

### **Response to Inspector's Question: Appellants' Assessment of Expected Housing Mix.**

1. There has been discussion regarding the likely mix between apartments and houses across the development between the Appellants and Ashford Borough Council (ABC) and Kent County Council (KCC).
2. This note is produced in order to assist the Inspector's consideration of the issue.
3. First, by way of context, it is important to understand that since the Outline Permission was granted there have been changes to a number of planning requirements for residential schemes. This includes but is not limited to the following;
  - Increased parking levels per unit type (reference Local Plan policy TRA3(a) compared to the standards applied to the Outline Permission. Please see attachment 1<sup>1</sup>, which contains page 89 of the Design and Access Statement (DAS) Addendum and attachment 2<sup>2</sup>, which contains a letter from Ashford Borough Council (ABC) (dated 14 October 2022).
  - Requirements for green infrastructures / street trees. Please see attachment 2<sup>3</sup>.
  - ABC and KCC not accepting original Design Code matters, such as Rear Parking Courts. See attachment 3<sup>4</sup>, which confirms rear parking courts as an accepted design solution, contrary to the position of ABC in attachment 2)<sup>5</sup>.
  - Infrastructure requirements evolving to require more land. For example, strategic road infrastructure requirements are resulting in a reduction of land parcel areas; increased flood storage/attenuation requirements have increased in response to evolving standards on climate change.
4. These matters have impacted materially on what the site is able to accommodate. In simple terms, if the 5,750 dwelling units is to be achieved across the site, then it is clear that an increased proportion of apartments will be required in order to achieve the overall unit numbers.
5. The most practical and relevant way to assess this is not to look at the initially expected Melton Mix, but instead to interrogate the data that arises from those applications submitted and approved to date, as well as that relating to the submitted, but as yet undetermined, applications for Phase 1 and Phase 2.
6. Below are three tables from an Excel Spreadsheet that presents this data. This demonstrates that in order to achieve the requisite unit numbers, the following housing mix has been required:
  - Phase 1 (29.77% flats and 70.23% houses)
  - Phase 2 (20.81% flats and 79.19% houses)

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<sup>1</sup> page 89 of the DAS Addendum sets out the assumed parking standards that the Outline Planning Proposals were based upon.

<sup>2</sup> letter from ABC (dated 14 October 2022) referencing Local Plan Policy TRA3(a) on page 4 under "Highways (Car Parking Provision)" which shows the increased standards relative to the outline planning consent.

<sup>3</sup> Letter from ABC (dated 14 October 2022) providing comments on the evolving requirements for street trees in respect of land parcels D and H on page 2 under "Street Trees".

<sup>4</sup> Page 205 of the Chilmington Green Design Code confirms that Parking Typology P7 "Rear Parking Courts" are acceptable.

<sup>5</sup> Letter from ABC (dated 14 October 2022) page 2 states that "it has become apparent that parking courts to the rear of and to serve houses do not work".

- Total i.e. combined total of Phase 1 and 2 RMAs (25.94% flats and 74.06% houses)

Date: 13/01/2025

	Apartments			Houses						Total
	1	2	3	2	3	4	5	6	7	
A E and F	0	67	0	0	62	21	3	0	0	153
B C J K	0	97	0	3	132	96	18	0	0	346
D and H	1	78	0	18	44	26	6	0	0	173
F and G	0	0	0	15	55	22	4	0	0	96
I	3	63	0	0	52	25	2	0	0	145
L M and O	0	26	0	32	91	68	0	0	0	217
CH1 and CH2	18	81	15	0	0	0	0	0	0	114
										0
P	0	0	0	14	3	59	17	0	6	99
Q1	0	0	0	0	17	5	0	0	0	22
Q2	0	0	0	7	49	8	0	0	0	64
R	0	0	0	0	32	47	0	0	0	79
										0
										0
Total	22	412	15	89	537	377	50	0	6	1508
%	1.46	27.32	0.99	5.90	35.61	25.00	3.32	0.00	0.40	100.00
% Mix	29.77			70.23						100.00

Table 1: Housing mix of all approved and submitted reserved matters applications for Main Phase 1

Date: 13/01/2025

	Apartments			Houses						Total
	1	2	3	2	3	4	5	6	7	
A2	2	12	0	0	4	25	8	0	0	51
B2	0	0	0	0	0	7	6	0	0	13
C2 and D2	15	100	0	10	106	49	3	0	0	283
E2 - J2	7	23	0	88	236	249	20	0	0	623
N2	18	9	0	25	24	28	0	0	0	104
CH3 and CH4	20	19	10	0	0	6	0	0	0	55
Total	62	163	10	123	370	364	37	0	0	1129
%	5.49	14.44	0.89	10.89	32.77	32.24	3.28	0.00	0.00	100.00
% Mix	20.81			79.19						100.00

Table 2: Housing mix of all submitted reserved matters applications for Main Phase 2

	Apartments			Houses							Total
	1	2	3	2	3	4	5	6	7		
Total	84	575	25	212	907	741	87	0	6	2637	
%	3.19	21.81	0.95	8.04	34.40	28.10	3.30	0.00	0.23	100.00	
% Mix	25.94			74.06							100.00

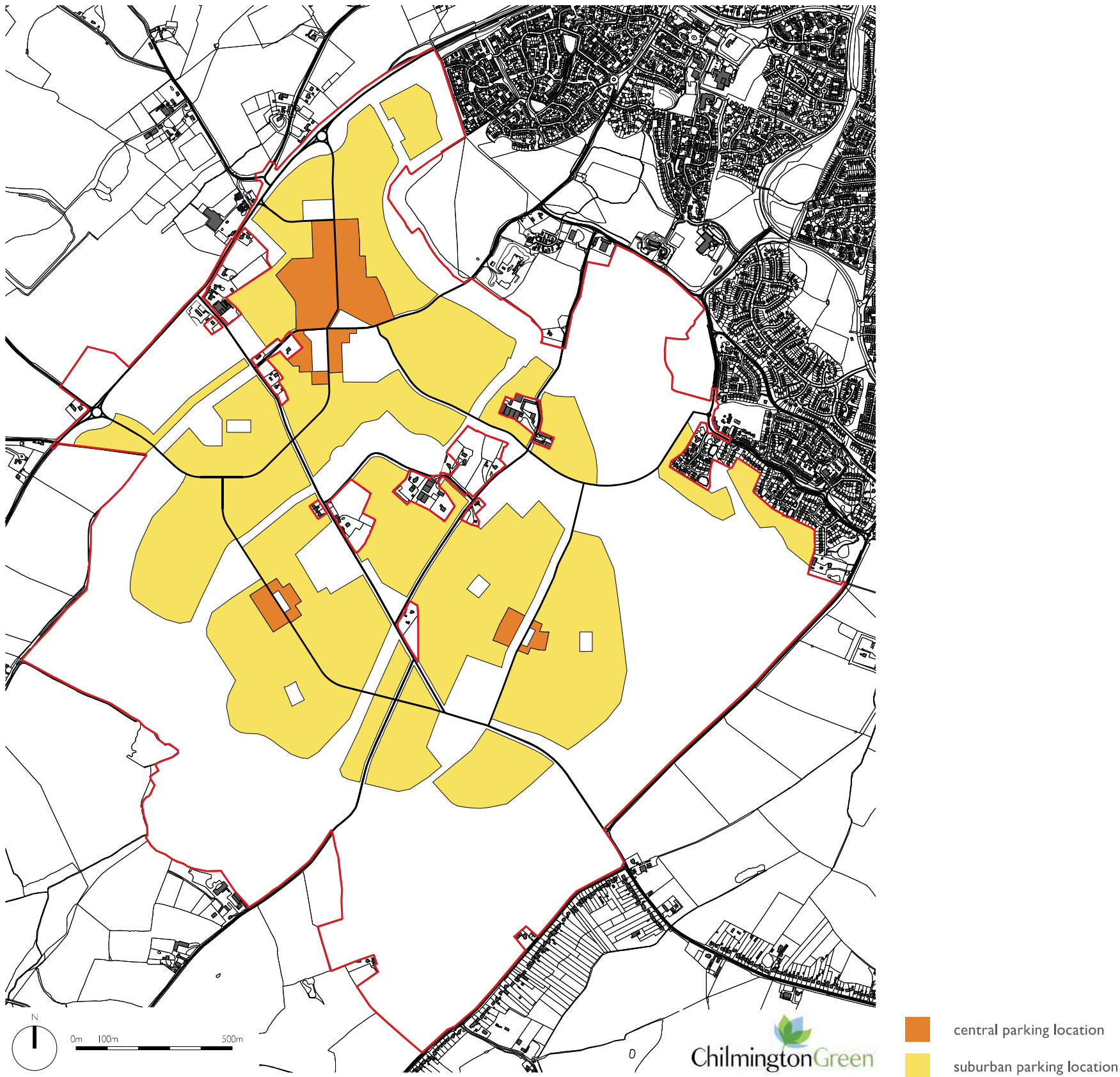
Table 3: Combined housing mix of all reserved matters applications for Main Phase 1 and 2

7. Phases 1 and 2 are a realistic basis upon which to extrapolate the potential for Main Phases 3 and 4 to accommodate the balance of houses to achieve 5,750 dwellings. This is because there is very little difference in the average density for each of the main phases. Attachment 4 contains the Development Specification<sup>6</sup> which is an approved under the Outline Permission for Chilmington Green. Utilising the areas and housing numbers contained within this, it confirms that the average density of each main phase is as follows:

<sup>6</sup> Table on Page 22 of Design Specification sets out areas for each density band and number of dwellings from which it is possible to calculate the total development land and dwellings in each phase.

