Aylesham Creating Quality Places Project

Enquiry by Design

Briefing Papers

by

EDAW

Alan Baxter & Associates

Donaldsons

For

SEEDA

The Prince's Foundation

Dover District Council

Kent County Council

Aylesham Parish Council

English Partnerships

March 2003

Aylesham
creating quality places

ENQUIRY BY DESIGN WORKSHOP: BRIEFING PAPERS

Tuesday 25 March to Friday 28 March 2003
Aylesham & District Workshop Trust, Ackholt Road, Aylesham, Kent

THE PROJECT TEAM

AYLESHAM COMMUNITY DEVELOPMENT PARTNERSHIP
AYLESHAM PARISH COUNCIL
DOVER DISTRICT COUNCIL
ENGLISH PARTNERSHIPS
KENT COUNTY COUNCIL
SOUTH EAST ENGLAND DEVELOPMENT AGENCY (SEEDA)
THE PRINCE'S FOUNDATION

Supported by a Masterplanning Team including
EDAW
ALAN BAXTER & ASSOCIATES
DONALDSONS

CONTENTS

APPENDIX 1

1. Regional Context Plan
2. Local Context
3. Land Use
4. Topography
5. Study Area
6. Statutory Designations
7. Landscape Character
8. Transport Context
9. Local Movement Pathways/Generators
10. Vehicular Flow
11. Buses
12. Footpaths
13. Geology

APPENDIX 2

Sustainable Principles

GLOSSARY OF TERMS

Aylesham Panoramic View

setting the scene

Aylesham Local Vernacular

1.1 WELCOME

South East England Development Agency (SEEDA), The Prince's Foundation, English Partnerships, Dover District Council, Aylesham Parish Council, and Kent County Council welcome you to an Enquiry by Design (EbD) workshop; part of the collaborative process that aims to produce a Development Framework, Delivery Strategy and Design Codes for a sustainable, extended community at Aylesham. EbD is a mechanism that engages stakeholder involvement in both the planning, and long term management of a rejuvenated Aylesham.

Importantly, the EbD exercise will need to take account of the wider setting of Aylesham, its synergy with developing plans for the Snowdown Colliery site, and the wider East Kent area.

1.2 THE AYLESHAM CREATING QUALITY PLACES PROJECT

The Dover District Local Plan, adopted in February 2002, identifies Aylesham as a strategic location suitable for expansion with the aim of:

- Creating a balanced and sustainable community
- Encouraging forms of transport other than the car
- Meeting the accessibility needs of all
- Bringing forward improvements to the existing village

To achieve this, the Local Plan allocates land to the north of the village (38.3 hectares) for between 850 and 1,000 new homes, expansion of the primary school facilities, a small amount of business development, additional shops and a sports hall, plus improvements to the existing village (a further 8 hectares). This is a major proposal representing a 50% - 60% increase in the existing community of 1,760 houses and over 4,000 inhabitants.

Dover District Council owns approximately 81% of the Development Area land take. As the development is so substantial, it must be planned and developed in a comprehensive and coordinated manner. The Local Plan states that: "*A partnership agreement based on a master plan will (therefore) best achieve the expansion of Aylesham*." It envisages the master plan being "*implemented through a village developer who will install basic infrastructure and sell serviced parcels of land to individual property developers*." The masterplan is to form the context for the submission of planning applications, and will be submitted with an outline application for the comprehensive development of the Development Area. The master plan is to be based on the principles set out in the Kent Design Guide and either include, or be accompanied by, a

Best Practice: Welwyn Garden City - Parkway

design statement to establish the parameters for the layout and design of the development.

To help achieve the Local Plan aims, the proposal for the extension to Aylesham is being taken forward under the **'Creating Quality Places'** joint initiative between SEEDA and the Prince's Foundation. The initiative aims to create new and regenerated sustainable communities in the South East through collaborative working. The 'Aylesham Creating Quality Places' project is one of only two such projects currently being run under the joint initiative. The aim is for Aylesham to be a demonstration project from which other communities in the region can learn about how collaborative working can deliver the aspirations of communities for quality places where physical, environmental, social and economic needs are met and where people want, and can chose to live, work and enjoy their leisure time,

In addition to helping meet the Local Plan aims, the Creating Quality Places initiative also fully reflects the principles and aims of the Government's recent Sustainable Communities: Building for the Future report, and Aylesham is at the forefront of delivering those principles and aims through this project.

