topography, access and circulation points, trees and hedgerows. All development will comprise perimeter blocks of varying densities set within a hierarchical network of streets, squares and open spaces.



Figure 10: Axonometric of the High Street and Repton Manor Square



The key design principles of a perimeter block are:

- Buildings should be placed around the outer edge of the development block fronting onto the street and forming a continuous public façade; and
- All private areas including communal and private gardens and secure parking courtyards should be included within the centre of the block.

More detail on the concept of perimeter block is set out in Section 8.2.

A TYPICAL RESIDENTIAL BLOCK

As previously mentioned a range of residential densities are proposed across the development. However it is not intended that the density designations result in clusters of the same style of properties, such as all larger houses on the periphery of the development with all small units in the district centre. It is proposed that each residential block comprises a range of unit types, albeit in varying proportions.

The illustrations below show a typical block within a medium density area between the high street and the Linear Park.

The block comprises all unit types including:

- 1/2 bedroom apartments on corner plots in 3-4 storey blocks;
- 2/3 bed mews/courtyard houses in 2-2.5 storey blocks;
- 3/4 bed townhouses in 3 storey terraces; and
- 4/5 bed linked townhouses (i.e. linked by garages, some with residential accommodation above) in 2-3 storey blocks.

The parking would be provided in a combination of:

- Dedicated on street;
- Secure parking courtyards comprising open parking and access to garages at the rear of some properties;
- Integral garages; and
- Some on plot parking.

This type of development will provide the desired urban character whilst accommodating a range of house types and sizes to provide for the needs of all.



Typical Residential Mix



Typical Residential Block Layout



THE HIGH STREET

A the heart of the development will be the ‘High Street’ running from Templar Way through the district centre, across the CTRL bridge and linking through to Godinton Park. It will be the visual and activity focus for the development. All primary destinations such as shops, school, community and educational facilities, and public transport will be located here.

Its form and character will reflect a traditional high street with buildings and ground floor active frontages lining the street. This important circulation route will also be defined and reinforced by built development along its edges providing physical continuity and enclosure.

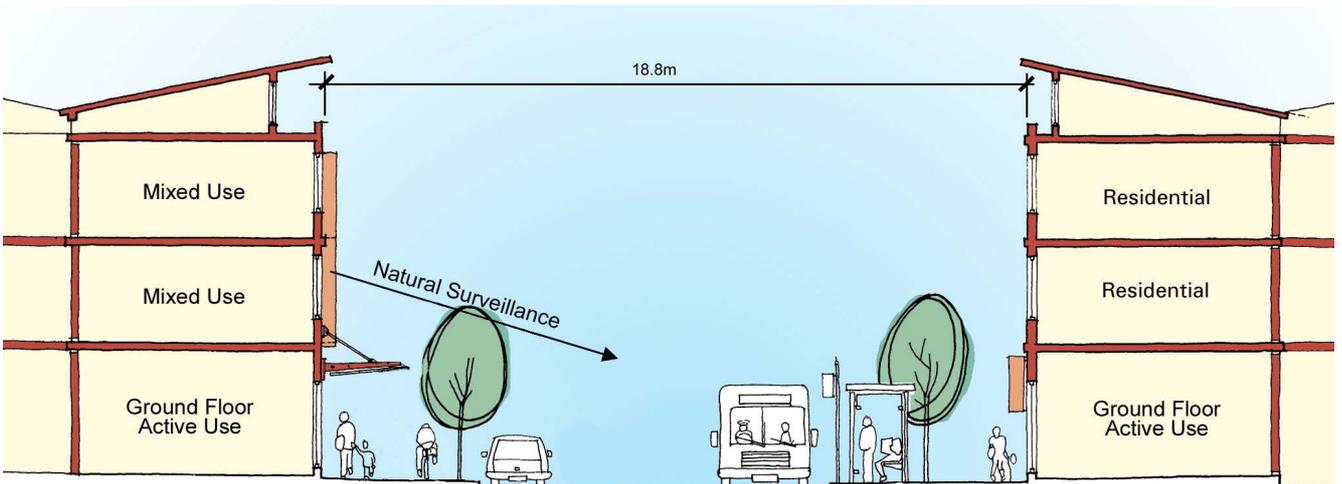


Figure 11: Typical Section through High Street



REPTON MANOR SQUARE

Repton Manor and its associated barn are Grade II listed buildings. They are situated on the former Manor Way to the eastern edge of the development. Adjacent to the Manor is an attractive sunken garden with attractive mature vegetation. It is proposed that Repton Manor, associated barn and sunken garden will be refurbished and brought back into active use. They will be located just off the new high street and will be an activity focal point for the new community.

In order to enhance the setting, Repton Manor will be located at the centre of a generous new square and overlooked by new residential and mixed use buildings. The square will be fully accessible to the public and will function as a neighbourhood park for the district centre. The detailed design of the square will be the subject of a detailed development brief and it is recognised that the building and its settings are very important. As such, the consortium has appointed a historic buildings specialist to look at the building and its context in more detail. This work will be taken into consideration when preparing the detailed development brief for this area.



THE BRIDGE LINK

In the heart of the new development is the vehicular bridge over the CTRL, forming the only connection between the northern and southern parts of the development.

The railway line together with the linear park created a large gap in the built form and there is a danger that this could become a 'no mans land' forming a psychological barrier for pedestrians and cyclists particularly at night. For this reason, it is critical that the bridge becomes a unifying element and a positive landmark feature of the site.

It is not possible to take built development right up to the edges of the bridge (build development is not permitted within this area due to the noise impact from the CTRL) and unfortunately due to safety and operational reasons connected with the railway it will not be possible to alter or add to the structure of the bridge. However, a number of design solutions are proposed, namely:

- Location of significant landmark buildings at either side of the access road both north and south of the bridge – these buildings should be architecturally distinct;
- Architectural Lighting of buildings to provide visual markers and interest at night; and
- Colour, surface treatments, public realm lighting, street furniture and public art to provide visual interest for the pedestrian.

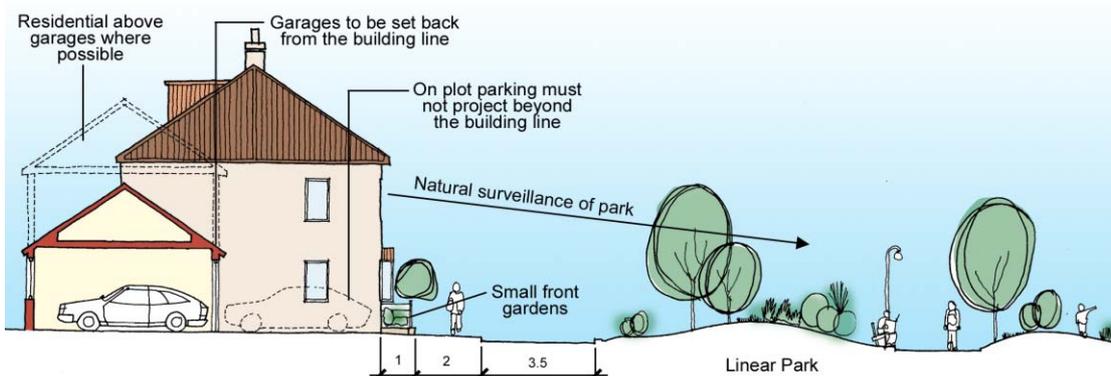


Figure 12: Section through Park Road frontage



Figure 13: Sketch view along park frontage

LINEAR PARK EDGE TREATMENT

The linear park will be lined along its full length by residential properties separated from the park by a shared surface access road and small semi-private front gardens. This will provide an attractive outlook for residents in addition to improving natural surveillance and security in the park. Again, due to noise restrictions, buildings overlooking the park will have a maximum of 2 storeys of accommodation.

7.8 FOCUS BUILDINGS AND GROUPS

GATEWAYS, LANDMARKS, VIEWS AND FOCAL POINTS

In order to reinforce important buildings, provide visual interest and help orientation and legibility, a series of gateways, landmarks and focal points will be established. Key locations and building groups are shown on the attached plan and will include – gateway buildings; termination of internal views and vistas; framing of important activity focal points; emphasis of key public buildings and at either end of the CTRL bridge.

1. Minimum of 3 storeys around primary entrances on Maidstone Road and Templer Way. These buildings should be architecturally distinct and address the High Street, Templer Way and Maidstone Road frontages.
2. Key Gateway sites to be the subject of individual development briefs. (See section 7.9). These will be high quality land mark buildings with street frontages onto the High Street and Templer Way. Access, parking and storage areas located to the rear.
3. A continuous frontage of a minimum of 3 storey, maximum of 5 storey development along the length of the high street with special treatment at all corners.