- a. Phase 1 totals 1,501 units across 45.7ha of development land (ave 32.84dph)
  - b. Phase 2 totals 1122 units across 31.73ha of development land (ave 35.36dph)
  - c. Phase 3 totals 1558 units across 44.34ha of development land (ave 35.14dph)
  - d. Phase 4 totals 1570 units across 46.02ha of development land (ave 34.11dph)
8. Based on this evidence, it can reasonably be concluded that in order to achieve the overall housing number of 5,750 dwellings, the remainder of Chilmington Green (Phases 3 and 4) will need to adhere to this blended average as has already been submitted in the RMA submissions made for Phases 1 and 2 (i.e. 25.94% / 74.06% split).
9. If ABC and KCC were to suggest a different housing mix it is clear that the overall unit numbers would be substantially reduced such that the requirement for developer contributions would also need to be reduced accordingly, which the s106 Agreement does not currently allow for. Clearly, if the Appellants are required to maintain the obligations required to support 5,750 dwellings, but deliver substantially less this will further undermine the viability of the development.

6.4.3 PARKING STANDARDS



There are two designations of parking location proposed at Chilmington Green. These are based on Ashford Borough Council's 'Residential Parking and Design Guidance' SPD which was adopted October 2010. With reference to the parking proposal below, the two designations are Central parking location, which is proposed in the District and Local Centres (in the mixed use and central density areas) and Suburban parking location which is to be applied to all other areas of the proposed development at Chilmington Green.

The parking proposals are set out in the following table.

	CENTRAL LOCATION 'Maximum'	SUBURBAN LOCATION 'Designing for Need'
DWELLING SIZE	Parking Per Space Dwelling	Parking Per Space Dwelling
1 BED FLAT	1 SPACE	1 SPACE
2 BED FLAT	1 SPACE	1.5 SPACES
2 BED HOUSE	1 SPACE	2 SPACES
3+ BED HOUSE	1.5 SPACES	2 SPACES

NB Requirement of 0.2 spaces/dwelling for visitor parking  
Requirement of additional 0.5 space if tandem parking is proposed

## Planning and Development

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AshfordBoroughCouncil

Our Ref: 22/00024/AS

Date: 14 October 2022

Dear Alec Arrol,

### **Re: Chilmington Green, Land Parcels D & H**

Thank you for your letter dated 1 August 2022. Please see below my response to the points raised. In addition, I have now undertaken a review of the more detailed aspects of the scheme, including the house and apartment plans and elevations, and have provided comments and queries in this letter.

### **Response to 1 August 2022 letter**

#### Dwelling Mix

Thank you for providing this information – I have no further queries in respect of dwelling mix.

To note for info, the approved dwelling mix for Parcel R referenced in the table on page 3 of your letter is not correct. The mix was amended via application ref: 19/01032/AMND/AS and 19/01032/AM01/AS. The mix is now 32 x three-beds and 47 x four-beds = total 79 dwellings.

#### Affordable Housing

Thank you for confirming the tenure mix. In response, please find attached comments from the Council's Housing Services team. Please respond to the points raised.

#### Greenspace (G3)

I confirm receipt of your amended site plan that includes Informal/Natural Green Space area G3. This has been uploaded onto the council's on-line planning register. All the proposed plans, plus the Landscape Management and Maintenance Plan, will need to be



updated to include G3 once we have agreed the proposed site layout. I note your proposal to submit a NMA application to amend the delivery timescale for G3. Can you advise what your proposed new timescale for delivery will be?

### Site Layout

Density - I note your point that higher density apartments fronting onto The Avenue is appropriate, and do not disagree. However, I do not agree that there is a good and appropriate level of planting in the parking courts. Whilst the proposal for Parcels D & H may include a similar level of planting in some areas to that proposed in land parcels with reserved matters already approved, this is not the case in all respects, for example, the parking court to the rear of plots 36-40/ 44-47 has no planting at all.

Furthermore, national planning policy has evolved since the previous reserved matters were approved. Greater emphasis is now placed upon the provision of trees and landscaping in new developments. Paragraph 131 of the NPPF (2021) emphasises the importance of incorporating trees into new development. Paragraph 86 of the National Design Guide (2021) states: *“Well-designed parking is attractive, well landscaped and sensitively integrated into the built form so that it does not dominate the development or the street scene. It incorporates green infrastructure, including trees, to soften the visual impact of cars, help improve air quality and contribute to biodiversity. Its arrangement and positioning relative to buildings limit its impacts, whilst ensuring it is secure and overlooked.”*

The development, as currently proposed, does not comply with national policy in this respect and the proposal should be amended to address this.

I note your point about car ports, however it is not completely clear on the plans where these are located (although I can guess from the location of some thicker lines around parking spaces). The car ports should be clearly identified on the plans. I also note that the list of plans submitted includes ‘*Car Barns – Plans, Elevations & Section*’, however we did not receive this drawing - please can you provide this.

Street Trees - I note your response, however I disagree for the same reasons set out above. Paragraph 131 of the NPPF (2021) state that *“Trees make an important contribution to the character and quality of urban environments, and can also help mitigate and adapt to climate change. Planning policies and decisions should ensure that new streets are tree-lined”*. I also draw your attention to paragraph 77 of the National Design Guide (2021) which states *“A well-designed movement network defines a clear pattern of streets that:....incorporates green infrastructure, including street trees to soften the impact of car parking, help improve air quality and contribute to biodiversity.”*

To reiterate the four routes into the parcels from The Avenue are largely devoid of street trees and integrated street parking and the other streets also have limited street planting. This would not provide attractive streets and is not compliant with national planning policy and guidance or the Chilmington Green design Code. The proposal should be amended to address these concerns.

Parking Courts - it has become apparent that parking courts to the rear of and to serve houses do not work. I also refer you to KCC highways comments on this point. Residents of houses want to be able to park close to their front doors, they also want to have a clear





view of their cars from their homes. This means that residents do not park in parking courts and instead park on the street, taking up visitor parking spaces or parking on pavements and landscaped areas. I note that parking courts were suggested as part of pre-application advice, however these discussions took place circa four years ago and we have learnt since then that they do not work. The proposal should be revised to remove the parking courts serving houses and instead incorporate parking to the front of houses and into the street. It should be possible to provide sufficient parking that does not dominate the street scene and creates a high quality public realm.

Visitor Parking - I do not agree that the proportion of visitor spaces proposed closely matches the proportion of apartments and houses. There are significantly more visitor parking spaces proposed within the parking courts serving the apartments than are required to serve them and insufficient on-street visitor parking to serve the houses, as demonstrated in the table below. This is not appropriate, the current approach should be revised. Visitor parking for the houses should be provided on street. I also refer you to KCC Highways comment that '*visitor parking should be distributed evenly through the development. It should be particularly accessible for those properties utilising tandem parking*'.

Visitor Parking			
	Required	Proposed	Over/Under-provision
Apartments	15	24	+9
Houses	49	40	-9

Rear Alleyways - I do not disagree that rear alleys can be appropriate to access rear gardens. However, I am concerned about the length of some of the alleys, the consequential safety implications and the reluctance of residents to use them if they are too long. Long alleys can also mean bins are left out for collection a distance from resident's homes resulting in lots of bins on the street for long periods of time (a case of out of sight out of mind) which results in unnecessary street clutter. It is not only terraces where alleys are proposed, it is for detached and semi-detached properties too, where alleys should not be necessary. Instead routes should be through widened car ports and immediately to the side of houses. I have highlight some particular areas of concern below, however all alleys should be reviewed.

- Why are the alleys to the rear of plots 9-18 necessary? The Refuse Strategy Plan illustrates that access to the rear gardens of all these houses (except plot 18) is provided from the front of the properties.
- Plots 61-67 and 165-170, being detached and semi-detached houses, should have sufficient space to enable access to their rear gardens from the front of the properties without the need for the long rear alley.

Boundary Treatments - I note your intention to remove reference to Close Board Fences on drawing No: 00122R\_MP09 P1. I have also identified some further points about the boundary treatments proposed which need to be addressed, as follows:

- The side boundary to plot 19, were it is visible from the public realm, should be a brick wall.
- The timber fence to the rear of plot 63 (in-between the house and car barn) should be a brick wall. The same comment applies to plot 62.



- The side boundary to plot 119 and rear boundaries to plots 119 and 120 should be brick walls.
- The timber fencing forming the side boundary between plots 172 & 173 should be set back so that it does not extend to the front boundary of the houses.

The boundary treatment plan (or other plan) also needs to show the colour of the brickwork for each of the boundary walls. It is important that the walls blend in with the brickwork of the neighbouring houses. For example, the typical car park entrance details drawing states that the brickwork is to match the adjoining house, however different coloured brickwork is proposed in different areas, in particular where the apartments sit adjacent to houses with parking courts in-between. Therefore we need to know which colour/type of brickwork is to be used for each wall across the development.

#### Greenspace / Landscape

I can confirm that the details requested in my previous comments are required as part of this application and cannot be left to be dealt with via condition. I note your comment that these can be provided when the layout drawings have been agreed.

#### Boundary Treatment Plan

I note your confirmation that the orange lines on the boundary treatment plan will be removed when the drawing is updated and re-issued.

#### Archaeology

Can you provide an update on when the information requested by KCC Archaeology will be submitted.

#### Ecology

The letter from Corylus Ecology was forwarded to KCC Ecology and they have provided further comments, see attached. Please can you review and respond to the points raised.

#### Highways (Car Parking Provision)

The parking standards set out in Local Plan policy TRA3(a) should be complied with in all proposed developments, any deviation from these will need to be fully and robustly justified by the applicant. This policy does allow a minimum parking standard of one space per residential unit on average in central areas of larger developments. Whilst we agree that Chilmington Green is a 'larger development', we do not agree that Parcels D & H is a 'central area'. The central area of Chilmington Green would be the District Centre itself and not housing within walking distance of the District Centre. Therefore, parking provision for Parcels D & H must comply with the parking standards in policy TRA3(a) as set out in the table below.