The Prince's Foundation is committed to the sustainable agenda, which is delivered through its various principles of traditional urbanism and architecture. The Prince's Foundation's role will be to direct the emerging layouts and codes in partnership with SEEDA.

Your contribution to the Enquiry by Design workshop will be invaluable in achieving the project's aims.

1.3 PRINCIPLES UNDERPINNING THE PROJECT

In addition to the full involvement of all stakeholders in the project, the Creating Quality Places approach will aim to:

- Secure the required number of dwellings to support community facilities and local amenities within walking distance of homes;
- Allow for alternative transport initiatives to be developed over the project period;
- Ensure that the development provides a mixture of densities, uses a range of integrated tenures and a distinctive character that is fully integrated within the existing urban fabric; and
- Adopt a distinctive approach to design and architecture within the planning and development of the community.

1.4 ASPIRATIONS

The overarching aspiration is to provide a seamless integration of new and existing uses, leading to the creation of a strong and vibrant community centred on walkable, interconnected and sustainable neighbourhoods.

In particular, the aspiration for the Enquiry by Design process is that it will:

- Deliver a consensus on the fundamental elements such as movement, land use and layout that will guide the future development of the community in Aylesham.

- Use the highest standards of design to create an extension to the existing village with a distinctive character and a sense of place, whilst wholly integrating with the village to create a valuable addition to Aylesham.

- Apply best practice in planning and design and push these standards further.

1.5 WHAT IS THE ENQUIRY BY DESIGN PROCESS?

The EbD process allows all stakeholders to play a direct part in the production of Development Frameworks, Delivery Strategies and Design Codes for development - rather than simply commenting on Frameworks, Strategies and Codes pre-produced by 'professionals'. The focused approach of the EbD, with all stakeholders being fully involved, is aimed at ensuring that development solutions are produced in conjunction with the local community, those expected to develop, and those communities who will assess future planning applications. This should provide a sound basis for the 'vision' that EbD participants will produce to be turned into reality.

Enquiry by Design Event held at Telford in Shropshire, February 2003

The EbD process is designed to encourage innovative solutions to key issues such as transport, mixed uses and design, and will lead to the development of proposals of the highest quality, based on the principles of sustainable growth. The emphasis will be on developing creative alternatives to the too often poor quality designs that characterise so many suburban estates in the UK today.

EbD Workshop leadership, technical support, planning and urban design expertise is provided by professionals to guide participants, to ensure that they are fully informed of all relevant ground-rules, including planning considerations and site constraints, and to facilitate debate on potential options.

Participation in the EbD process is hard work! It is not about sitting on the sidelines; it is about hands-on involvement in producing development proposals for a real extension to a real place with a real community.

The remainder of this document sets out information on a number of key issues that will inform the debate and the outputs of the Aylesham Creating Quality Places EbD.

the site

2.1 SITE CONTEXT

The Regional Context

Aylesham lies in the predominantly rural area of East Kent, approximately 10 miles to the northwest of Dover and 6 miles to the south–east of Canterbury. The area around Aylesham comprises an inland countryside core dominated by agriculture, strong rural heritage, scattered settlements and remnants of former mining activity.

The coastal towns of Dover, Deal, Sandwich, Margate, Ramsgate, Whitstable and Herne Bay, as well as the inland city of Canterbury and the town of Ashford, encircle East Kent. Key strategic economic growth areas include Ashford, Dover, Sandwich and Ramsgate, stimulated by the Channel Tunnel Rail Link Phase II (CTRL), possible airport expansion, rejuvenation of port activities and new industrial complexes. The regional context is shown in the diagram in Appendix 1.

The Aylesham Locality

Aylesham was built to provide homes for the miners and their families working in the Snowdown Colliery that is located 1 mile to the south. Snowdown Colliery, one of a number of collieries that comprised the East Kent Coalfield, was closed in 1986.

The villages surrounding Aylesham, including, Nonington, Adisham, Womenswold, Woolage and Barfrestone, are mostly smaller traditional Kent villages with local vernacular buildings types. The local context is shown in the diagram in Appendix 1.