KEY

-  Site Boundary
-  Focus Buildings (see text)
-  Continuous Urban Frontage
-  'Major Gateway'
-  'Future Gateway'
-  'Minor Gateway'

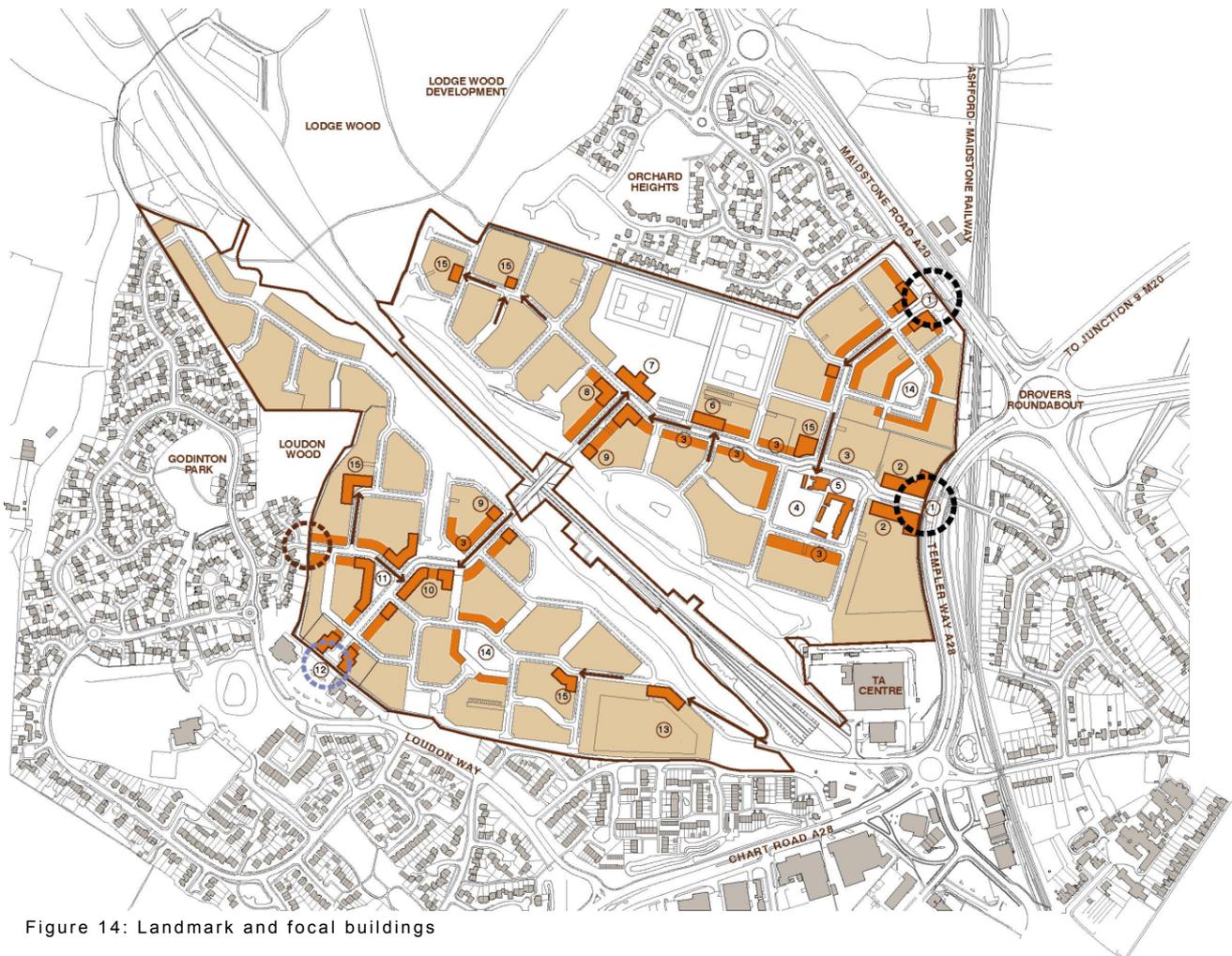


Figure 14: Landmark and focal buildings



Landmark buildings



Gateway buildings

4. Repton Manor Square and Sunken Gardens – A continuous frontage of a minimum of 3 storeys, maximum of 5 storeys defining the square. This area will also be subject to an individual development brief. See section 7.9.
5. Repton manor – terminating the view along the high street from the Maidstone Road entrance. Repton Manor and associated barns to be refurbished and brought back to active use.
6. Multi-purpose community building – minimum of 2.5 storeys fronting onto the high street. This building should be high quality with distinct architectural styling to emphasise its important public function. Again this area will be subject to an individual development brief as set out in 7.9 and will be designed in consultation with the local community and ABC.
7. Primary School – a landmark building terminating the view north from the bridge. This area will be subject to an individual development brief and will be designed in consultation with KCC.
8. Focal building terminating the view westwards along the high street – minimum of 3 storeys with special architectural treatment and use of materials and colour to distinguish it from surrounding development.
9. Gateway buildings to bridge link – due to the potential noise impact these buildings can have only two floors of accommodation (any higher and they must be set back even further from the railway line) – they should therefore be architecturally distinct, utilise colour and lighting to form important local landmarks. This area will be subject to an individual development brief as set out in section 7.9.
10. Landmark building terminating the view south from the bridge – minimum of 3 storeys. See notes for section 8 above.
11. Focal Group creating an entrance feature and terminating the view when entering from Godinton Park – minimum of 3 storeys. See notes for section 8 above.
12. Gateway site for future road link – strong corner buildings of a minimum of 3 storeys. This area will be subject to an individual development brief. See section 7.9.
13. Landmark/entrance feature building – high quality modern workshop development fronting onto road – minimum of 2 storey. This area will also be subject to individual development brief as set out in section 7.9.
14. Continuous frontages 2-3 storey enclosing neighbourhood parks.
15. Landmark building terminating view along street.

7.9 PROJECT AREAS AND FUTURE DEVELOPMENT BRIEFS

As the development will be built over a number of years, by a range of residential and commercial developers it is essential, if this development brief is to be relevant over the life of the project, that it is flexible and capable of responding to changes in people's lifestyles and social, commercial and economic reality.

Whilst it is relatively straight forward to compile design guidance for the pure residential areas, this is a much more complex issue within the mixed use areas. In these situations there are a significant number of unknowns until, a point in

time when an end user, developer and designer have been identified. Whilst the general urban design principles of perimeter blocks; urban not suburban form; clear distinction between public and private areas still apply it is difficult to assemble design guidance that has any ‘teeth’ in these situations without knowing what and how the site will be used. As such, the consortium have identified a number of key projects areas that they will prepare more detailed, site specific development briefs and design guidance for. These areas are identified on Figure 15 and will include:

KEY

- 1 Templer Way Gateway
- 2 Templer Way Gateway
- 3 Maidstone Rd Gateway
- 4 Mixed Use - Village Shops Site
- 5 Repton Manor, assc. Barns & Sunken Gardens
- 6 Primary Healthcare - Mixed Use Site
- 7 Community & Recreation Focus
- 8 Primary School
- 9 The Bridge Link
- 10 Godinton Park
- 11 Employment Area

- The Templer Way Gateway and foodstore site;
- The Maidstone Road Gateway;
- Each mixed use plot within the District centre;
- The primary school site;
- The primary healthcare facility;
- The multi purpose community facility;
- The Godinton Park local centre
- The bridge link; and
- Repton Manor Square and Sunken Gardens.

It is proposed that these detailed development briefs be compiled in close consultation with ABC, KCC, the consortium and their designers and the end user of the buildings and their designers. It is proposed that these individual development briefs will include detail regarding:

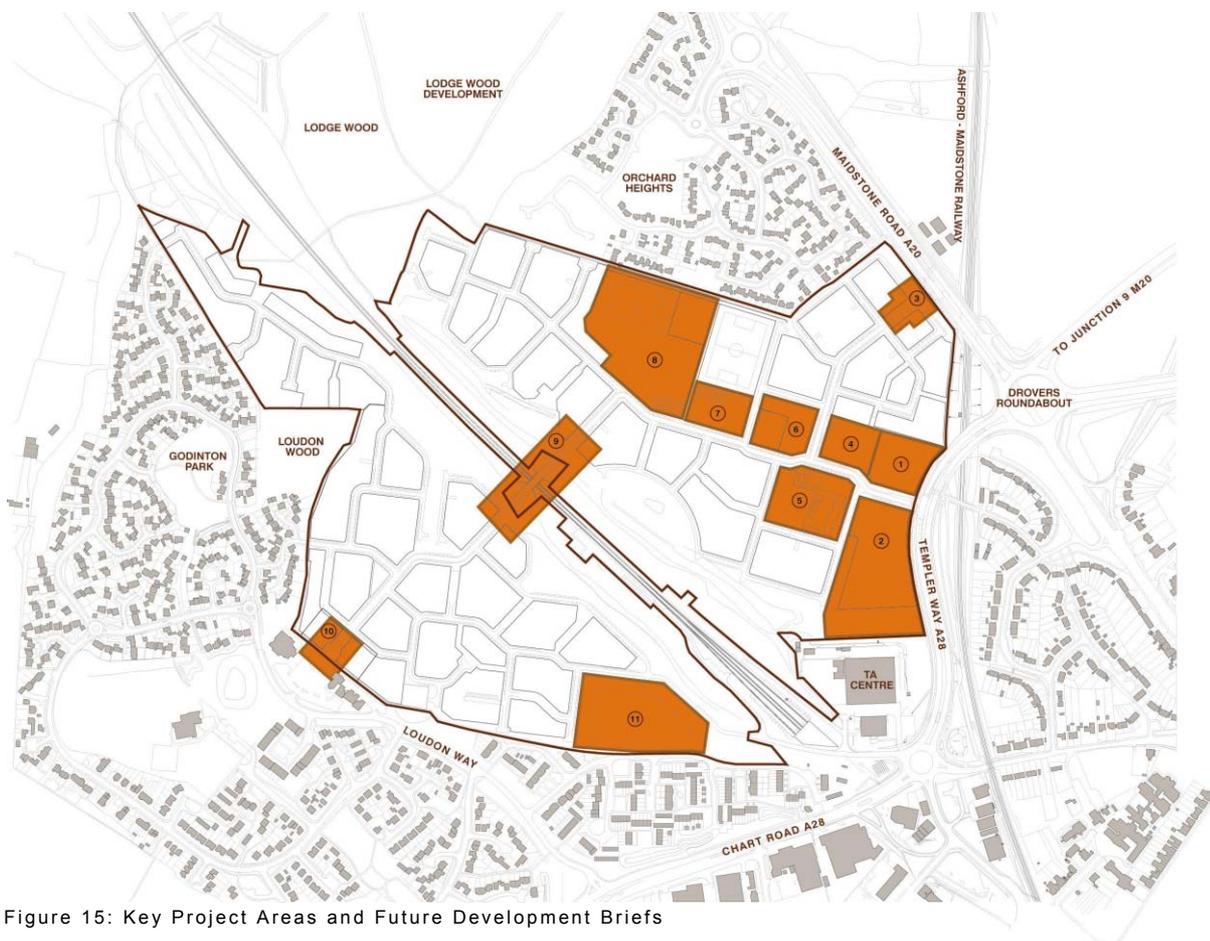


Figure 15: Key Project Areas and Future Development Briefs

- Building footprint and relation to the plot boundary, strategic urban form and overall development principles;
- Building height, form and massing;
- Location of primary entrances;
- Façade treatments and materials;
- Opportunities for creating active frontages; and
- Provision of servicing, access, external storage and delivery arrangements.