1-bed dwelling	1 space per unit
2-bed dwelling	2 spaces per unit
3-bed dwelling	2 spaces per unit
4 bed dwelling	3 spaces per unit

Consideration should also be given the design and layout guidance contained within the Residential Parking and Design Guidance SPD. It is worth noting that, if good urban design reasons dictate, the spaces for each dwelling do not necessarily all have to be on plot, for example for a four-bed dwelling you could have two-spaces on plot and one space on-street as long as that results in a high quality street design.





## Energy Strategy

I note your response to my query, however, it would be useful if you could provide details of the energy strategy for the development so that these details can be included in my report.

## **Comments following further detailed review of proposal.**

### House Design

- House type H4C\_01 - I am not convinced by the small areas of grey weatherboarding adjacent to the first floor windows. It does not add anything to the elevations. I suggest this is removed. In addition, the bathroom windows within the front elevation at first floor level are small and appear lost within the elevation. These windows should be enlarged.
- Plot 118 - I don't understand how house type H3L\_A-01 Detached works here. It appears that residents would have to walk up the side alley to access their home. The front elevation does not face the street. Instead it faces onto the side alley, the garage of plot 119 and the rear gardens/elevations of plots 119 and 120. This needs to be rethought.
- There are no plans and elevations for house type H3L\_02 terrace. The drawing labelled as this is actually H3L\_01 Semi. Please provide a drawing for the terrace.

### Apartment Blocks

- Block E1 - there are three car parking spaces that would be accessed directly off The Avenue. The acceptability of this will need to be checked with KCC Highways. It is my understanding that the County Council do not support individual accesses off The Avenue. Furthermore, the approved drawings for The Avenue (Phase 1) do not include any vehicle accesses direct to car parking spaces off The Avenue in this location. Instead the access to these spaces crosses a grass verge and the location of a bus stop. This arrangement needs to be rethought.
- I am concerned about the length of non-active frontage taken up by bike and bin store doors at ground level facing onto The Avenue, This Avenue elevations should be revisited to provide more activity (windows) along the street.
- How are flush thresholds going to be achieved to the main entrance and the cycle and bin store entrances to Blocks E1 and D2 given the difference in levels between the pavement and the finished floor levels indicated on the External Works Plan?

### Residential Amenity

The following concerns about amenity impacts between proposed dwellings and the level of amenity space to be provided for residents should be addressed:

- The balconies at first floor level on plots 114 and 115 (house type H4H\_01) will result in direct overlooking between the balconies and bedrooms of these houses.
- The balcony at first floor level on plot 172 (house type H4H 02) will result in direct overlooking into a bedroom window on plot 173.
- The rear window to window distances on a number of the houses are below the 21 meter distances required to ensure privacy is maintained between dwellings. For example the interfaces between the rear of plots 17 & 18, 61 & 64, 75-78, 82-89, 166 - 170.
- The rear gardens of the following houses appear undersized and are not in compliance with Local Plan policy HOU15 – plots 9, 18, 36-40, 42, 45-48, 60, 82-84, 117 & 119.



- There is no external amenity space proposed for apartments E1-03, E2-03, E3-03, this is not acceptable, external amenity space should be provided.

### Flush Thresholds

The information submitted is not sufficient to demonstrate compliance with Condition 51 of the outline permission. A plan is required to demonstrate that level thresholds can be provided to all principle entrances to dwellings. The level threshold plan does not demonstrate this.

### Landscaping and Drainage

- The SUDS detention basin identified in the Surface Water Design Technical Note to be located within the play space adjacent to plots 109-112, and as required by the Phase 1 Masterplan, should be shown on the proposed landscape plans. The SUDS feature within G3 (also required by the masterplan) should also be shown.
- The Surface Water Design Technical Note should be updated to include details of the drainage strategy for G3.
- What is the reason for the small set back landscaped area between plots 116 & 117? This does not appear to serve any purpose?
- The landscaped area to the rear of plots 41, 42 & 43 is dominated by car parking and has a poor relationship with the street and neighbouring housing, therefore its function is not clear. This area needs to be re4vised alongside the removal of the parking court.
- Plots 9, 18, 48, 49, 67, 82-89 and 142-149 are too dominated by hard standing to the front. Trees/landscaping should be introduced here.

### Adoption Plan

This plan only shows areas to be adopted by KCC highways and a private management company. Can you provide some clarification about this? Does the reference to private management company mean the CMO or a separate management company (reference is made in the application to a management company for the apartment blocks). Who will manage the POS, G3 and smaller areas of green space shown on the landscape plan and not included in the adoption plan as being offered for adoption to KCC? All areas to be offered for adoption by the CMO should be shown on the plan.

### Ecology

Please identify on a plan the location of the bird and bat boxes identified in the Ecological Mitigation Strategy.

### Refuse Collection Strategy

The following issues need to be addressed:

- Where are the bins for plot 8 to be stored? The Refuse Strategy indicates that there will be a store to the side of the property within the car park. The design of this store should be provided, ideally this should be integrated into the design of the building.
- It is not clear how the bins for plots 37-39, 42, 59, 81, 120, 121 and 138 are accessed. No route is shown on the Refuse Strategy Plan and there is insufficient space to pull the bins alongside parking spaces.
- Where are the bins for Plot 50 to be stored? The Refuse Strategy Plan indicates that the bins would be stored in the car barn. However, the store in the car barn does not appear large enough for the bins required and residents will be required to pull the bins through a parking space to put them out on collection day. This is not an acceptable arrangement.

- Plot 60 – the proposed arrangement will not work, the bins are required to be pulled through a parking space.
- The drawings indicate that the bins for Plots 114, 116 and 117 are to be stored at the front of the houses. This will require a bin store/enclosure – we will need to see the design of this to ensure it is appropriate to the design of the houses and street.
- There is no space to store bins associated with plots 106-111 when they are awaiting collection. The current arrangement will result in bins blocking the pavement/street. A dedicated bin collection area is required.
- There is no indication on the plans of where gates will be located within walls/fences to enable access from rear gardens into the street/alleys. The access gates should be shown on the plans.
- There is no direct access to the bin store for apartment block E1 from the street. There is space for doors so this should be added to the plans (this may just be a drafting error). Block E1 also requires an additional food waste bin, four should be provided in total.
- The refuse strategy for the apartments fronting The Avenue requires refuse operatives to pull bins out across grass verges and through on-street parking spaces. This will result in damage to the grass verges and obstruction by cars. The refuse strategy needs to be designed so that it works with the approved design for The Avenue.

### Drawing Anomalies

- The Design and Access Statements refers to Studios over Garages (SOG) and shows these within the rear parking courts on some of the visuals provided, however, there are no SOG's shown on the drawings. My assumption is that these are not proposed as they do not form part of the proposed plans, however can you confirm that this is the case? For awareness, this is a typology that the council would not support in the locations proposed.
- Both side elevations on drawing ref: BD2\_SH01 do not appear to correctly reflect Block D2. Separate side elevation drawings are required for Block D2 to reflect what is actually proposed on the plans. The same is also the case for the floor plans shown on drawing ref; BD2\_SH00 which only reflects Blocks D3 and D4. Separate plans are required for Block D2.
- The front and rear elevations are labelled incorrectly on drawing no BE2\_SH02. In addition the elevations are the wrong way round (mirror images of what they should be). This needs correcting. The plans for these two blocks are also the wrong way round (mirror images of what they should be).
- The heights of the apartment blocks proposed on Parcels D & H shown on Section 2 on drawing No. SX9\_01 P1 do not appear to be correct. On Section 2 they are the same height as block C1 on the adjacent land parcel. However, I have measured the height of the apartment blocks on both land parcels and there is a difference of 3 metres. With block C1 being three storeys and the Parcel D & H blocks being four storeys. There is no indication that there is a significant change in levels in this location. The section drawing needs correcting to reflect the correct height of the blocks.
- Section 2 on drawing No. SX9\_01 P1 does not appear to have been drawn correctly as the arrangement of the street and spaces between the buildings does not reflect that shown on the proposed plans in the area shown on the extract below.



I trust the above comments are useful. If it would help to discuss then do get in touch.