The Abercrombie Plan

Strategic Connections

The East Kent area has good strategic connections to the international transport network due to north-south rail and road links. Aylesham is well connected by the B2046 to the A2 (T). The A2 links Dover with Canterbury and becomes the M2 at Canterbury. Aylesham Railway Station, to the east of the site, connects with Dover Priory station to the south and Canterbury onto London to the north. The Sustrans National Cycle Route passes through the eastern corner of the site connecting to Canterbury, Folkestone and Dover.

2.2 DESCRIPTION OF AYLESHAM

Aylesham was developed to a plan designed by Sir Patrick Abercrombie in 1928 and was intended to be a small town of about 15,000 residents with a range of commercial and civic buildings. The original layout was inspired by mining machinery creating a very distinctive form, part of which is clearly evident today. Due to recession in the 1930s however, only 500 dwellings were built and Abercrombie's original vision for Aylesham was never fully

Aylesham contemporary housing development

realised. Since then, expansion of the village has taken place incrementally during different periods, with the latest addition comprising 280 dwellings. The current total number of dwellings is 1760 housing a population of over 4,000.

Aylesham village centre features a small range of shops and post office located around a formal square. There are two primary schools in the village, whilst the former secondary school is now the Aylesham Community Project run by the community and providing a range of facilities including workshops, training rooms, café, and nursery. Churches, other community facilities such as the Working Men's Clubs and a public house also feature within the village. A new health centre is currently being planned.

An industrial estate located to the west of Aylesham, is predominantly made up of local small-scale processing and warehousing. A swathe of open space runs through Aylesham village extending from the train station to the village centre. This open space is predominantly amenity grassland featuring a small play area. Woodland lies to the far west of Aylesham.

The North Downs Way is located some distance away to the south of Aylesham. The presence of the Downs, however, is significant for the topography in the locality that comprises rolling ridges and valleys with a general fall of the land from the south–west towards the east. Aylesham is located on a ridge and is therefore visually prominent (see also Appendix 1 for diagrams Land Use and Topography).

2.3 THE PROJECT AREA

The whole village of Aylesham forms the study area for the Enquiry by Design event with regards opportunities for enhancement. Specific sites currently identified as development areas, as indicated in the Study Area plan in Appendix 1, will be reviewed as part of the EbD process. The project area includes six individual parcels of land with a variety of land use designations identified in the Local Plan ranging from residential, community, school, employment, retail and open space as illustrated in Land Use in Appendix 1. The largest parcel, designated as housing, is essentially a Green Field site bounded by hedgerows and Public Rights of Way along its northern and southern boundary. The land is predominately in the ownership of Dover District Council.

One other parcel of land, also a Greenfield site, features a housing designation as well as a proposed extension to the primary school. The sports, community and open space land allocation is currently the local sports ground. The retail allocation is vacant land located in the village centre around the square. The employment land is adjacent to the Aylesham Community Project and is also a Greenfield site.

The open space within Aylesham

planning & socio economic issues

Aylesham from the air

This section firstly summarises the key planning considerations that arise from the national, regional, county and local planning policies that are relevant to the expansion of Aylesham. More detail about each of the national, regional, county and local planning policies and issues is contained thereafter.

3.1 KEY PLANNING CONSIDERATIONS

Particular attention is drawn to the specific requirements and conditions of Chapter 14 from the Dover District Council Local Plan, which deals entirely with the Aylesham extension as set out later in this document.

The following considerations provide the key planning considerations for the Aylesham extension:

- An additional 5,700 dwellings per year must be constructed in Kent over the period to 2011, taking into account completions undertaken since the beginning of the Structure Plan period (1991). This is subject to change to accord with the new Kent and Medway Structure Plan Deposit Draft due to be published shortly;
- Aylesham is located within a Priority Area for Economic Regeneration which includes above average rates of unemployment, high levels of social deprivation, low skills levels, dependence on declining industries, derelict urban fabric, peripherality and insularity;
- The East Kent sub-region has been given the highest priority in tackling persistent economic problems associated with the decline in the traditional tourist industry and the closure of the East Kent Coalfield;
- Investment in the East Kent Coalfield will be of substantial benefit, not only to the regeneration of the coalfield settlements but also to the East Kent coastal towns in attracting employment and the general economic base of the area. It is recognised that there is a strong need to promote employment in East Kent;
- The proposed expansion of the settlement of Aylesham has reduced the projected housing requirements of Canterbury, and will serve to enhance the economic base of the former East Kent Coalfield;
- The Structure Plan allocates a specific provision of approximately 1,000 dwellings to be developed at Aylesham with associated provision for new employment space;
- The primary development area identified in the local plan amounts to 38.3 hectares that will include up to 1,000 dwellings, a petrol filling station, formal playing fields and associated children's play, employment land, a primary school and a food retail unit. There is

Abercrombie's original plan for Aylesham

also the potential for a further 8 hectares for sport and community facilities;

- It is anticipated in the Local Plan that the Aylesham Development Area will provide a total of 10,400 square metres of employment space.