In order to demonstrate how these guidelines would be compiled a sample development brief has been prepared for one of the key gateway sites – i.e. proposed foodstore at the junction of Templer Way and the High Street.

DEVELOPMENT BRIEF AREA 1: TEMPLER GATEWAY-FOODSTORE/EMPLOYMENT SITE

Developer Obligations: The developer of this site will be required to work closely with the Borough Council and the consortium to achieve a satisfactory design solution.

General Character: This will be the primary 'Gateway' into the new community from Templer Way. The development will have a distinctly urban, not suburban feel. As such, a high quality bespoke building will be required. An 'off the shelf' foodstore building will not be acceptable in this location.

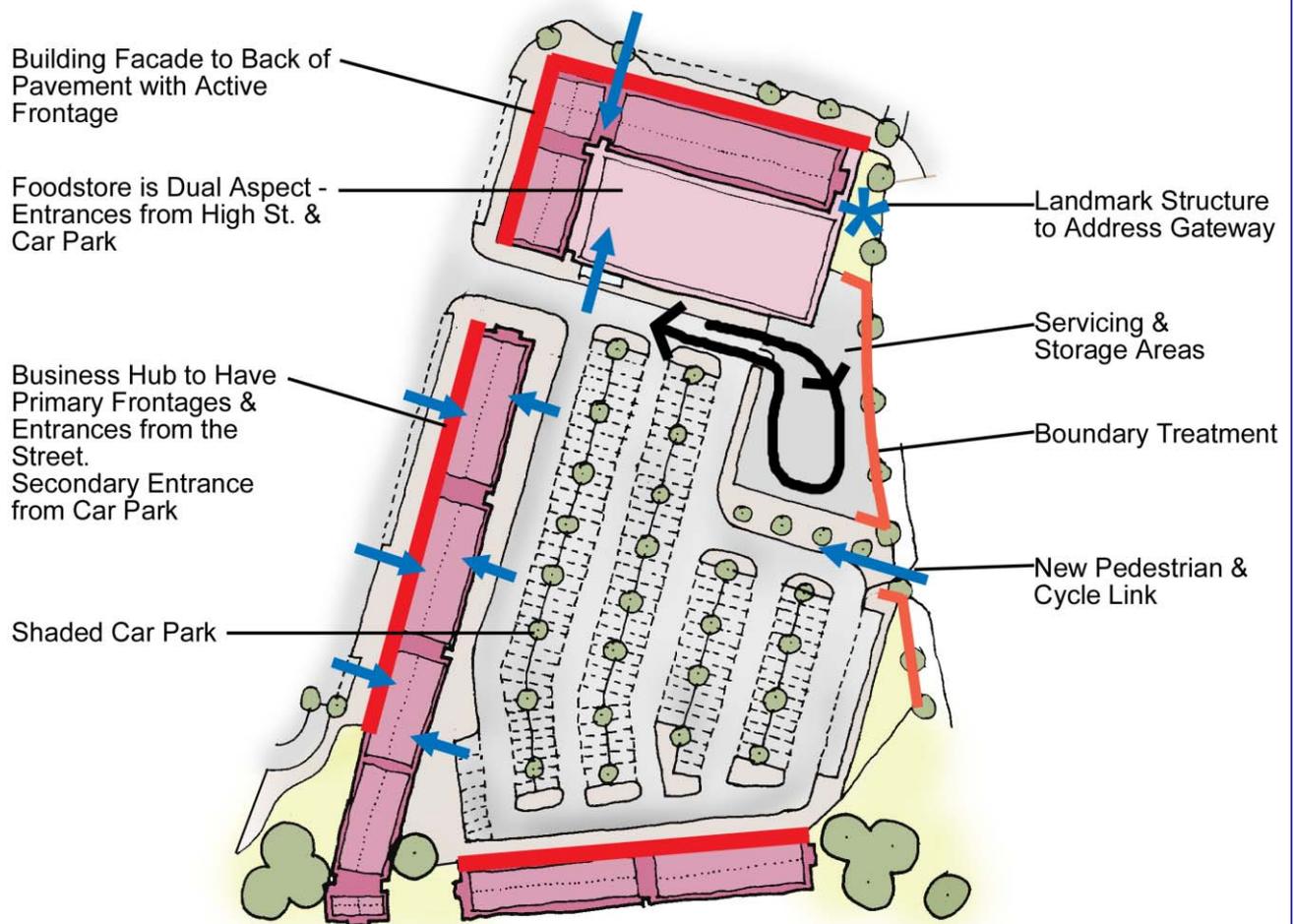


Figure 16: Sample Development Brief: Templer Way Gateway

DEVELOPMENT BRIEF AREA 1: TEMPLER GATEWAY-FOODSTORE/EMPLOYMENT SITE

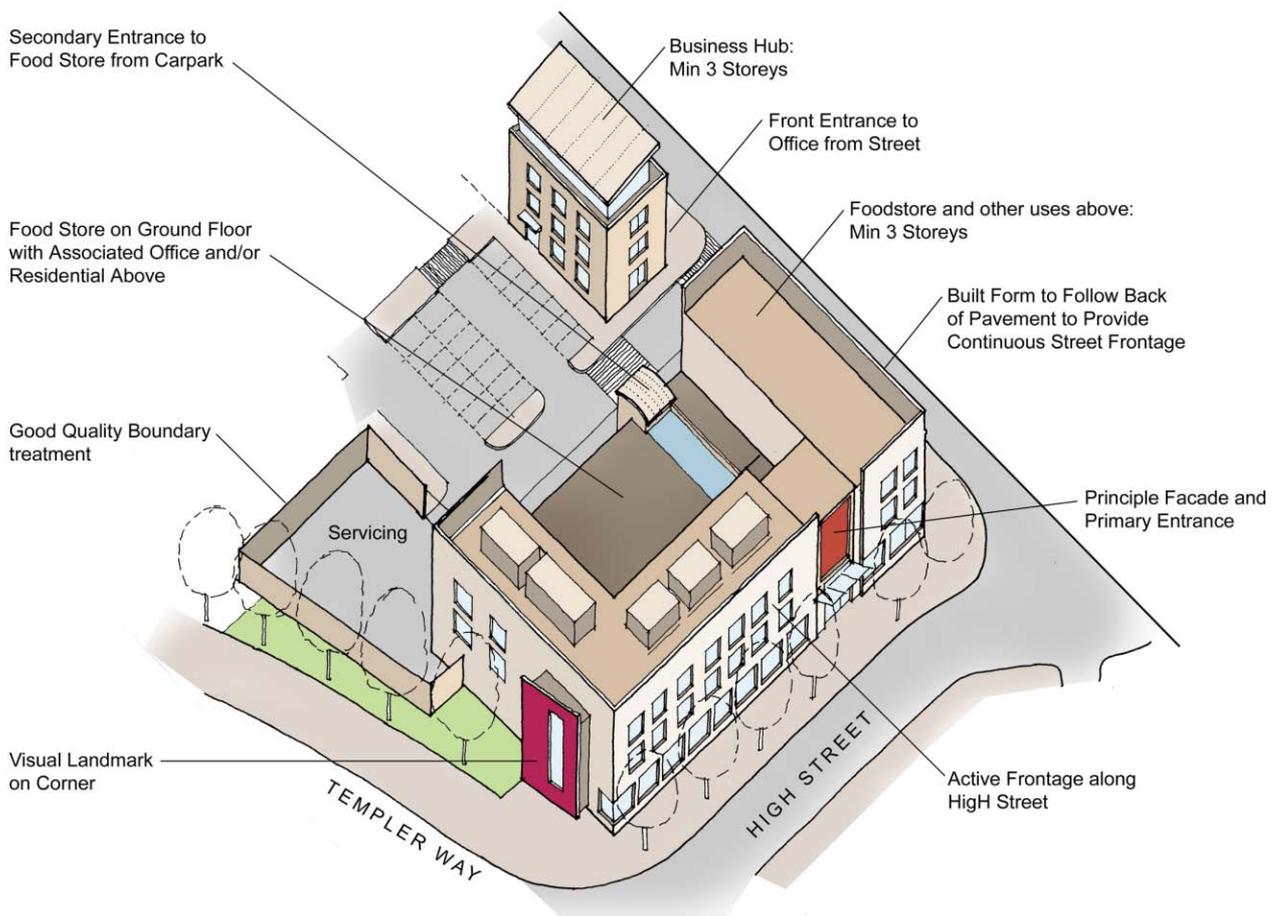
Special Features: Due to its prominent corner location the building will need to address both the Templer Way frontage and the new High Street frontage. The building will also need to be dual aspect with an entrance from the high street and one from the car park to the rear. Given its prominent location the corner of the building that addresses Templer Way and the High Street should be given special consideration to create a land mark feature. This may include colour, lighting, special materials, public art or built structures.

Land Use and Mix: This site will be predominantly commercial with a foodstore, its associated offices and small business hub. If appropriate, residential apartments may be included along the general street frontage and/ or above the foodstore.