Yours /sincerely

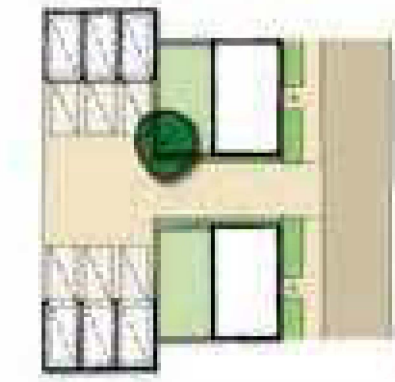
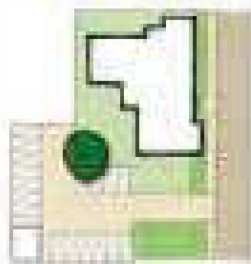
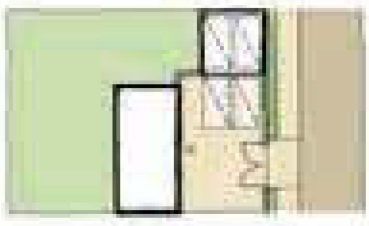
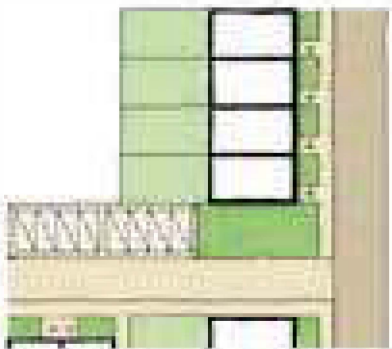
*Faye Tomlinson*

**Faye Tomlinson**  
Team Leader Strategic Applications





## PARKING TYPOLOGIES

	TYPOLOGIES	DESCRIPTION / NOTES
<p><b>P7</b> Rear parking courts</p>		<ul style="list-style-type: none"> <li>Courts to serve no more than six dwellings. For apartment blocks this may be increased, but would need to be sensitively designed</li> <li>Enclosure will be provided to define the access, through the use of walls</li> <li>The space will be designed as a whole</li> <li>To include an area of space where a medium or large tree can be located in view from the streetscene</li> <li>Natural surveillance required from adjacent dwellings</li> <li>Maximum width of access from street 3m</li> </ul> <p>Alternative layout for apartments :</p> 
<p><b>P8</b> Forecourt</p>		<ul style="list-style-type: none"> <li>Applies to large dwellings only</li> <li>The front boundary will be walls, railing and hedge or hedge (this must be complied to regardless of the boundary typologies set out in section 9.8)</li> <li>Gates to be inward opening</li> <li>Maximum width of access from street 3m</li> </ul>
<p><b>P9</b> Detached car barns</p>		<ul style="list-style-type: none"> <li>No more than eight spaces in a single structure</li> <li>Natural surveillance required from adjacent dwellings</li> <li>Integral car barn or garage</li> </ul>

**ATTACHMENT 4**

**CHILMINGTON GREEN**

**DEVELOPMENT SPECIFICATION**

**Prepared by**

**Sellwood Planning**

**on behalf of**

**Hodson Developments Ltd  
Malcolm Jarvis Homes Ltd  
Pentland Homes Ltd  
Ward Homes**

**September 2013**



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## **Appendices**

Appendix 1 : Residential Density Calculations

Appendix 2 : Building Parameters Matrix

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## 1.0 **INTRODUCTION**

- 1.1 This Development Specification forms part of the outline planning application for the comprehensive development of the urban extension at Chilmington Green, Ashford. The applicants are Hodson Developments Ltd, Malcolm Jarvis Homes Ltd, Pentland Homes Ltd, and Ward Homes (a Trading name of BDW Trading Ltd), hereafter referred to as 'the Applicants'.
- 1.2 The purpose of the Development Specification is both to define and describe the principal components of the proposed development. The document is structured as follows
- this Introduction forms Section 1
  - Section 2 provides information about the application site
  - Section 3 defines and describes the overall development content of the application and the approach to such issues as the size of each land use component plus environmental standards and infrastructure delivery
  - Section 4 describes the eight Parameter Plans and five Access Plans which form part of the Development Specification. They address and fix various elements of the proposed development. These include the site layout, disposition of land uses, density, access, circulation, landscaping, and building dimensions
  - Section 5 sets out information on programme and implementation.
- 1.3 The Chilmington Green application was submitted in August 2012 and given the reference number 12/00400/AS. On the 2<sup>nd</sup> July 2013, Ashford Borough Council responded with a comprehensive set of comments on the application. These confirmed that the submitted application
- is in general conformity with the National Planning Policy Framework (NPPF) (para 2.2)
  - complies with the adopted Core Strategy (2008) (para 2.1)
  - is broadly in accordance with the thrust of the adopted Chilmington Green AAP (2013) (para 2.1).
- 1.4 These comments have been reviewed and discussed with the Borough Council and it has been decided to submit a package of amendments to the application. This Development Specification therefore replaces the July 2012 version and sets out the form and content of the amended application and confirms the suite of documents which now comprise the submission. For the avoidance of doubt, the material which is now presented for determination is described as the '2013 Proposals'.

- 1.5 The application is submitted in outline and the only matters which are not reserved for subsequent approval are the three access to the A28 and the new access on to Coulter Road / Cuckoo Lane (to the extent defined and described within this Development Specification and on the Parameter Plans).
- 1.6 The application does not seek approval at this stage for the detailed design, layout, scale or external appearance of any proposed building. However, the applicant has prepared a Design and Access Statement which sets out the context within which design details would come forward as part of reserved matters applications to the Local Planning Authority. The Design and Access Statement and this Development Specification also provide the range of information requirements set out in the Development Management Procedure Order (2010 and 2012). This includes the scale of the proposed buildings in terms of maximum and minimum height, width, length and their approximate location. The form of the application, whilst allowing control over subsequent reserved matters, also allows for a degree of flexibility in the final design so that the scheme can evolve over time to take account of relevant factors including possible changes in the surrounding built environment or market considerations.
- 1.7 In preparing the 2013 proposals some of the application documents have been entirely replaced by new documents whilst others now have a separate Addendum or Supplement which should be read alongside the 2012 document. The documents forming the 2013 Amendments are described below.
- 1.8 The documents which form the planning application (2013 Proposals) and are for approval are
  - the planning application form (2012 form with 2013 update of Schedule B – Description of Development)
  - land ownership and agricultural holdings certificates (July 2012)
  - the eight Parameter Plans (2013 version)
  - the five Access Plans (2013 version)
  - the Development Specification (2013 version).
- 1.9 The planning application is accompanied by a number of supporting documents and studies. The Environmental Statement (ES) is required by law to accompany the application in order to assess its likely significant environmental effect. The Development Specification and Parameter Plans form the basis of the EIA. However, the ES does not form part of the application but is submitted in support of it.
- 1.10 The supporting documentation comprises
  - (a) the Planning Statement (2013 version)
  - (b) Design and Access Statement (plus 2013 Addendum)

- (c) the Environmental Statement (and Non Technical Summary) (plus 2013 Addendum)
  - (d) the Transportation Assessment and Travel Plan (plus 2013 Supplement)
  - (e) the Retail Assessment (July 2012)
  - (f) the Employment and Economic Benefits Report (July 2012)
  - (g) the Flood Risk Assessment (July 2012)
  - (h) the Sustainability Statement (July 2012) (plus 2013 Addendum)
  - (i) the Utilities Appraisal Summary (July 2012)
  - (j) the Statement of Community Involvement (July 2012).
- 1.11 Whilst not forming part of the application for which approval is sought, these supporting documents are submitted with the aim of assisting the Local Planning Authority, other bodies and local people in both understanding and evaluating the proposals. If appropriate, parts of these documents can be linked via planning condition to the permission.
- 1.12 There are certain documents on the ABC local validation checklist such as the Affordable Housing Statement, the Development Contributions Viability Statement and S106 Heads of Terms which are not enclosed with the submission documents. This is because these matters are still in course of negotiation with ABC. A formal statement or statements on these matters will be submitted once these negotiations have progressed further.
- 1.13 The Parameter Plan approach provides a robust planning framework compliant with current planning and environmental legislation for the application and the basis of the assessment of the likely significant environmental effects of the proposed development to be reported in the Environmental Statement and its Addendum.
- 1.14 Such an approach whilst providing sufficient certainty at the outline application stage, will also allow for some flexibility (through limits of deviation) for the future reserved matters, the detailed design and development which will be controlled through the planning conditions expected to be imposed on the Outline Planning Permission requiring the details of the scale and layout of the development to be fully in accordance with the approved Parameter Plans. Such conditions are also expected to secure and deliver any proposed mitigation arising from the EIA process.

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## **2.0    THE APPLICATION SITE**

- 2.1    The application site occupies an area of 415.29 hectares to the south west of Ashford. The site is bounded by the urban edge of Ashford to the north (Singleton and Stanhope), the A28 to the west, Long Length to the east and farmland to the south. The village of Shadoxhurst is located approximately 900 metres south of the application boundary.
- 2.2    Within the overall application site there are some parcels of land which are excluded from the proposed development. These areas are controlled by third parties and are mostly occupied as private houses with gardens. The planning application makes no proposals regarding the future of these land parcels.
- 2.3    The land which forms the planning application site is predominantly agricultural land plus a limited number of buildings which are controlled by the applicants. The site is crossed by a number of public highways, public rights of way (including the Greensand Way) and utility services (including overhead and underground power lines). The watershed between the catchments of the River Stour and the River Beult runs through the site. The topography of the site consists of sloping land falling from the Singleton / Stanhope ridge to the north, flattening into more level land in the central and southern portions of the site. There is a mosaic of fields largely bounded by hedgerows and interspersed with copses and small woodlands.
- 2.4    The site contains no Sites of Special Scientific Interest, Listed Buildings or Scheduled Ancient Monuments. There are several listed buildings within the parcels excluded from the application site. The site contains five areas of woodland which are listed in the Ancient Woodland Inventory and a number of hedgerows which are deemed to be of historic importance under the 1997 Hedgerow Regulations.

### 3.0 **DEVELOPMENT CONTENT**

#### **Development Description**

3.1 The outline planning application seeks permission for

**“Outline application for a Comprehensive Mixed Use Development comprising:**

- up to 5,750 residential units, in a mix of sizes, types and tenures;
  - up to 10,000 m<sup>2</sup> (gross external floorspace) of Class B1 use;
  - up to 9,000 m<sup>2</sup> (gross external floorspace) of Class A1 to A5 uses;
  - Education (including a secondary school of up to 8 ha and up to four primary schools of up to 2.1 ha each);
  - Community Uses (class D1) up to 7,000 m<sup>2</sup> (gross external floorspace);
  - Leisure Uses (class D2) up to 6,000 m<sup>2</sup> (gross external floorspace);
  - Provision of local recycling facilities;
  - Provision of areas of formal and informal open space;
  - Installation of appropriate utilities infrastructure as required to serve the development, including flood attenuation works, SUDS, water supply and wastewater infrastructure, gas supply, electricity supply (including substations), telecommunications infrastructure and renewable energy infrastructure (including CHP in the District Centre);
  - Transport infrastructure, including provision of three accesses on to the A28, an access on to Coulter Road / Cuckoo Lane, other connections on to the local road network, and a network of internal roads, footpaths and cycle routes;
  - New planting and landscaping, both within the Proposed Development and on its boundaries, and ecological enhancement works; and
  - Associated groundworks
- where appearance, landscaping, layout and scale are reserved for future approval and where access is reserved for future approval with the exception of the three accesses on to the A28 and the access on to Coulter Road / Cuckoo Lane”.