National, Regional, County and Local Planning Policies

The land use planning system in the UK is designed to enable the provision of homes and buildings, investment and jobs, in a way that is consistent with the principles of sustainable development. This includes the need to allow development in areas well served by public transport, within existing urban areas, and on previously developed sites as a priority to developing on Greenfield land.

3.2 NATIONAL PLANNING POLICY

The Government's recent policy statements have placed increasing emphasis on the needs to consider sustainable development as a priority. Of particular relevance to the development proposals at Aylesham are Planning Policy Guidance Note 3 Housing (PPG3, March 2000), the Urban White Paper (2000), and the Sustainable Communities: Building for the Future report (2003) which stress the Government's commitment to an urban renaissance with new housing development following a sequential procedure, and a priority for development to focus within existing urban areas.

3.3 REGIONAL PLANNING POLICY

The main purpose of Regional Planning Guidance (RPG) is to provide a regional spatial strategy to guide the preparation of local authority development plans and local transport plans. It also informs the Regional Economic Strategy and the Regional Transport Strategy. The current Regional Planning Guidance for the South East (RPG 9) was published in March 2001 and covers the period to 2016.

RPG9 "*has a vision of encouraging economic success throughout the (South East) Region, ensuring a higher quality of environment with management of natural resources, opportunity and equity for the Region's population, and a more sustainable pattern of development*". It emphasises that "*it is only through the rigorous application of sustainable development principles that the economic success of the Region can be secured, whilst at the same time maintaining its environmental and cultural attractiveness and fostering social inclusion*."

RPG9 outlines 12 Key Development Principles that must be considered. Of particular relevance to Aylesham are:

- *Urban areas should become the main focus for development through making them more attractive, accessible and better able to attract investment* (whilst Aylesham is not an 'urban area' as such, this principle still applies);
- *Greenfield development should normally take place after other alternatives have been considered, and should have regard to the full social, environmental and transport costs of location;*
- *The pattern of development should be less dispersed with more sustainable patterns of activity, allowing home, work, leisure, green spaces, cultural facilities and community services to be in closer proximity;*

- *Sufficient housing, and in particular affordable housing, should be provided for all who need to live and work in the Region, to encourage social inclusion and avoid pressure for housing in adjoining regions;*
- *The development of housing should be more sustainable, providing a better mix of sizes, types and tenures, having regard to the structure of households and people's ability to access homes and jobs*
- *Access to jobs, services, leisure and cultural facilities should be less dependent on longer distance movement and there should be increased ability to meet normal travel needs through safe walking, cycling and public transport with reduced reliance on the car.*

At the forefront of development is the need for all urban areas in the Region to benefit from an urban renaissance. "*Design and management of the physical environment in urban areas, alongside policies to foster social inclusion and economic success, will be crucial to achieving a step change in the quality of urban life, making the towns and cities of the South East more attractive places in which to live, work and engage in cultural and leisure activity, and to invest*." The urban renaissance envisages delivery of higher quality of life that increases the desire to live in urban areas, delivery of better use of land and energy and greater sense of community within settlements.

It is a statutory function of RPG9 to set out a clear strategy, including the distribution of housing requirements across the Region and the allocation of that distribution within each county over the period to 2006. With London due to accommodate an additional 23,000 dwellings per year, ROSE (Rest Of South East) must account for an average annual rate of 39,000 net additional dwellings per year. For Kent, RPG9 allocates a need for an additional 5,700 dwellings to be constructed per year.

More strategically, RPG9 identifies pockets of deprivation outlined as Priority Areas for Economic Regeneration (PAERs). These pockets comprise above average rates of unemployment, high levels of social deprivation, low skills levels, and dependence on declining industries, derelict urban fabric, peripherality and insularity. The former coalfields and coastal towns of East Kent, including Aylesham, fall within one of the identified PAERs.