Building Layout: The built form should follow the principle of 'Perimeter block development as set out in section 8. An exception may be made along the Templer Way frontage due to potential noise impact from the highway. The building footprint will be situated on the back of pavement line along the High street and the adjacent residential access road. If possible development frontage should also be built along the Templer Way frontage.

Built form, Height and Massing: Development within this area should be a minimum of 3 storeys and a maximum of 5 storeys. The foodstore will comprise commercial floor space on the ground floor, with all associated ancillary uses such as office, staff quarter located above, ideally occupying and additional 2 storeys.

Relationship to the public realm: All ground floors addressing the public street will have active frontages, including all primary entrances, principle facades, and windows that relate to the street. Active frontages should occupy a minimum of 70% of the ground floor façade.



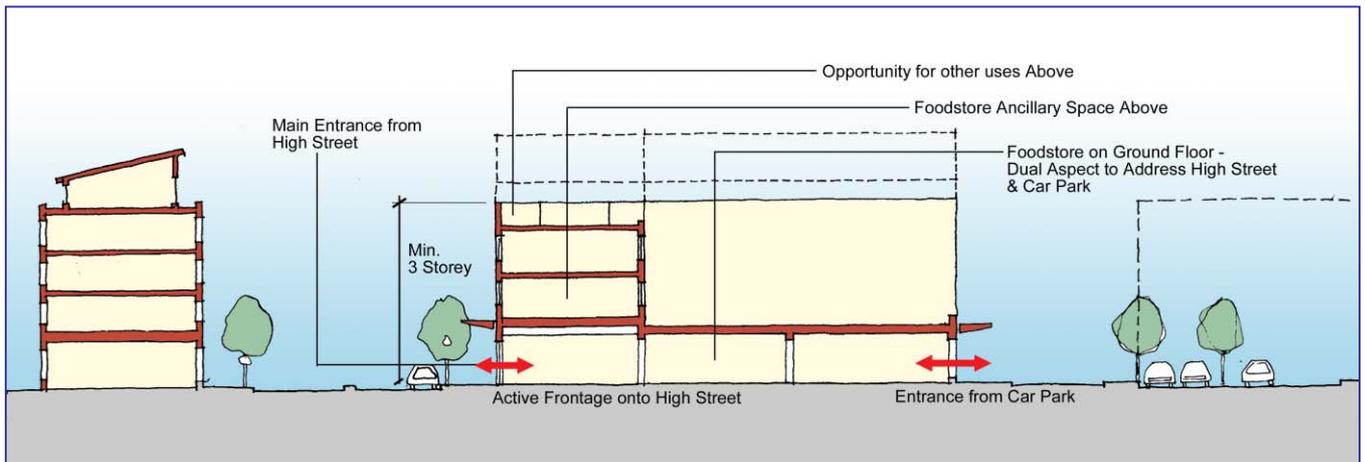
Pedestrian Access and Cycling: In order to improve pedestrian accessibility a new pedestrian/ cycle link should be provided directly into the plot from Templer Way. Adequate cycle parking must also be provided in a safe and convenient location

DEVELOPMENT BRIEF AREA 1: TEMPLER GATEWAY: FOODSTORE

Materials and Architectural treatment: The architectural styling in this location should be modern and forward thinking, pastiche will not be acceptable. Where the plot fronts onto 'Repton Manor Square' and the associated listed buildings this should be reflected in the design detail. A variety of building material will be considered appropriate including, brick, masonry, glass, metal and glazed finishes, render and coloured render.

Parking & Servicing: Parking will be provided in compliance with maximum standards set out in PPG13. Consideration should be given to dual use of the car parking with the adjacent business development. This must be done in consultation with KCC.

All parking, servicing and external storage areas will be situated behind the buildings within the centre of the plot. Where the servicing and storage areas are adjacent to the public car parks or the plot boundary they will be enclosed by a good quality masonry or brick wall a minimum of 1.8m



7.10 NEIGHBOURHOODS AND CHARACTER AREAS

Given the scale of the development and to avoid illegibility and sameness, the development will be subdivided into four distinct neighbourhoods or character areas each with its own activity focal point. These neighbourhoods will all be linked via the High Street – this will be the unifying element and principle character area. The largest neighbourhood will be in the northern portion of the site focused around the district centre comprising higher density mixed use development designed with a distinctly urban character and feel.

In the western portion of the site, adjacent to the open countryside and woodland, the development will be medium to lower density reflecting the more rural feel and minimising the visual impact on the surrounding countryside. The majority of the existing trees and hedgerows will be retained to provide a mature landscape setting from day one.

The northwest and south-eastern portion of the site will also have individual characters and be designed to urban village principles i.e. based around a network of streets and squares at the heart of which will be a small neighbourhood park. Along the High Street will be the primary community, recreation and educational activity focus. The Linear Park, whilst having individual character areas within will also be a unifying element through the scheme.

-  Activity Focal Point
-  High Street - Unifying Urban Character
-  Repton Manor Square
-  Community, Educational & Recreation Focus
-  Character Areas
-  Linear Park
-  Bridge Link

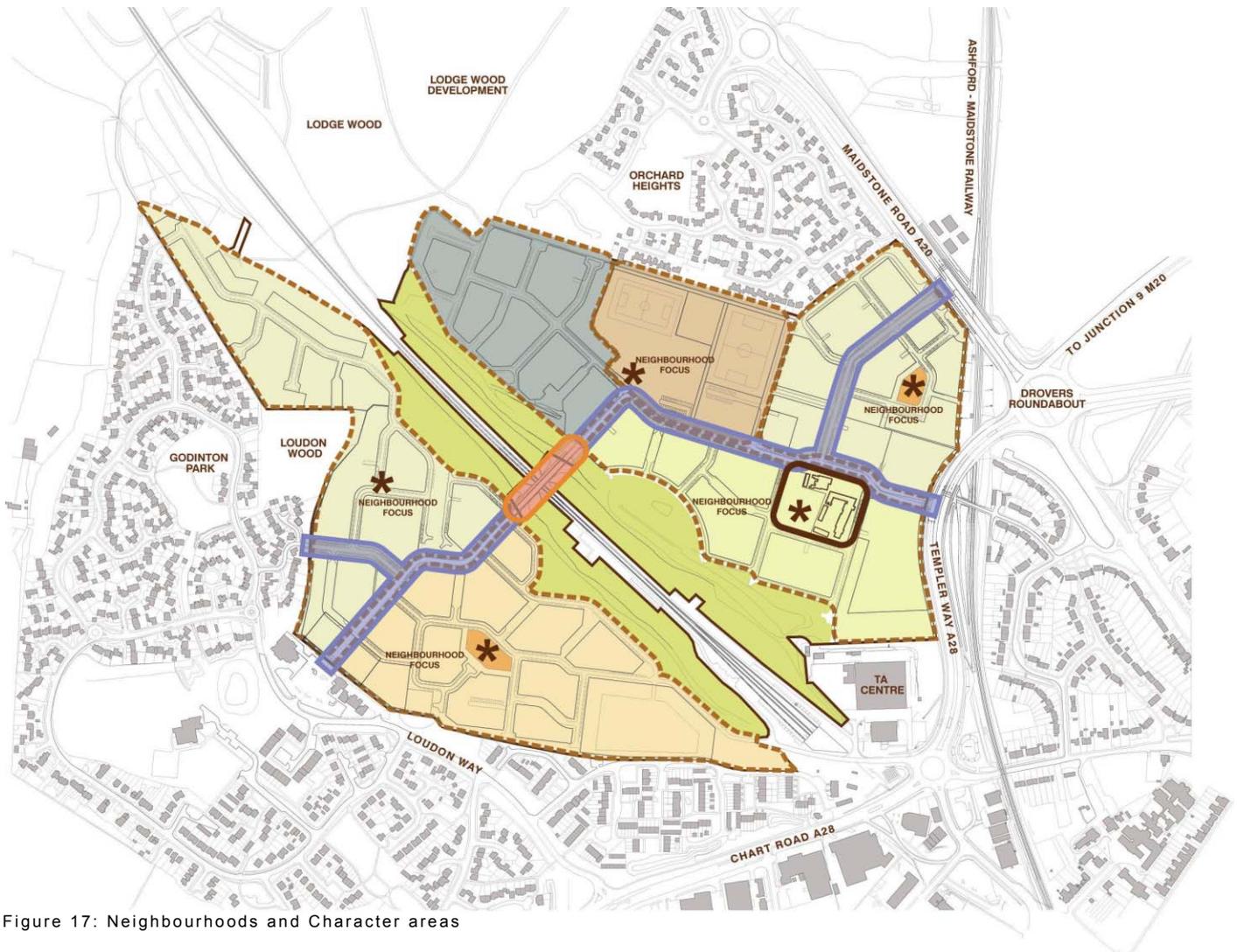


Figure 17: Neighbourhoods and Character areas

7.11 TRAFFIC GENERATION & HIGHWAY CAPACITY

Given the scale of the development and the potential traffic generation a detailed Traffic Impact Assessment has been prepared in consultation with the Borough and County highway departments and the Highway Agency.

The assessment considers the wider highway network and proposes an access and movement strategy that endeavours to minimise the impact on the local highway network and potentially improve the situation particularly for Godinton Park residents.

The Traffic Impact Assessment has been formally submitted to the Highways Agency. At the time of writing this brief negotiations are still ongoing between the consortiums transportation consultants, KCC, ABC and the Highways Agency to agree a satisfactory package of on and off site highway improvements through the section 278 and 106 agreements. It is understood that the implementation of off-site highway improvements may impact on the phased release of the site.