3.2 The applicant invites the Local Planning Authority, upon the grant of planning permission, to impose appropriate planning conditions to limit the scope of each element of the development so that it conforms with the description of the development.

3.3 The form of the outline application proposals for Chilmington Green are fixed by eight Parameter Plans. The Parameter Plans forming the amended 2013 submission are all identified by the suffix ‘R’ (such as OPA01R). These are (Table overleaf)



<b>Description</b>	<b>No.</b>	<b>Date</b>	<b>Scale</b>
Application Boundary Plan	OPA01R	2013	1:10,000 @A3.
Land Use Plan	OPA02R	2013	1:10,000 @A3
Residential Density Plan	OPA03R	2013	1:10,000 @A3
Storey Heights Plan	OPA04R	2013	1:10,000 @A3
Access and Strategic Vehicular Routes Plan	OPA05R	2013	1:10,000 @A3
Open Space Plan	OPA06R	2013	1:10,000 @A3
Buildings Parameters Plan	OPA07R	2013	1:10,000 @A3
Footpath and Cycle Routes Plan	OPA08R	2013	1:10,000 @A3

3.4 In addition, there are five detailed Access Plans which are also submitted for approval rather than being reserved. These are

- Access 'A' : Northern A28 access (No. 131065/A/01B)
- Access 'B' : A28 Priority Junction (No. 131065/A/04A)
- Access 'C' : Southern A28 Access (No. 131065/A/02B)
- Access 'D' : Coulter Road / Cuckoo Lane Access (No. 131065/A/15)
- Section through Access 'A' (No. 131065/A/17).

3.5 Each of the Parameter Plans and the Access Plans are described in more detail in Section 4 of this Development Specification.

### **Residential**

3.6 The planning application seeks planning permission to construct up to 5,750 dwellings at Chilmington Green pursuant to Policy CS5 of the adopted Ashford Core Strategy (2008) and Policy CG2 of the Chilmington Green AAP (2013). If planning permission is granted in 2013 / 14, it is anticipated that the first house completions would take place in 2014 / 15. Whilst completion rates will be dependent on wider market factors and the number of housebuilders on site at any one time, it is expected that the average completion rate will be between 250 and 300 new homes per year. On this basis, the residential part of the site is not likely to be completed until the latter part of the 2030's.

3.7 The development will comprise a full range of housing types, sizes and tenures. This will extend from one bedroom flats to five bedroomed detached houses. However, the predominant character of the site will be traditional family houses with gardens. Since market demand and affordable housing needs will change over the next twenty years, it is not considered appropriate to precisely fix the dwelling mix for the whole development now. The applicants do consider it would be appropriate to set out an indicative mix for development.

3.8 The indicative mix is as follows

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1 bed flats	1.4%
2 bed flats	5.9%
2 bed houses	18.8%
3 bed houses	35.3%
4 bed houses	27.9%
5 bed houses	10.8%
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	100.0%

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- 3.9 The Chilmington Green development will provide both private and affordable housing. The former South East Plan (Policy EKA3) stated that the target level of affordable housing in Ashford and East Kent should be 30% and this percentage is carried forward into Policy CS12 of the Ashford Core Strategy and Policy CG18 of the AAP. The policies recognise, however, that the target percentages need to be interpreted in the context of local affordable housing needs, the availability of grant subsidy and the characteristics of the site. All of these factors will need to be assessed in the context of the overall S106 package and the economic viability of the Chilmington Green development.
- 3.10 Policy CG18 of the AAP provides that when less than 30% affordable housing is delivered in a phase, the Council's Deferred Contributions Policy will apply to seek to 'claw back' the shortfall in later phases. This 'claw back' will be subject to a cap of 40% affordable housing in any one phase. It is this CG18 compliant approach which is being progressed in the detailed S106 negotiations between the Applicants and the Borough Council.

### **Employment**

- 3.11 The Chilmington Green planning application seeks permission for up to 10,000 m<sup>2</sup> (gross external area) of B1 (business) floorspace. No restriction is proposed on the form of the B1 floorspace so it could range from offices and studios / workshops to light industrial space. Chilmington Green is not proposed as a major employment location and this is consistent with the Core Strategy which sees strategic employment growth focussed at the town centre and business parks with good access to the M20. This approach is also reflected in Policy CG2 of the adopted AAP.
- 3.12 The master plan shows employment in three broad locations
- within the District Centre : This will be small scale B1 floorspace, primarily above 'A' class units. It is expected that the market demand for this space will be predominantly as offices
  - to the north of the District Centre : This area is proposed to be occupied by two storey B1 use buildings suitable for a mix of professional offices, studios / workshops and light industry
  - in the two Local Centres : Provision is made for small scale B1 floorspace in association with each of the two local centres.
- 3.13 Whilst the Employment and Economic Benefits Report (July 2012) provides an indication of the amount of B1 floorspace in each location and its possible form of occupation, this is simply to provide an illustration of the potential level of job

generation on the site. Given the long development period and changing patterns of demand, it is not proposed that the amount and form of the B1 floorspace in each location is controlled by condition. This can be defined in subsequent detailed master plans for each phase in the context of market conditions prevailing at the time.

- 3.14 B1 floorspace is only one of the sources of employment at Chilmington Green. When the B1 employment is combined with jobs in retailing, leisure, community and the education sector it is expected that total employment at Chilmington Green will be around 1,200 which exceeds the 1,000 jobs sought in Policy CS5 of the Core Strategy. This excludes employment from people working from home. This modest exceedence of the jobs total in Policy CG18 compared to Policy CS5 of the Core Strategy was considered by the AAP Inspector who concluded that the 1,184 jobs referred to in Table 1 was not unsound.

### **A Class Uses**

- 3.15 Permission is sought for up to 9,000 m<sup>2</sup> (gross external area) of 'A' class uses. This includes retail (A1), professional and financial services (A2) and food and drink uses (A3, A4 and A5). The majority (8,095 m<sup>2</sup> gross) of the A class floorspace is proposed to be concentrated at the District Centre which is the focus of non residential uses at Chilmington Green. The two local centres will provide very localised 'top up' retail facilities and each is proposed to accommodate around 425 m<sup>2</sup> (gross) of A class floorspace. Whilst not identified on the master plan, additional opportunities may exist within the application area to convert existing buildings into pubs and restaurants. There may also be a demand for small scale A3 to A5 food and drink uses in Discovery Park. Further detail is contained in the Retail Assessment prepared by G L Hearn.

### **Education**

- 3.16 Policy CG15 of the adopted AAP confirms that the development of 5,750 dwellings will generate the need for additional education facilities. The policy requirement is for four, two form entry primary schools (each of 2.1 hectares in land area) and one, six form entry secondary school (an 8 hectare site). The planning application seeks permission for this level of education infrastructure and sites are shown on the master plan. At the present time, it has not been decided whether the schools will be delivered by KCC, as education authority, or procured as 'free schools'. However, the S106 agreement will need to include provisions to facilitate either delivery option.
- 3.17 In addition to primary and secondary education, it is likely that there will be market demand for several commercially provided pre school nurseries. Specific sites for these have not been identified within the master plan, but appropriate locations would include the district and local centres as well as part of the primary school sites. These commercial child nurseries would count towards the D1 floorspace total.

### **Community and Leisure Uses (D1 & D2 Uses)**

- 3.18 Up to 7,000 m<sup>2</sup> (gross external area) of Community (D1) and 6,000 m<sup>2</sup> (gross external area) of Leisure use (D2) floorspace is proposed. This will provide for the social infrastructure needs of the development including community and sports halls, health and community facilities. These facilities and services will be clustered in the district centre and the two local centres. Indoor sports provision will additionally be provided in Discovery Park and in association with the cricket pitch in the Hamlet. The precise extent and size of the community and leisure uses and their phasing are currently being investigated with ABC and KCC and the agreed position will be set out in the S106 agreement. This floorspace is in addition to that provided in the four Primary Schools and the Secondary School.

### **Local Recycling Facilities**

- 3.19 The application includes the provision of local recycling facilities. The precise form and location of these facilities will be agreed as part of the reserved matters submissions. However, the district and local centres are envisaged as the most appropriate locations for these facilities.

### **Open Space**

- 3.20 The provision of formal and informal areas of open space has been designed to conform with the adopted Green Space and Water Environment SPD. This sets out the hierarchy of types of open space, the level of physical provision per 1,000 population and guidance on distribution. It has been agreed that for the purposes of calculating the future population of Chilmington Green that an average household size of 2.4 has been used. This produces a final population of 13,800 persons. Using the emerging SPD standard, this produces the following requirement for each category of open space

Outdoor sports pitches	22.08h
Informal / natural green space	27.06h
Childrens equipped playspace	6.9h
Allotments	2.76h
Parks and Recreation Grounds	4.14h

- 3.21 The amended 2013 Land Use Parameter Plan (No OPA02R), the Open Spaces Parameter Plan (OPA06R) (and the S106 agreement when finalised) demonstrate how the requirements of the SPD will be met. The Land Use Plan and Open Spaces Parameter Plan assume that no dual use of school playing fields is achieved. It has been agreed with ABC that if some dual use is achieved, it may be possible to reduce the amount of playing fields provided in Discovery Park by a commensurate amount, however, this is likely to be in the later phases of development once the Secondary School is open and suitable long term management plans are in place.
- 3.22 The Council's July 2013 responses to the planning application expressed concern that the number and size of the 'super play areas' did not accord with the Master Plan

forming part of the AAP. The revised Parameter Plans show an amended distribution of open space and allotments to ensure the application fully complies with the AAP. Further detail is provided in the Design and Access Statement Addendum.