It is stated in RPG9 that these areas have been left with "*a legacy of derelict land, redundant and dilapidated buildings, low educational and skills levels and long-term male unemployment of over 50%.*" These areas have also been designated as Rural Priority Areas.

3.4 COUNTY PLANNING POLICY

Kent Structure Plan 1996

The Kent Structure Plan, adopted in 1996 and covering the period to 2011, outlines the statutory long-term planning strategy for the development and use of land in the County. Whilst ensuring that the management of land and resources is consistent with national and regional policy, its aims are to protect heritage, the environment and the countryside, while balancing the needs for development and encouraging the prosperity of its communities.

The Structure Plan is currently being reviewed and replaced by a new plan, the Kent and Medway Structure Plan, to take it forward to cover the period to 2021. It is expected to be placed on deposit in the summer of 2003 and it will be adopted by the end of 2004 following an examination in public. It is

being updated to take account of changes including population and household sizes, government policy and the influences of new regional needs.

The new Structure Plan will take account and aim to support and improve the standard of the environment and the quality of life. It stresses that this has to be achieved to the highest quality, with the fundamental objective of underlying sustainable development. Whilst recognising that not all aspects of every planning policy and decision can be expected to be 'sustainable', the Structure Plan has identified Policy S1 to promote the concept of sustainable development:

> *"Local Planning authorities will seek to achieve a sustainable pattern and form of development that will reduce the need to travel, facilitate the conservation of energy and other natural and environmental resources, and minimise pollution."*

Economic policy

The Kent Structure Plan 1996 recognises that the East Kent sub-region should be given the highest priority in tackling persistent economic problems, associated with the decline in the traditional tourist industry and the closure of the East Kent Coalfield.

Opportunities are seen to exist for the reclamation and development of much of the derelict land and despoiled land of the former collieries within the District of Dover. Investment in the East Kent Coalfield will be of substantial benefit, not only to the regeneration of the coalfield settlements but also to the East Kent coastal towns in attracting employment and enhancing the general economic base of the area. It is recognised that there is a strong need to promote employment in East Kent.

In addition, the Channel Tunnel is expected to have significant impact on the county. Whilst it is anticipated to benefit Ashford, it will also possibly have a positive influence over Dover. Canterbury is considered to have a relatively healthy economy and its effects will be less important. The key consideration for the city, however, is of conserving its historic character and landscape setting. The Structure Plan therefore considers that the quantity and location of new economic development and housing should continue to be limited by conservation considerations. With limited opportunities for fresh land for development, limited opportunities for economic development should be considered and aim to contribute towards the regeneration of the East Kent economy.

The Structure Plan specifically states that with regard to the expansion of Aylesham, although "*it is within reasonable proximity of, and has rail connection to, Canterbury, (…) new residential development accompanied by some employment provision could contribute towards the projected housing requirements of Canterbury which is constrained by environmental and infrastructure constraints*."

As such, Policy EK3 supports "*the expansion of the settlement of Aylesham (which will contribute to the projected housing requirements of Canterbury), and the enhancement of the economic base of the former East Kent Coalfield*."

Aylesham Industrial Estate

Employment Policy

The Structure Plan has identified in Policy ED1 quantitative guideline provisions of floor space for financial, business and professional services, and industrial and warehousing uses to be provided within each District over the period 1991-2011. In Dover District, this amounts to a total 130,000m² for A2/B1 uses, 260,000m² B2/B8 uses, and for Canterbury City 120,000m² for A2/B1 and 80,000m² B2/B8 uses. However, it stresses that local planning authorities must apply modest increases at the East Kent coastal Districts and the Kent Coalfield in order to achieve the economic objectives of the Structure Plan.

Whilst for Canterbury the increases reflect the scale consistent with the labour needs of the area, it also considers the need to protect and enhance its environment. In Dover and Deal however, this exceeds the projected increase in order to allow for the impact of the Channel Tunnel and the Single European Market on local employment and open the economic base of the area.

> "*Provision for new employment at Aylesham alongside major residential development (…) will contribute to (these) quantities in the Deal area. Whilst economic development opportunities should focus on the sites already identified in local planning studies, it would accord with the strategy of the Structure Plan for the guidelines in the Deal area to be modestly exceeded in order to respond to proposals for the recycling of derelict and despoiled land at the former East Kent collieries*."