HIGHWAY STRATEGY

The existing Godinton Park development has more than 1000 dwellings all served off a single point of access – Loudon Way. This is well in excess of the maximum number of dwellings that should be accessed off a cul-de-sac, as set out in the Kent Design Guide for reasons of security and emergency access i.e. emergency access to Godinton Park could be restricted if Loudon Way was to become blocked. Given that the Godinton Park estate is essentially 'land locked' with no alternative means of access the Ashford Barracks site presents a significant opportunity to improve the situation by offering alternative routes.

The barracks development will provide alternative means of access and egress for Godinton Park thereby distributing the traffic movements across the network. It is also important to remember that traffic flows will not be one way only. Existing Godinton Park residents will also be able to exit north through the barracks development. Given that the majority of traffic using Loudon Way turns north along Chart Road there will be a greater propensity for the Godinton Park traffic to use the Barracks access points compared to the Barracks traffic using Loudon Way. Consequently there should be, at most, no net gain in traffic movement along Loudon Way but it is more likely that there could actually be a traffic reduction along Loudon Way as a result of the Barracks development. The new High Street through the development is designed in such a way as to discourage any wider rat running and traffic speeds will be kept to a maximum of 20mph.

A new bus link to the town centre, which will also serve the existing poorly served Godinton Park area together with improved strategic pedestrian and cycle links to be provided by the development, will also encourage a modal shift for local trips and further reduce traffic movement for the existing as well as new development in the area.

SIGNALISED JUNCTIONS

Signalised junctions, including pedestrian/cycle crossing facilities, are considered to be the most appropriate way of managing traffic flows particularly at peak hours while safely allowing pedestrians and cyclists to cross these busy and dangerous dual carriageways. In addition, traffic signal improvements have the potential to reduce congestion compared to other forms of junction control such as roundabouts or priority junctions.



Cycle lanes and cycle parking



New Bus route



Cycle path

7.12 ACCESS & MOVEMENT

INTRODUCTION

In accordance with “Places, Streets and Movement – DB32 Companion Guide” (DETR, 2000) and Kent Design – A Guide to Sustainable Development (Kent Association of Local Authorities, March 2000) the design philosophy that has generated the layout of the development is based first and foremost on the creation of a high quality, people friendly public realm within which vehicles will be accommodated, as opposed to creating a layout based on rigid highway requirements for vehicle movement. The key design principles are:

- To create a permeable, legible and safe hierarchy of spaces and circulation routes within which the car will be accommodated to varying degrees;
- To minimise the reliance on the private car and encourage walking, cycling and public transport use; and
- To calm and manage traffic to maximum speeds of 20mph – down to 5mph zones within the heart of the residential development – through the arrangement of buildings and minimise the reliance on physical traffic calming measures.

VEHICULAR MOVEMENT

The vehicular circulation network will be a hierarchical route structure based primarily on an irregular grid providing a highly permeable and legible layout that gives full access to pedestrians and cyclists whilst controlling the movement of vehicles. It is proposed that there is a hierarchy of routes that relate to their character and location. The table below sets out the proposed carriageway and pavement widths, and desired maximum vehicular speeds. Recent ‘estate’ type development based on loop roads and cul-de-sacs will not be permitted.

At the heart of the development is the High Street running from Templer Way through to Godinton Park. This would be the main public transport and cycle route. All other roads will be accessed from the High Street. *N.B Design details for street hierarchy are set out in Chapter 8: Design Guidelines.*

Route Type	Design Speed	Carriageway Width	Cycle Path	Min footpath width
High St - Primary	20mph	6m	1.2m	3.2m
High St - Secondary	20mph	6m	1.2m	3.2m
Residential Access Road	10mph	4.8m	none	2m
Park Road Frontages	5mph	3.5- 4.8	none	2m
Mews	5mph	varies	none	none

Carriageway widths are for guidance only and may be varied to provide for areas of casual parking and traffic calming features.

ACCESS POINTS

Six vehicular access points are proposed. These are:

A20 Maidstone Road Access - The proposed access onto Maidstone Road will be formed via a new junction off the dual carriageway section, the existing left-in left-out access will be closed. This access will be controlled by traffic signals incorporating toucan (combined pedestrian and cycle) crossings. The main advantages of traffic signal control in this location are that certainty and safety for pedestrians and cyclists crossing the busy dual-carriageway can be ensured. In addition, priority can be given to buses passing through the development in gaining access to the surrounding highway network. Furthermore, traffic signal control at the site access will also give the maximum traffic capacity, compared to other forms of junction especially when linked to adjacent signal controlled junctions such as the proposed signalisation of the Drovers roundabout.

A28 Templer Way Access - The proposed access on to Templer Way will be formed via a new traffic signal controlled junction onto the dual carriageway, also incorporating toucan crossings. The advantages of providing traffic signal control are the same as for the Maidstone Road access. This junction is also likely to form part of the main bus routeing associated with the Barracks site.

A28 "Tank" Roundabout - The existing "tank" roundabout has recently been improved as part of the CTRL work and includes a new road access into the area of the development south of the CTRL.

Two further access points into the site will be provided via the new Godinton Park development as part of the existing consent for this development. The southern most access will be suitable for both buses and cars.

GODINTON PARK LINK

A route has also been safeguarded to provide a future vehicular/ pedestrian/bus/ cycle link directly onto Loudon Way in the southwest corner of the development. This could enter the site between the Chimneys Pub and Godinton Village Hall. However, as previously mentioned, this land is not under the control of the consortium. However, the consortium recognises and supports this route as one of the strategic design principles of the development and will continue to work closely with the Borough Council to secure this route.

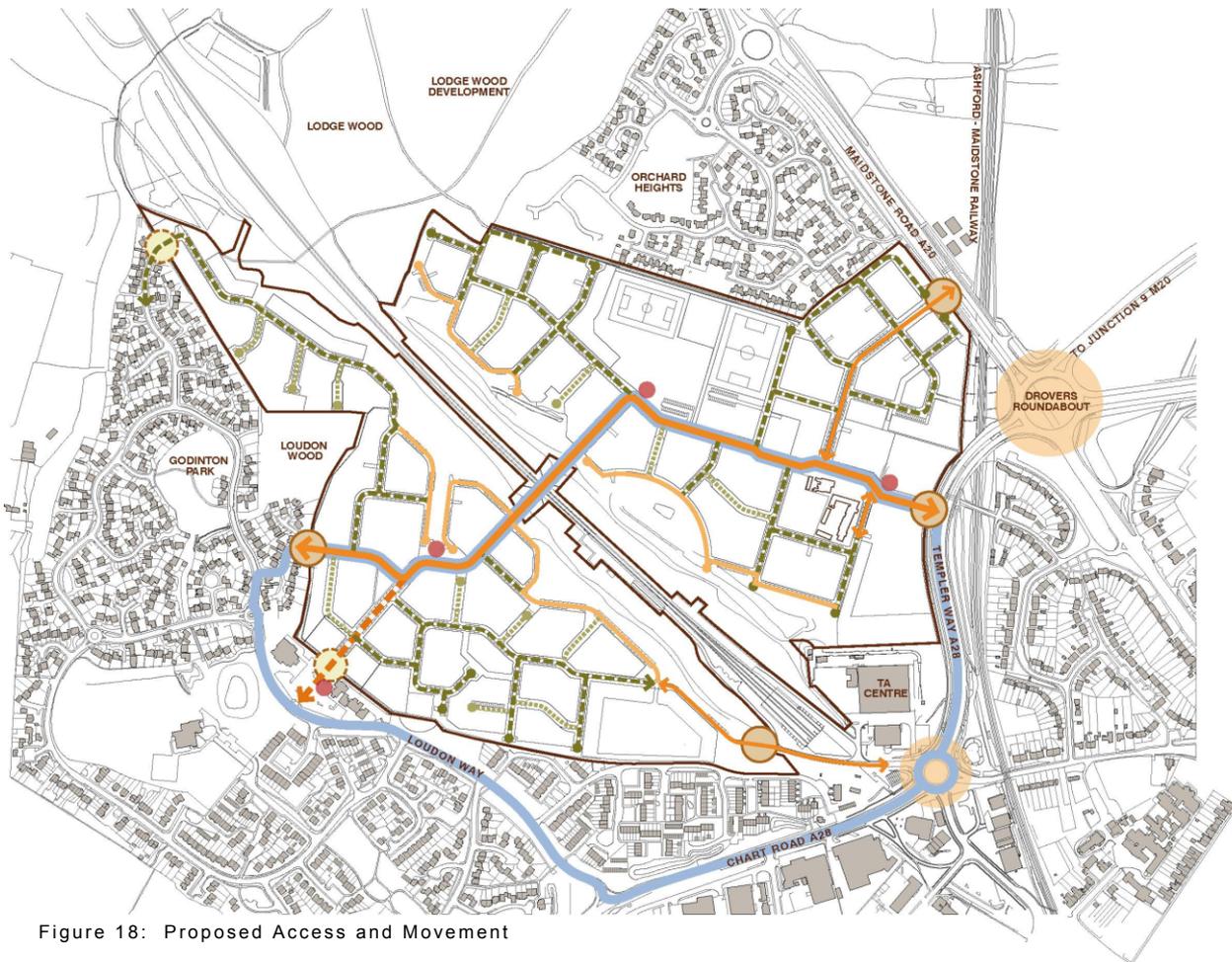


Figure 18: Proposed Access and Movement

KEY	
	Bus Route
	Primary Vehicular route (High St.)
	Safe Guard Future Link
	Residential Access Road
	Park Road Frontages
	Mews
	New Vehicular Access Point
	Potential Vehicular Access Point
	Off-Site Highway Improvements
	Potential bus stops.