- 3.23 The Core Strategy contains a proposal for a strategic park at Discovery Park which will serve a much greater role than just Chilmington Green. Under the Community Infrastructure Levy (CIL) Regulations it is not lawful for the developers of Chilmington Green to provide more open space than is necessitated by the development, in accordance with the guidance in the adopted SPD. On this basis, the developers will be delivering the central section of Discovery Park. The indicative extent of this is shown in the Addendum to the Design and Access Statement.

### **Infrastructure**

- 3.24 The development will deliver the infrastructure necessary to support the new community at Chilmington Green. This includes flood attenuation works, sustainable urban drainage (SUDS), water supply and waste water disposal plus other utilities such as gas, electricity and telecommunications. In order to meet the renewable energy requirements of Core Strategy Policy CS10 and the SPD, outline permission is sought for renewable energy infrastructure including a CHP facility in the District Centre. For the avoidance of doubt, this does not include commercial scale wind turbines.
- 3.25 There are a number of strategic service routes that cross parts of the site including a 132kv electricity cable, a strategic water main and a high pressure gas main. These routes will be safeguarded whilst other, smaller utility supplies will be integrated with the new supply strategy.
- 3.26 The easements associated with strategic services have been incorporated in the master plan. Any proposed dwellings adjacent to the high voltage cable route will be situated where the magnetic field is less than 0.4mT; a minimum of 30m away from the power line.

### **Transportation**

- 3.27 The development will provide two new roundabout accesses and one priority junction on to the A28 plus a new roundabout access on to Coulter Road / Cuckoo Lane. These accesses are the only part of the development where detailed approval is sought now. All other access works are shown indicatively on the Parameter Plans and Master Plan. The development will also provide an integrated network of footways and cycleways. In response to comments from the Borough Council, a revised suite of access plans have been submitted (Nos. 131065/A/01B, 02B, 04A, 15 and 17). These replace the 2012 access plans. These plans are described in more detail in Section 4.
- 3.28 A key element of the concept for Chilmington Green is good accessibility by a frequent bus service and this is set out in the Transport Assessment and its

supplement. The S106 package will secure a high quality bus service between the town centre and the site.

- 3.29 The development of Chilmington Green will place additional traffic on the road network in the Ashford area. KCC, as highway authority, has a number of proposals to upgrade the network in and around Ashford and the developers will be making a contribution to this which is commensurate with the assessed impact in accordance with Policy CG12. Since these improvements will be procured by KCC, no wider highway works are included as part of the planning application.
- 3.30 The Borough Council's comments schedule (July 2013) raises a number of detailed queries on the submitted Transport Assessment. The Supplement to the TA (2013) deal with these points.

### **Planting , Landscaping and Ecological Enhancement**

- 3.31 Whilst the master plan has been designed to minimise the impact on the landscape, trees and hedgerows, there will inevitably be some loss or severance of existing habitat. These will be more than compensated for by new tree and hedge planting which will help to create an early 'green' structure to the development. In addition, new areas of ecological enhancement will be created on land controlled by the Applicants to provide a range of habitats. These have been extensively discussed and agreed with Natural England and the Kent Wildlife Trust. The annotated comments schedule and the ES Addendum deal with the issues raised in respect of planting, landscaping and ecological enhancement.

### **Associated Groundworks**

- 3.32 The development will require some groundworks to remodel parts of the site. These works include remodelling to create SUDS areas, new roads and junctions and level areas for the new playing fields. Finished ground levels can be controlled by the imposition of appropriate planning conditions. However, the amended Storey Heights Parameter Plan (OPA04R) allows for modest ground modelling by a +/- one metre limit of deviation on the stated heights of buildings. The aim is to balance cut and fill so no material needs to be taken off site.

### **Environmental Performance Standards**

- 3.33 The development will be low carbon and energy efficient. As a minimum, all dwellings will be built to Code 4 levels set out in the Code for Sustainable Homes. Under current legislation the Code rating will progressively rise to Code 6 (zero carbon) in 2016. However, the Government is currently reviewing environmental standards, so the scheme will comply with whatever are the relevant standards prevailing at the time each phase is built. Non residential buildings will be built to BREEAM 'Excellent' standard in accordance with Policy CS10.



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- 3.34 In accordance with Policy CS10 of the Core Strategy and Policy CG19 of the AAP, the buildings at Chilmington Green will incorporate sustainable design features to reduce the consumption of natural resources and help deliver the Core Strategy aspiration of zero carbon growth in Ashford. The precise energy package will be agreed at reserved matters stage.
- 3.35 Other sustainable design measures include
- passive design features, including building airtightness and thermal efficiency, use of building orientation and use of appropriate material choices;
  - an objective to achieve a gold standard Building for Life Award;
  - water efficient devices, water metering and rainwater harvesting will be used to reduce water consumption within the Site;
  - priority will be given to the selection of construction materials with low environment impact;
  - appropriate waste storage for all building types and the provision of recycling facilities.
- 3.36 Permission is also sought for a CHP plant in the District Centre as part of the first phase of the development. The Land Use Plan (OPA02R), the Storey Heights Plan (OPA04R) and the Building Parameters Matrix (**Appendix 2**) define the location and maximum building parameters of both the CHP building and its chimney. Further details of the rating and capacity assumptions are contained in the 2013 ES Addendum and the Sustainability Statement Addendum. When detailed proposals for the CHP plant come forward, they will be checked to ensure they accord with the ES Addendum assessment. If they do not, it may be necessary to prepare a new ES assessment of this element to accompany the relevant reserved matters submission.

## 4.0 **PARAMETER PLANS AND ACCESS PLANS**

- 4.1 The eight Parameter Plans (2013 Amendments) are described below. Each of the plans should be read together with its key and the description set out below. These provide more detailed information on certain elements shown on the plans. The detailed Access Plans solely relate to the two new roundabouts and the priority junction on the A28, plus the roundabout access on to Coulter Road / Cuckoo Lane.
- 4.2 The suite of Parameter Plans have been prepared to meet all the information requirements for outline applications as set out in the Development Management Procedure Order (2010 and 2012). For ease of reference, the information on each reserved matter is set out below
- Layout : The approximate location of buildings is provided on Parameter Plan 07R (Building Parameters) and **Appendix 2**, routes and open spaces are shown on Parameter Plans 02R (Land Use Plan) , 05R (Access and Strategic Routes) and 06R (Open Spaces Plan)
  - Scale : Parameter Plan 04R provides information on storey heights. Maximum and minimum building dimensions are set out in Appendix 3 and this needs to be read in conjunction with Parameter Plan 07R (Building Parameters)
  - Access : Parameter Plans 05R (Access and Strategic Vehicular Routes) provides indicative access locations (with the exception of the three A28 accesses and the Coulter Road / Cuckoo Lane access where approval is sought now). Parameter Plan 08R (Footpath and Cycle Routes) identifies the existing and proposed network of footpaths and cycleways.

### **Planning Application Boundary (OPA01R) (2013)**

- 4.3 Parameter Plan 01R shows the planning application site outlined in red. Whilst the boundary has not changed since submission in 2012, it has been decided to reissue it with an 'R' suffix to make it clear that it forms part of the revised suite of 2013 plans. The application site extends to 415.29 hectares. No land is shown outlined in blue since there is no other land which is controlled by the Applicants. The application site includes the two new roundabout accesses on the A28 and the section of the A28 between them. The land necessary to deliver the Coulter Road / Cuckoo Lane roundabout is also contained within the application site.
- 4.4 There are a number of 'holes' in the application site. These land parcels are controlled by third parties and permission is not sought for any development on them. Should the owners seek to obtain planning permission for their land, this will need to be the subject of a separate planning application and S106 agreement.

### **Land Use Plan (OPA02R) (2013 amendment)**

- 4.5 Parameter Plan 02R shows the land use plan for Chilmington Green and replaces the submitted Parameter Plan 02. This is a comprehensive plan for the whole 415.29 hectare site and is the scheme which, along with the other Parameter Plans, is the proposal which has been assessed by the Environmental Impact Assessment, the TA, and the FRA. The plans shows the extent of the built footprint, the disposition of land uses across the site, the points of access and the areas of open space and flood attenuation. All subsequent reserved matters submissions will need to be in accordance with the principles of this plan. Whilst not a Parameter Plan, an illustrative master plan showing the approximate location of all buildings is contained in the Design and Access Statement.
- 4.6 The main changes between the originally submitted Land Use Plan (02) and the 2013 amendment (02R) are
- creation of four ‘super play areas’ each exceeding 1.5 hectares
  - grouping of allotments
  - clustering of formal sports provision
  - identifying a location within the District Centre for a CHP facility
  - clarification of extent of predominantly wet SUDS facilities
  - reduction in the size of the northern roundabout on the A28 and consequential amendments to the development area boundary
  - changing the middle access on the A28 from traffic lights to a staggered priority junction
  - permission is no longer sought for a park and ride to the west of the A28, however the site is shown as safeguarded for this use in accordance with Policy CG14 of the AAP.