OFF-SITE HIGHWAY IMPROVEMENTS

Off-site highway improvements are proposed at the A20/A28 Drovers roundabout comprising a major signalisation scheme including carriageway widening. The Drovers roundabout also functions as a focus for pedestrian and cycle movements which are not easily or safely accommodated at the existing roundabout, which may be made worse as traffic flows increase. The proposed signalisation scheme will provide toucan crossings on each entry and each exit arm of the junction to provide safety and certainty for pedestrian and cyclists passing through this key node. Traffic predictions have demonstrated that the capacity of the existing roundabout will have been exceeded once all the committed development (residential areas and the Eureka Business Park) has taken place. The signalisation scheme will also provide additional traffic capacity to accommodate not only the Barracks redevelopment, but also other committed developments.

A further improvement is being investigated at the M20 Junction 9, which incorporates partial signalisation in conjunction with toucan crossings along the cycle route to Eureka Business Park where the route crosses the east pointing slip roads of the M20. Given that the need for these improvements is mainly related to the unimplemented portion of the Eureka Business Park then only a proportion of the costs for these improvements are related to the Ashford Barracks redevelopment.

Traffic signal improvements are also proposed at the junction of the A28 Chart Road / Loudon Way and the A28 Chart Road / Brunswick Road junctions. These improvements already have funding and are being implemented by Kent County Council.



Pedestrian friendly streets



On street parking



Traffic calming



Shared surfaces

PEDESTRIAN MOVEMENT

In order to integrate the proposed development into the adjacent urban areas pedestrian and cycle access between the barracks and the surrounding areas will be provided wherever possible and desirable.

The A28 Templer Way and A20 Maidstone Road dual carriageways constitute a barrier to pedestrian and cycle movement. The toucan crossing as existing (two on Templer Way, one on the A28 south of the Tank roundabout) will be supplemented by additional toucan crossings at the Maidstone Road and Templer Way accesses and across each entry and exit of the Drivers roundabout as part of the signalisation of the roundabout. On completion of these facilities there will be regular, safe and certain opportunities for pedestrian and cyclists to cross the A28 and A20 roads for journeys into Ashford.

Pedestrian movement within the development will be based around a network of interconnecting streets, squares, mews and courtyards providing maximum freedom of movement and a choice of direct routes to all destinations within the site and areas beyond. In addition to a highly permeable layout it is also essential that positive linkages are made with the existing settlements. It is proposed that a number of additional pedestrian/cycle routes are opened up around the site perimeter. Figure 19 identifies possible locations for addition pedestrian cycle routes to link the existing and proposed street network. Obviously some of these routes cross third party land and will need to be investigated in more detail, and in close consultation with local residents, to ascertain if they are achievable. These routes are desirable to increase pedestrian/cycle permeability and provide existing residents with convenient access to the new amenities provided within the development.

SAFE ROUTES TO SCHOOL

In order to encourage walking the new primary school will be accessible from all residential areas via a network of routes with safe and convenient pedestrian crossing points. A 'walking bus' will also be encouraged and the consortium will consider sponsorship of the walking bus.

PUBLIC TRANSPORT ROUTE

The proposed internal site road layout, connected via the bridge link provided as part of the CTRL works, offers the opportunity to provide a bus service which can serve not only the Barracks site but also the surrounding residential areas. The proposed bus service will offer rapid connections to destinations including the town centre, International Rail Station and possibly peak hour extensions to the Eureka Business Park. The desirable frequency for the bus service will be one every fifteen minutes during peak hours and is currently proposed to be procured by way of a bus tender contract administered by Kent County Council and secured through the section 106 agreement.

PUBLIC RIGHT OF WAY

With reference to the public right of way (PROW) that runs across the northern boundary of the site. This will remain on its existing alignment, It is proposed however, that this route will be incorporated within a new 'street' (with the exception of where it runs along the northern boundary of the school) and fronted onto by residential development providing a much improved and safer environment. The PROW will also be directly accessible from the general street network improving permeability and increasing its usability.

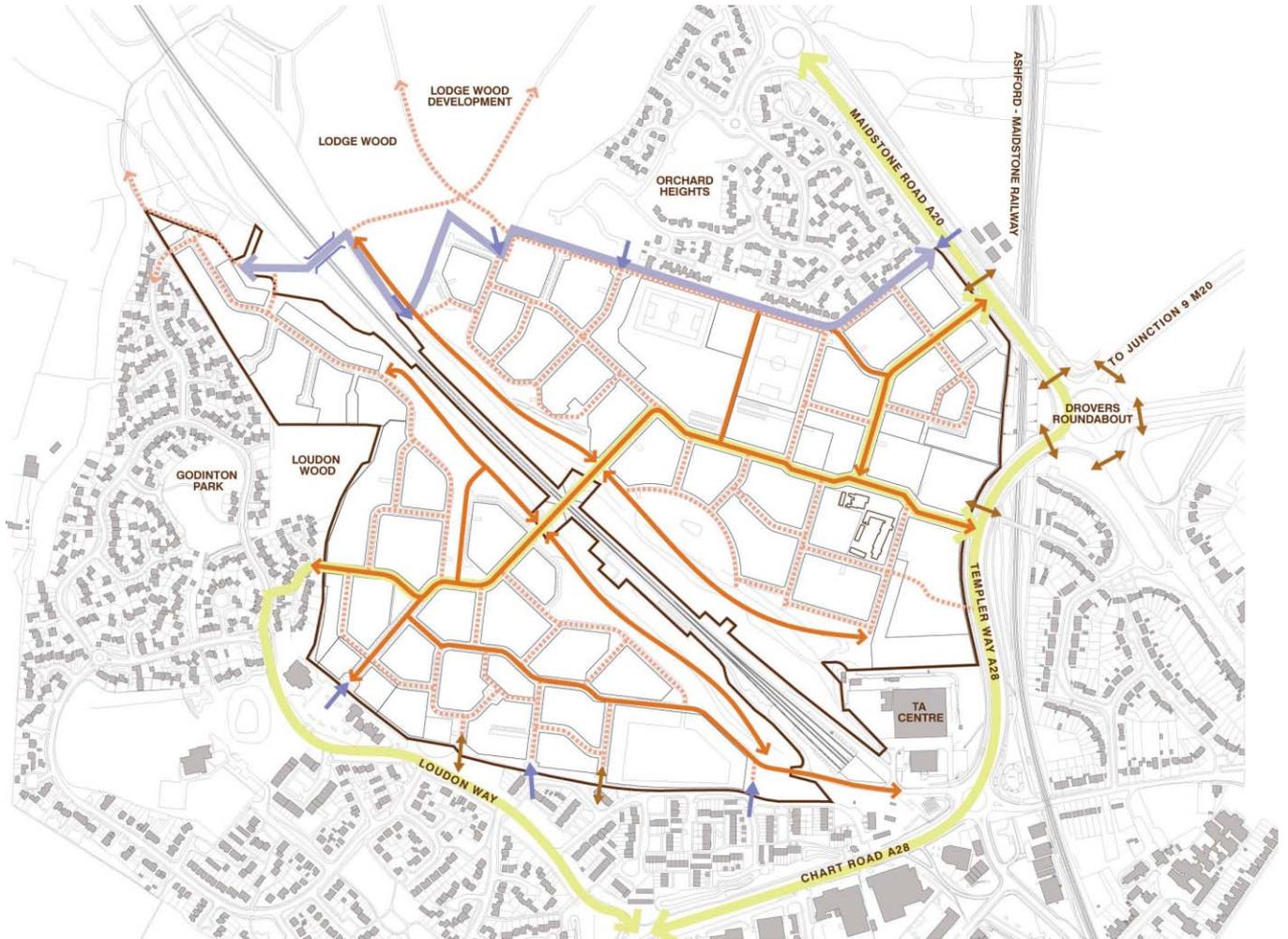
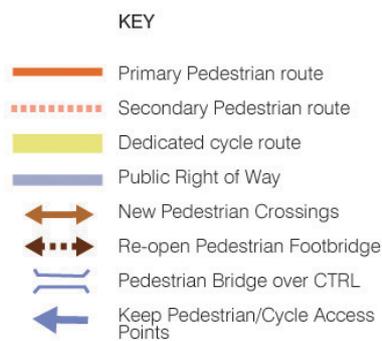


Figure 19: Pedestrian Movement



A new bus route is proposed entering the site from Templer Way running along the High Street, past the school, the community and recreation facilities, through the heart of the residential development to Godinton Park. Bus stops will be located at no more than 400m intervals along the High Street to be within 5 minutes walking distance of the majority of residents. Provision of 'Real Time' bus information and appropriate bus shelters and seating is being considered as part of the Section 106 agreement.

TRAFFIC CALMING

Traffic speeds within the development will be kept to a maximum of 20mph with speeds considerably lower than this within the heart of the residential areas down to 5mph on residential streets, mews and courtyards. Traffic calming will be an integral part of the design concept relying on building placement, pedestrian priority areas and public realm design rather than speed ramps and bollards. Appropriate traffic calming measures on Loudon Way, in the vicinity of Godinton Park Local centre will be considered.

PARKING STRATEGY

Parking will be provided at an **average** ratio of 1.5 spaces per dwelling as required by PPG3 with different parking provision for different types of units. For example 1 bed flats would have a maximum of 1 space per unit with larger family homes having more spaces. This is considered an adequate provision given that car ownership in new developments is 1.3 cars per household for the Ashford urban area. Parking will be provided in a combination of dedicated on street,



Pedestrians are given priority



On street parking

private and secure parking courtyards within development blocks – these will be accessible to residents only and will provide garage and open parking, some larger units will have integral garages and on plot parking.

Parking for commercial uses will be provided to a maximum as recommended in PPG13. To minimise parking requirements it is also proposed that commercial car parking will be shared between different uses e.g. the primary health care facility can share parking with the multi-purpose community building.

CYCLE ROUTES & PARKING

A dedicated cycle route will be provided along the High Street (the routing and detailed design will be agreed with KCC highways department during the detail design stages) and will be accommodated within the footpath and clearly marked ensuring safety for both pedestrians and cyclists. It will be important in deciding the exact routing for the cycle path that it does not impede or conflict with pedestrian access to bus stops, commercial, community and recreational facilities. Within the remainder of the development where traffic speeds will be reduced to 5- 10mph, cyclists will share the carriageway with the car. Dedicated cycle routes will be provided within the footpath network in the linear park. Cycle parking will also be provided on the high street and within commercial car parking areas. A safe cycle route to school will also be provided. Again the routing of this will be agreed with KCC and ABC at the detail design stage. Dedicated cycle parking will also be provided for apartments, terraced houses, employment areas and adjacent to play areas and within the Linear Park.

With regard to off-site cycleways, the development will also contribute to a cycleway/footway along Simone Weil Avenue to the “Sainsburys” retail park and cycleway improvements along the route to Ashford Station. In addition, toucan crossings are proposed as part of the M20, junction 9 signalisation to provide safety and security for journeys across the motorway junction into the Eureka Business Park.



7.13 LANDSCAPE, OPEN SPACE & RECREATION

A comprehensive open space network is proposed to provide a range of formal and informal recreational facilities from the central focus of the linear park to a series of neighbourhood parks. The open space network has been designed in response to:

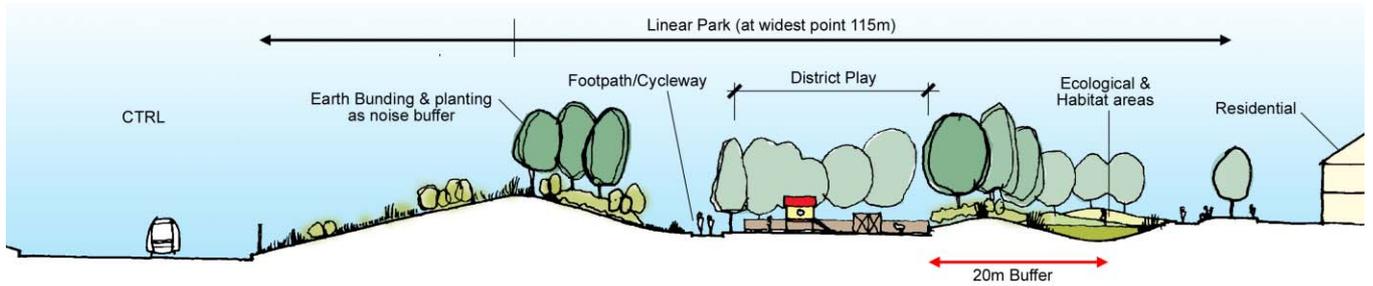
- The existing setting and landscape character;
- Retention of existing woodland, trees and hedgerows;
- Retention and enhancement of existing ecological habitats;
- Creation of new habitats; and
- Integration of the existing on and off site public footpath network providing access from surrounding residential areas and to adjacent woodland.

The public park network will comprise:

- A linear park including two district play areas;
- Two neighbourhood parks;
- Ecological and habitat areas;
- A comprehensive footpath and cycle network; and
- Possible trim track/ fitness trail.



Figure 20: Open Space Network



Section through the linear park and railway line



A linear park



District and Neighbourhood play areas



Walking and cycle routes

THE LINEAR PARK & DISTRICT PLAY FACILITIES

At the heart of the development will be the linear park providing a recreational and leisure amenity and providing access through the heart of the development to the countryside and woodlands to the west. The park will vary in width and character along its length and will include two large district play areas one to the north and one to the south. These will be the focus for formal play facilities catering for all age groups. The district play facilities will be a minimum of 1000m² and will comprise formal play areas for under 5's, formal play areas for 5-12 year olds, casual play, seating and meeting areas for teenagers, informal open space and grassland for casual kick about. A 20m buffer zone will be provided between the play facilities and any residential frontages to minimise disturbance to residents.

The park will have a gently undulating land form with informal seating areas and a footpath and cycle network. Along its length the park will be overlooked by residential development providing an attractive outlook for the residents and natural surveillance of the park to improve safety and security.

As the Linear Park runs along either side of the CTRL line careful consideration must be given to the detail design of the park particularly the location of tree planting and district play facilities. This will be required to ensure the safety of the railway and prevent trespass onto the line. Union Railways should be consulted during the preparation of detail designs. A large area of land adjacent to the CTRL is subject to the consultation provisions of the CTRL safeguarding directive.

NEIGHBOURHOOD PLAY AREAS

Two smaller neighbourhood play areas will also be provided, one in the north and one in the south providing formal play facilities for the under 5's, casual seating and meeting areas. These play areas will be located in the heart of the development and will form a formal urban square overlooked by building frontages. Again a buffer zone of 15m will be provided between the under 5 play facilities and any residential frontages.

FORMAL RECREATION AND SPORTS

A number of formal recreational facilities will also be provided and these will be located adjacent to the primary school to provide the opportunity for shared use of some facilities. Also adjacent will be the multi-purpose community building within which adult changing facilities will be provided. It is proposed that the following facilities are included:



Ecological and habitat areas



Grassland



New tree planting

- One senior size football pitch 90m x 60m;
- One artificial floodlit pitch 60m x 50m. This pitch can be marked out for a number of games including 5 a side football and netball. It is proposed that the primary school has access to the facility; and
- One junior size football pitch 70m x 40m for exclusive use of the primary school.

It is proposed that the artificial pitch is floodlit to maximise its use and revenue generating capacity. It is recognised that the detail design of the pitch, its exact location, level of illumination and opening hours will potentially have an impact on local residents. As such, more detail design work will be required to assess any potential impact and mitigate against this. It is anticipated that this will take place during the detail design stages and be undertaken in close consultation with the Borough Council.

ECOLOGY & NATURAL HABITATS

In order to retain and enhance the existing ecological features on-site a number of mitigation measures are proposed, namely:

- Many existing trees to be retained;
- Existing footpaths to be developed as 'green lanes' for improved scenic and wildlife value;
- Existing trees around the boundary to be developed into wildlife corridors;
- Semi-natural habitats incorporating existing wildlife features, restored grassland, native parkland trees and wetlands within the linear park;
- New ecological and natural habitat areas for the translocation of great crested newts; and
- Ancient woodland, outside the boundary to be protected with a landscape buffer and linked to semi-natural habitats in the linear park.

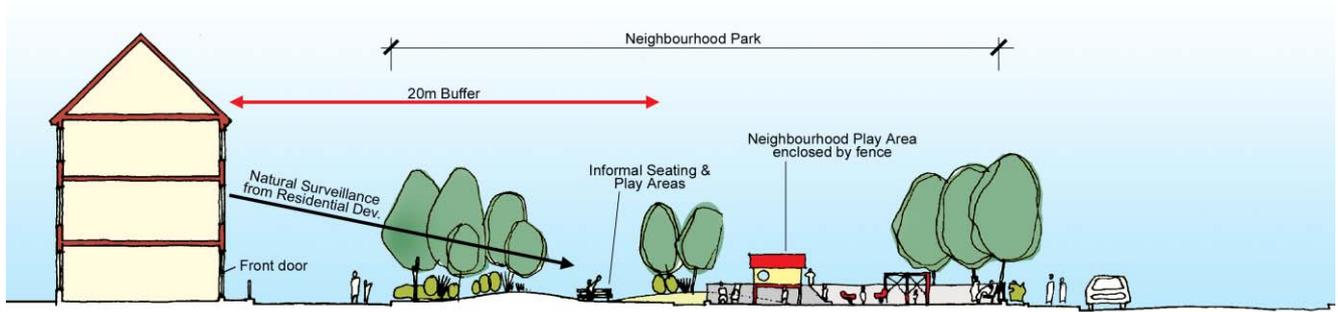
A detailed Environmental Impact Assessment has been prepared in close consultation with English Nature and is available at the Borough Council offices. This document sets out in detail the surveys that have been undertaken to date, any further survey work required and proposed mitigation measures.

STRATEGY FOR RETAINING EXISTING TREES

It is proposed that the majority of trees, identified in the tree survey as desirable for retention, will be kept and incorporated within the new development layout. In addition, the majority of boundary and hedgerow planting will be retained. The consortium will continue to liaise with the Borough Council tree officer through the detail design and construction stage to agree an appropriate strategy, on a site by site basis for the retention and or replacement of individual trees.

It is proposed that other trees be retained where possible. Detailed placement of buildings, boundaries and private gardens within individual plots will endeavour to retain existing trees.

In addition, substantial new tree planting is proposed in the form of street trees and within the linear and neighbourhood parks. However there will be some restriction as to the exact location, height and species of tree on the inward slopes of the CTRL cutting as the issue of falling trees or debris getting onto the track will have safety implications for the railway.



Section through Neighbourhood Park



Bring existing buildings back into active public uses



Recreate the route of the old Manor Way

7.14 CULTURAL HERITAGE & ARCHAEOLOGY

INTRODUCTION

From the outset of this project the historical significance of the site has been a critical factor. The site has had a long and varied history and has played a significant role in the Ashford community over the years. It is vital that this past is not lost through redevelopment but that history is brought to life and interpreted in an innovative and imaginative way within the architecture and public realm design. Much debate has been had as to how this can be achieved and whilst a number of proposals are set out in this brief the Borough Council and the consortium are continuing to work with the local community and interested parties to develop a robust design strategy and a working group has been initiated. The following section highlights the key issues.