### **Residential Density Plan (OPA03R) (2013 amendment)**

- 4.7 Parameter Plan 03R shows the pattern of residential densities across the site and replaces the submitted Parameter Plan 03. It should be noted that parcel sizes and their numbering have changed so the density matrix (**Appendix 1**) attached to the Development Specification supersedes the 2012 version. The densities will vary from less than 10 dwellings to the hectare (10 dph) on the southern boundary to up to 66 dph adjacent to the District Centre and Local Centres. There are also the mixed use areas within the District Centre and Local Centres which are described further below.
- 4.8 The density changes between the originally submitted Density Plan (03) and the 2013 Amendment (03R) are

- reducing the density in part of former band D34 to the south of the Hamlet from 'up to 15 dwellings' per hectare to '10 or less' (now Parcel D78)
  - reducing the density in parts of former plots D26 and D32 (now D76 and D77) from '16 – 25 dwellings per hectare' to '10 or less'
  - increasing the densities in plot 40 from '31 – 40 dwellings per hectare' to '36 – 45 per hectare'.
- 4.9 Densities are calculated on the basis of net residential areas as defined in Annex B of the former PPS3. The key to plan OPA03R explains that within each density area a density range is proposed, however in order to provide certainty regarding the number of dwellings to be provided, an average density is also stated. For example, Area D12 will contain densities ranging between 31 and 40 dwellings to the hectare, however the overall maximum average in the whole area will be 35dph. On this basis, the 2.71 hectares of land will produce not more than 95 dwellings.
- 4.10 Within the mixed use areas of the District Centre and Local Centres, the densities have to be calculated on a different basis since an allowance has to be made for other uses such as shops, offices, community facilities and car parking. In these areas a 'bottom up' methodology has been used whereby the masterplanners have calculated the likely number of residential units which could be accommodated in the mixed use areas (the brown tone on plan OPA02R) and then divided this by the total land area of the brown land. Because the area includes non-residential uses such as the shops, supermarket, car parking and the community buildings, this dilutes the residential element and depresses the residential density to an average of 29.6 dwellings to the hectare.
- 4.11 Whilst 29.6 dph is a mid-range density in the context of the whole master plan, the actual form of the housing within the District Centre and Local Centres will be high density since it includes a significant number of apartments, some of which will be above shops.
- 4.12 The schedule of development parcels and densities forms **Appendix 1** to this Development Specification and demonstrates how 5,750 dwellings can be achieved in accordance with the Core Strategy.

### **Storey Heights Plan (OPA04R) (2013 amendment)**

- 4.13 Parameter Plan 04R sets out the distribution of building heights across the development and replaces the submitted parameter Plan 04. This is expressed in terms of storey heights with a maximum building height cap (to the top of the ridge and measured from the existing ground level). The heights range from 'up to 2.5 storeys (10m)' to 'up to 4 storeys in the mixed use areas (18m)'. It should be noted that these heights represent the maximum parameters which were assessed for the purposes of the Environmental Impact Assessment and, in practice, the whole development will not be built to the theoretical maximum. Since there will be modest land re-grading across the site, the heights of buildings shown on the Parameter Plan have a limit of deviation of plus or minus one metre. This is confirmed on the key.

- 4.14 Parameter Plan 04R shows the logical graduation of building heights across Chilmington Green. The areas of highest buildings will be at the commercial areas of the District and Local Centres whereas lower two storey buildings will predominate on the southern and western edges of the development area and around the Hamlet. Whilst the Hamlet is in the centre of the development, an approach of lower density, two storey housing was seen as most appropriate given the environmental sensitivity of the area.
- 4.15 The main changes to the Storey Heights plan are
- the inclusion of the CHP chimney in the District Centre. This is shown as being up to 21 metres in height which is the maximum which has been assessed in the ES Addendum
  - an amendment to the amount of four storey development adjacent to the northern A28 access.

#### **Access and Strategic Vehicular Routes Plan (OPA05R) (2013 amendment)**

- 4.16 Parameter Plan 05R shows the vehicular access and movement strategy for Chilmington Green and replaces the submitted Parameter Plan 05. The three new accesses on to the A28 are shown with dashed blue circles. These accesses plus the new roundabout at Coulter Road / Cuckoo Lane are the only part of the development where detailed permission is being sought now. Further detail on these is set out in paragraph 4.28 below.
- 4.17 The orange lines represent the network of more strategic new roads. Since the precise alignment of these roads can only be defined once the associated phase layouts are fixed, the Parameter Plan allows for a limit of deviation of 20 metres either side of the orange line. The blue lines are existing roads which will need upgrading and again, a limit of deviation of 20 metres is shown. This relates to part of Mock Lane and part of Chilmington Green Road. The roads shown in black are existing roads and lanes which are proposed to remain, but will not be upgraded.
- 4.18 Parameter Plan 05R does not attempt to define the network of new estate roads that will serve individual development parcels. These will be defined in the context of subsequent detailed master plans for each phase.
- 4.19 The main changes from the submitted plan 05 are
- this Parameter Plan has been split into two Parameter Plans. Plan 05R deals with vehicular access whilst the new Parameter Plan 08R relates to footpaths and cycle access
  - the size of the roundabout at the proposed northern access on to the A28 has been reduced from 60 metres ICD to 40 metres ICD.

### **Footpaths and Cycleways Plan (OPA08R) (2013 amendment)**

- 4.20 Parameter Plan 08R is a new plan which also replaces Parameter Plan 05. It provides information on the existing and proposed network of footpaths and cycleways.

### **Open Space (OPA06R) (2013 amendment)**

- 4.21 Parameter Plan 06R sets out the type and distribution of open space across Chilmington Green and demonstrates how the Council's Green Space and Water Environment SPD standards will be met. This replaces the submitted Parameter Plan 06.
- 4.22 This Parameter Plan deals with all categories of open space from green space and equipped play spaces to the strategic open space which will form Discovery Park. The distribution of these open spaces has been determined by an understanding of local landscape, topography, ecology, and heritage as well as the need for certain types of open space to be within easy walking distance of all homes.
- 4.23 The Council's schedule of comments (July 2013) expressed concern that the distribution of 'super play areas' did not reflect the approach in the AAP master plan, that the allotments were too dispersed and some of the smaller formal facilities such as tennis courts should be clustered. The revised Parameter Plan 06R addresses all of these concerns and a revised schedule of open space areas in the Addendum to the Design and Access Statement is provided to demonstrate that the requirements of the adopted SPD have been considered.
- 4.24 The main focus of formal pitches is in the central part of Discovery Park. This area is large enough to accommodate 20 hectares of formal pitches and will be associated with a new sports and community building to the north of the pitches. It is possible that some of the pitch and sports provision associated with the Secondary and Primary Schools will be available for dual use. If this occurs, the extent of pitches in Discovery Park will be reduced to avoid over provision and unnecessary maintenance costs being incurred.
- 4.25 Discovery Park is a strategic park serving both Chilmington Green and the wider Ashford area, as set out in Core Strategy Policy CS18A and AAP Policy CG9. Since the area of Discovery Park will be far greater than is necessary to serve Chilmington Green, the developers can only deliver that part of the park required by the adopted SPD. This will be the central section of the park and its precise extent will be defined in the S106, however, an indicative extent is shown in the DAS Addendum (2013). The northern and southern sections of the park will need to be the subject of separate management discussions between the Borough Council and the landowners.
- 4.26 In addition to recreational open space, Parameter Plan 06R also defines the areas to be used for ecological mitigation and enhancement. These include such areas as ecologically managed farmland, flooded meadow ecology park and proposed woodland. Each of these areas will be subject to an agreed management regime which will define the extent of permissible public access. All of these mitigation and enhancement areas are controlled by the Applicants and are within the application boundary.



### **Building Parameters Plan (OPA07R) (2013)**

- 4.27 This Parameter Plan should be read in conjunction with the Building Parameters Matrix (**Appendix 2**) and the Storey Heights Parameter Plan (04R). The Parameter Plan shows the locations where the building typologies set out in the Building Parameters Matrix will be found. There are no in principle changes to the typologies, the only changes are to reflect boundary amendments shown on other Parameter Plans and the addition of the CHP building and chimney.

### **Access Plans (2013)**

- 4.28 There are four access points to the development which are not reserved for subsequent approval and hence detailed plans are submitted now for approval. Whilst these four access points have not changed, a new suite of access plans is submitted to reflect comments made by ABC, KCC and other interested parties. Each of the accesses is described below along with any changes from the 2012 submission
- Access 'A' : Northern A28 Roundabout (Plan No. 131065/A/01 B) : It has been agreed that this roundabout can be reduced in size from 60m ICD to 40 metres ICD. Capacity analysis has been undertaken to ensure this revised design has sufficient capacity to accommodate the completed scheme
  - Access 'B' : Central A28 Access (Plan No. 131065/A/04 A) : The submitted 2012 proposals showed this as a traffic light controlled access. As a response to comments from KCC, this has been redesigned as a staggered priority junction. Capacity analysis has been undertaken to ensure this revised design has sufficient capacity to accommodate the completed scheme
  - Access 'C' : Southern A28 Roundabout (Plan No. 131065/A/02 B) : This plan represents only a minor change from the plan submitted in 2012 and remains a 40 metre ICD roundabout
  - Access 'D' : Coulter Road / Cuckoo Lane Mini Roundabout (Plan No. 131065/A/15) : Minor changes have been made to this mini roundabout to ensure the swept path of larger vehicles can be accommodated
  - Long Section through Access 'A' : (Plan No. 131065/A/17) : This provides a long section through the revised and smaller northern access on the A28.

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## **5.0 IMPLEMENTATION**

- 5.1 It is envisaged that the development will commence in 2014 / 15 and not be fully completed until the late 2030's. However, the development must accord with the principles shown on the suite of Parameter Plans and this Development Specification which set out a range of matters including the pattern of land uses, densities and building heights.
- 5.2 The development will be developed in four broad phases as set out in the Design and Access Statement and the 2013 Addendum. Phase 1 will be located at the western edge of the development area and will include the District Centre and first primary school. Phases 2 and 3 will progress east and south from phase 1 and the final, phase 4, will form the south eastern quadrant of the development area.
- 5.3 The development will also be controlled by planning conditions attached to the planning permission and an agreement under Section 106 of the Town and Country Planning Act 1990. Together, these will ensure that the development of Chilmington Green proceeds in accordance with the Parameter Plans and Development Specification and will be accompanied by the phased provision of all necessary physical and social infrastructure.