HISTORIC BACKGROUND

There may have been a dwelling on the site of Repton Manor since the Norman Conquest in 1066 and there may be archaeological remains on the site. It is probable that the site was in agricultural use with Repton Manor farmhouse as the main building. Repton Manor was mentioned in the Domesday Book and part of the existing fabric of the house may date from the time of Edward IV (circa 1480) or earlier. The current house is of late 16th or early 17th Century origin and was extended and refronted in the early 19th Century with minor alterations in the later 19th Century. Repton Manor Barn is an early 19th Century building with some 20th Century alterations.

The main historical influence seems to come from the Valoyns family and later the Fogge family. John Fogge was made sheriff of Kent and he served as a Knight in Parliament. John Fogge died in 1490 and was buried in a family tomb in the Church of St Mary the Virgin, Ashford, the rebuilding of which he had endowed. He also founded a college in the same church that became a further benefactor in his will in which he also mentions his chapel 'at my seat at Repton'. The major campaign of rebuilding St Mary's Church was in the period 1475-1483. The Manor was then passed down the generations until before the Civil War in the 1630s.

The land around Repton Manor appears to have survived as agricultural land until the first military buildings were erected in the 1940s, with the only major alteration having been the construction of the London Chatham and Dover Railway in the late nineteenth century. A pair of semi detached houses had been built to the east of Repton Manor by 1898 and a second pair was added to the north east of these by 1907. These were probably farm worker's cottages. All the evidence on the older maps and plans points to the land use having been farmland and orchards until the 1940s.



Interpretation of history through environmental art

The Rowcroft Barracks (Southern part of the site) was first developed in the 1940s in order to provide ordnance and other storage facilities for the Channel ports serving the troops involved in the Second World War. Four large ordnance buildings were erected by 1941 and others followed thereafter. The area known as Templer Barracks (northern part of the site) was first established as part of Rowcroft Barracks in the 1940s but was not renamed Templer Barracks until the mid 1960s. It was developed from the 1950s onwards as the Military Intelligence Centre and Training College and closed in 1997. Orchard Drive was built by August 1954 and there were a few houses at the east end of Long Walk. The surviving buildings range in date from the late 1950s to the 1970s and 1980s and include a number of residential and teaching blocks, two housing estates and a former brigadier's house.

Repton Manor was used in the 1940s as an officer's mess for local RAOC/REME units. In 1967 it was converted for use as officer's accommodation and it subsequently became the residence of Commandant and Inspector of Intelligence Corps. In 1975, it was opened as the School of Intelligence Service.

INTERPRETATION OF HISTORY

The historical importance of Ashford Barracks will be reflected in the design and layout of the new development. This will be interpreted in a number of ways including:

- The restoration of Repton Manor and its adjacent barn and adjacent sunken garden as a focal point;
 - Recreating the old route of 'Manor Way' with a new tree lined High Street;
 - Retention of key artefacts, such as plaques and signage from existing buildings to be demolished and reusing them in new buildings, incorporating them into the public realm design and open spaces;
 - Display of historic and present day photographs in key public buildings such as the community centre and school;
 - Opportunity for public art strategy within the public realm, open spaces and key public buildings;
 - Appropriate street names and signage including names of officers that have served there such as:
 - Wentworth House, home of the Intelligence Corps during the war and the name of a house at the Camp;
 - Maresfield House, home of the Corps before Ashford and the name of a house at the Camp;
 - Chicksand is where the Barracks have moved to;
 - Bill Morgan who was a long serving civilian staff member in the Barracks and was awarded a BEM for his work with youth;
 - Mears who was the first Intelligence Corps Brigadier;
 - Paul Harman who was an Intelligence Corps Corporal killed while on 'special duties' in Northern Ireland.
- Also:
- Derbyfield is where the headquarters of REME is relocated;
 - Bletchley Park is where the German secrets were then passed for decryption;
 - The rose which was the emblem of the Barracks site; and
 - The laurel and the rose is the song of the Corps.

There are several ways in which to incorporate specific images or messages into the urban form of the new development at the Barracks, such as:

- Paving - To incorporate images/messages within the paving of public spaces. For example, the paving could incorporate the laurel and the rose or silhouette images of the parading soldiers.
- Street Furniture - The use of street furniture throughout the development to recreate the 'feel' of the Barracks. This could be in the form of lighting or benches in public spaces like the linear park.
- Public Art - This could incorporate imagery in public spaces that could project the identity of the Barracks. Ideas include a tank, rose and laurel.
- Memorials - Memorials or plaques could be used to commemorate the long service of ex-servicemen at the Barracks. These could potentially be displayed in public spaces, incorporated into the paving of public spaces or be displayed within community buildings. Plaques could be used to commemorate where old buildings lay.

The consortium will consider the appointment of an environmental artist to work with future designers and interested parties.

HISTORIC BUILDING ASSESSMENT

The Ashford local plan sets out two specific policies in relation to the existing buildings on the site, these are:

- To investigate fully the potential to reuse existing buildings and facilities within the site and avoid the demolition of those buildings for which a viable use could be found; and
- To protect Repton Manor (with its associated barn) and its setting when viewed from within the site and Templar Way.

As such, a 'Historical Buildings and Archaeological Assessment' was undertaken by Broadway Malyan – Cultural Heritage, on behalf of the Ministry of Defence, in September 2001. The purpose of this assessment was two-fold. Firstly it sought to establish which buildings on the site were worthy of preservation, because of their archaeological and/or historical significance and which were not. Secondly it attempted to determine whether any potential areas of archaeological interest are likely to exist and whether any action is desirable in advance of development.

The assessment established that the only buildings worthy of preservation are Repton Manor House, which contains medieval fabric, and a group of early nineteenth century agricultural buildings, probably constructed at the same time as the house, and probably all designed by the architect John Nash in about 1805 for the Earl of Thanet. The house and a large barn are both Grade II listed.

The remainder of the buildings on the site include a group of ordnance and other stores built in the 1940's following the outbreak of the Second World War and form the bulk of what survives of the former Rowcroft Barracks. The remainder mostly constructed in the 1950's and 1960's form what is left of the former Templar Barracks and are not considered to have any architectural or historic merit.

Repton Manor and its associated barns should be retained and sympathetically renovated in line with guidance in PPG 15 'Planning and the Historic Environment' (1994) and the works carried out under consent as required by the



Existing Storage Sheds on former Rowcroft Barracks



Existing sports hall



Repton Manor and Associated Barn

Planning (Listed Buildings and Conservation Areas) Act 1990. The treatment of any new build in proximity to these buildings should also be undertaken sensitively to protect their setting.

As such, a number of uses are currently being investigated including a family pub, crèche, residential, community or business uses. Whatever end use is decided this important group of buildings and their setting will form an integral focal point to the whole development.

REUSE OF EXISTING BUILDINGS

In addition to assessing the historical importance of the buildings it was important to assess whether or not any of them would be appropriate for alternative uses either in the short or long term. The consultants have considered each of the buildings and their physical, commercial and locational suitability for reuse. It has been concluded that none of the existing buildings are suitable for long term reuse with the exception of Repton Manor and Barn and there are a number of reasons for this, namely:

- The majority of the buildings were constructed for a very specific end use in mind and, as such, do not lend themselves easily to conversion;
- The buildings have been empty for the previous 5 years with no maintenance and are now in a poor state of repair and would be costly to refurbish;
- Many of the buildings contain asbestos that would be prohibitively costly to remove;
- They are built at very low densities and their current location would greatly hinder the aspiration to develop a new higher density sustainable community; and
- Buildings do not comply with today's much higher energy efficiency standards and as such are not sustainable.

The opportunity still exists however to retain some of the buildings for temporary re-use during the construction period.

ARCHAEOLOGY

No part of the site is scheduled as an Ancient Monument and no archaeological finds have been recorded on the site or identified during the earthworks for the CTRL. Although the majority of the site has undergone significant disturbance, a desk-top assessment undertaken by Broadway Malyan (September 2001) has identified a number of areas where potential buried archaeological deposits may survive. As such a full archaeological survey will be carried out prior to commencement of any works on site. Any archaeological finds identified during site investigations, site clearance or construction should be preserved in situ or recovered and recorded as agreed with Kent County Council and in line with PPG 16 'Archaeology and Planning' (1994).

7.15 PHASING – SECTION 106 AGREEMENT

Given the scale and complexity of the proposed development and the likely timeframe for completion the phasing will be crucial to a successful construction process and will depend on:

- Outcome of the Traffic Impact Assessment (TIA) currently being negotiated with KCC, ABC and the Highway Agency;



- Timing of Section 278 agreements and the construction of the proposed access roads both from Templar Way and Maidstone Road. In addition to the proposed access points through the Bovis development at Godinton Park and the proposed link to Godinton Park that has been safeguarded in the masterplan;
- The mitigation measures for translocation of protected species and creation of appropriate habitats prior to this;
- Timing of the section 106 agreement that is currently being negotiated by the consortium with ABC and KCC and the timing and phasing of community, education, formal recreation, play areas and open space provision;
- Commercial take up of the district centre and employment areas; and
- Take up rates for residential units.

At the time of writing this brief the consortium is currently in close consultation with ABC and KCC to satisfactorily resolve these issues and will hopefully be in a position to prepare a more detailed phasing plan in the near future.

In broad brush terms it is proposed to commence construction in both the northern and southern portions of the site simultaneously. The first phase of the northern portion is likely to be to create the first section of the High Street from Maidstone Way and moving southwards to Repton Manor and the Templar Way access. Second phases are likely to include the elements of the High Street and community and educational facilities. This would allow the completion of a key activity focal point in the early stages.

On the southern portion of the site it is the intention to commence construction around the proposed neighbourhood park with development initially accessed from the Chart Road /Tank roundabout entrance.

It will also be important to ensure that the commercial and employment generating development comes forward in a co-ordinated way possibly linked to residential development. Appropriate trigger points for the first phase of employment provision will be considered as part of the section 106 agreement.