RESIDENTIAL DENSITY CALCULATIONS

RESIDENTIAL				
Density range 10 d/Ha or less				8
Average density	Msq	Ha	Acres	
D33	20116	2.01	4.97	16
D35	3591	0.36	0.89	3
D36	1517	0.15	0.37	1
D49	15559	1.56	3.85	12
D55	24657	2.47	6.09	20
D76	13703	1.37	3.39	11
D77	11179	1.12	2.76	9
D78	26932	2.69	6.66	22
Total	117254	11.73	28.98	94

RESIDENTIAL				Calculated Density
Density range 15 d/Ha or less				15
Average density	Msq	Ha	Acres	
D1	8318	0.83	2.06	12
D9	4734	0.47	1.17	7
D17	19909	1.99	4.92	30
D34	45212	4.52	11.17	68
D37	8241	0.82	2.04	12
D42	5379	0.54	1.33	8
Total	91793	9.18	22.69	138

RESIDENTIAL				Calculated Density
Density range 16-25 d/Ha				21
Average density	Msq	Ha	Acres	
D2	18537	1.85	4.58	39
D3	16431	1.64	4.06	35
D15	6865	0.69	1.70	14
D16	3607	0.36	0.89	8
D20	10636	1.06	2.63	22
D26	19794	1.98	4.89	42
D32	17714	1.77	4.38	37
D38	16156	1.62	3.99	34
D48	7855	0.79	1.94	16
D54	13378	1.34	3.31	28
D70	5150	0.52	1.27	11
D71	15083	1.51	3.73	32
D75	6804	0.68	1.68	14
Total	158010	15.80	39.05	332

RESIDENTIAL				Calculated Density
Density range 21-30 d/Ha				25
Average density	Msq	Ha	Acres	
D25	21684	2.17	5.36	54
D47	14685	1.47	3.63	37
D53	13343	1.33	3.30	33
Total	49712	4.97	12.29	124

RESIDENTIAL				Calculated Density
Density range 31-40 d/Ha				35
Average density	Msq	Ha	Acres	
D6	39758	3.98	9.83	139
D10	27139	2.71	6.71	95
D11	64769	6.48	16.01	227
D14	14939	1.49	3.69	52
D18	11764	1.18	2.91	41
D24	16498	1.65	4.08	58
D31	27379	2.74	6.77	96
D39	57004	5.70	14.09	200
D43	13059	1.31	3.23	46
D46	17162	1.72	4.24	60
D51	56444	5.64	13.95	198
D52	4978	0.50	1.23	17
D56	21890	2.19	5.41	77
D57	15715	1.57	3.88	55
D58	11705	1.17	2.89	41
Total	400203	40.02	98.91	1401

RESIDENTIAL				Calculated Density
Density range 36-45 d/Ha				40
Average density	Msq	Ha	Acres	
D4	11160	1.12	2.76	45
D7	35269	3.53	8.72	141
D12	30927	3.09	7.64	124
D19	16232	1.62	4.01	65
D27	28994	2.90	7.17	116
D28	30931	3.09	7.64	124
D30	26452	2.65	6.54	106
D40	32641	3.26	8.07	131
D44	5446	0.54	1.35	22
D45	8315	0.83	2.06	33
D50	51259	5.13	12.67	205
D61	13032	1.30	3.22	52
D65	15272	1.53	3.77	61
D67	11193	1.12	2.77	45
D72	19574	1.96	4.84	78
D73	41394	4.14	10.23	166
D74	14698	1.47	3.63	59
Total	392789	39.28	97.08	1,571

RESIDENTIAL				Calculated Density
Density range 41-50 d/Ha				45
Average density	Msq	Ha	Acres	
D5	36350	3.64	8.98	164
D13	42726	4.27	10.56	192
D21	26060	2.61	6.44	117
D22	9900	0.99	2.45	45
D23	28039	2.80	6.93	126
D59	17863	1.79	4.41	80
D60	9446	0.94	2.33	43
D62	26666	2.67	6.59	120
D63	37037	3.70	9.15	167
D64	10646	1.06	2.63	48
D66	8954	0.90	2.21	40
D68	36857	3.69	9.11	166
D69	57235	5.72	14.15	258
Total	347779	34.78	85.96	1565

RESIDENTIAL				Calculated Density
Density range 57-66 d/Ha				62
Average density	Msq	Ha	Acres	
D8	34378	3.44	8.50	213
D29	8719	0.87	2.15	54
D41	6646	0.66	1.64	41
Total	49743	4.97	12.29	308

MIXED USE AREAS				Average Density of MUA = 29.6 dph
CH (Chilmington High St.)	62543	6.25	15.46	179
OV (Orchard Village Neighbourhood Centre)	6088	0.61	1.50	21
CB (Chilmington Brook Neighbourhood Centre)	4708	0.47	1.16	17
Total	73339	7.33	18.13	217

Total develop. Area *	168.06	Ha
Units	5,750	
Average Density *	34.21	D/Ha

\* incl. mixed use areas

PHASE 1		
100%	D1	12
100%	D2	39
100%	D3	31
100%	D4	46
100%	D5	164
100%	D6	140
100%	D7	136
100%	D8	213
100%	D9	7
100%	D10	95
100%	D13	192
100%	D34	68
100%	D35	3
100%	D36	1
100%	D56	77
100%	D57	55
100%	D58	41
22%	D66	9
60%	D67	27
100%	D78	22
86%	CH	124
TOTAL		1501

PHASE 2		
100%	D11	227
100%	D12	124
100%	D14	52
100%	D15	14
100%	D16	8
100%	D17	30
100%	D18	41
100%	D19	65
100%	D20	22
100%	D21	117
100%	D64	48
100%	D65	61
78%	D66	31
40%	D67	18
100%	D70	11
100%	D71	32
100%	D73	166
14%	CH	55
TOTAL		1122

PHASE 3		
100%	D22	45
100%	D23	126
100%	D24	58
100%	D25	54
100%	D26	42
100%	D27	116
100%	D28	124
100%	D29	54
100%	D30	106
100%	D31	96
100%	D32	37
100%	D33	16
48%	D43	22
69%	D44	15
63%	D45	21
15%	D46	9
25%	D47	9
23%	D48	4
28%	D49	3
100%	D68	166
100%	D69	258
100%	D72	78
100%	D74	59
100%	D76	11
100%	D77	9
100%	OV	21
TOTAL		1558

PHASE 4		
100%	D37	12
100%	D38	34
100%	D39	200
100%	D40	131
100%	D41	41
100%	D42	8
52%	D43	24
31%	D44	7
37%	D45	12
85%	D46	51
75%	D47	28
77%	D48	13
72%	D49	9
100%	D50	205
100%	D51	198
100%	D52	37
100%	D53	32
100%	D54	16
100%	D55	20
100%	D59	80
100%	D60	43
100%	D61	52
100%	D62	120
100%	D63	167
100%	D75	14
100%	CB	17
TOTAL		1570

		BUILDING TYPE	X		Y		Z	
			MIN (m)	MAX (m)	MIN (m)	MAX (m)	MIN (m)	MAX (m)
A		DETACHED HOUSE	6m	15m	5m	12m	8.5m (1.5 STOREYS)	16m (4 STOREYS)
B		PAIR OF SEMI-DETACHED HOUSES	8m	20m	5m	12m	8.5m (1.5 STOREYS)	16m (4 STOREYS)
C		TERRACE OF HOUSES	13m	52m <sup>A</sup>	5m	12m	8.5m (1.5 STOREYS)	16m (4 STOREYS)
D		FLAT OVER GARAGE (FOG) OR DRIVE-THROUGH	10m	14m	6m	8m	8.5m (1.5 STOREYS)	13m (3 STOREYS)
E		APARTMENT BLOCK (LINEAR)	10m	55m	10m	18m	12m (3 STOREYS)	16m (4 STOREYS)
F		APARTMENT BLOCK (CORNER)	20m	64m	16m	36m	12m (3 STOREYS)	16m (4 STOREYS)
G		MIXED USE BLOCK (COMMERCIAL GROUND FLOOR WITH RESIDENTIAL ABOVE)	10m	64m	10m	36m	12.5m (2.5 STOREYS)	18m (4 STOREYS)
H		EMPLOYMENT USE	6m	40m	5m	18m	6m (1 STOREY)	12m (2 STOREYS)
I		RETAIL – SUPERMARKET POSSIBLY WITH ACCOMMODATION ABOVE	30m	75m	30m	60m	8m (1 STOREY)	18m (4 STOREYS)
J		PRIMARY SCHOOL	9m	150m	9m	150m	6m (1 STOREY)	11m (2 STOREYS)
K		SECONDARY SCHOOL	9m	200m	9m	200m	6m (1 STOREY)	15m (3 STOREYS)
L		SPORTS HUB	16m	50m	16m	50m	6m (1 STOREY)	9m (2 STOREYS)
M		CRICKET PAVILLION	8m	30m	8m	30m	6m (1 STOREY)	9m (2 STOREYS)
O		CHP PLANT	-	38m	-	38m	-	12.5m (2 STOREYS)
P		CHIMNEY	-	2m	-	2m	-	21m
<sup>A</sup> NO MORE THAN 6 IN A ROW OF THE TERRACED HOUSE TYPE NOTE THAT GARAGES ARE EXCLUDED FROM THE DIMENSIONS								