Housing Policy

The Structure Plan has a major statutory role to provide adequate housing provision to supply the needs of the residents in Kent. It recognises that a sufficient range of new housing opportunities is essential in underpinning economic change whilst, as a major consumer of land for development, it has a strong influence on the nature of environmental change.

Over the period 1991-2006, Kent's share of regional housing provision, fed down from RPG9 (now updated in 2001), stands at 5,800 dwellings per annum. The County has followed a trend-based projection (as well as a series of other factors) to determine the individual District housing provision. For East Kent, the trend has specifically sought to address the high levels of net in-migration experienced, although the Structure Plan feels it is not "*appropriate to meet this trend fully, and thereby continue the high in-migration levels, in view of the economic situation of the area, environmental constraints, and relatively weak housing market*."

The result of this assessment has led to Policy H1, which requires Dover District to provide 6,100 dwellings over the period 1991-2011. This includes a specific provision of approximately 1,000 dwellings at Aylesham as part of the 3,500 dwellings for the Deal area.

The Structure Plan provision for Dover District is 3,500 dwellings over 1991-2001, 1,400 over 2001-2006, and 1,300 over 2006-2011. For Canterbury, the 1991-2011 provision accounts for 10,300 dwellings (5,300 dwellings for 1991-2001, 2,500 dwellings over the period 2001-2006 and 2,500 over the period 2006-2011).

Landmark Structure: Aylesham Church

Rural Policy

In terms of rural development, the Structure Plan has a distinct policy (RS1) that seeks to ensure that:

> *"All development permitted at villages and small rural towns in the open countryside should be well designed; appropriate in location, scale, density and appearance to its surroundings; acceptable in highway and infrastructure terms; have particular regard to the Plan's environment policies; and preserve and, as far as possible, enhance the character, amenity and functioning of settlements and the countryside and in the Green Belt."*

3.5 LOCAL PLANNING POLICY

Dover District Local Plan 2002

The Dover District Local Plan, adopted in February 2002, covers the period to 2006. Work on the review of the Local Plan is likely to begin towards the end of 2003.

The Plan, illustrated in Appendix 1, has three underlying aims for Dover District:

- To move towards a more sustainable pattern and form of development;
- To help build a strong local economy; and
- To help achieve greater equality of access and opportunity for all.

Employment

The Local Plan recognises that the closure of the East Kent Coalfield and the on-going rationalisation in port and port-related employment have had major impacts on the local economy. It is predicted that some 8,900 jobs may eventually be lost in East Kent as a result of the impact of the Channel Tunnel.

In providing a base for new sources of employment, the Council must therefore ensure that adequate land is provided to meet the needs of the local economy for the period up to 2006. These needs are based on the guidelines set out in Structure Plan Policy ED1, which sets a figure of 130,000m² of A2/B1 floor space and 260,000m² of B2/B8 to be allocated over the period 1991-2011 within Dover District.

Based on Kent County Council's East Kent employment densities, floor space requirement estimates have been made for employment within Dover District, and laid out in Policy LE2. It assesses that on new sites, 20% of the site area is to be set aside to allow for roads and landscaping, unless the criteria detailed in the policy dictate otherwise. Where a site is within an existing serviced industrial area, the floor space is calculated based on the whole site area.

The employment allocation identified for the Aylesham Development Area is to provide both B1 (over 2.15ha gross area) and B2 (over 2.15ha gross area) uses, with a total 4.3ha gross area (3.44ha net). It is anticipated the Aylesham Development Area therefore provide a total of 10,400m² employment space.

The sites allocated in Local Plan Policy LE2 will contribute an estimated 189,800m² of B1 and 246,300m² of B2/B8 floor space. This represents an oversupply of 70% over the strategic guideline figure. The Local Plan therefore emphasises that the floor space breakdown by Use Class must be considered a guide and should not be taken to be a constraint on, nor a commitment to, any given level of development. The levels of traffic generated will also affect the amount of floor space that each site can accommodate. The amount of floor space may therefore vary according to the specific development and for this reason has not been included in Policy LE2.

In addition, with regard to the development of employment use in rural areas, Policy LE18 states that:

> "*Proposals for new buildings within Use Classes B1/B2/B8 will be permitted provided they are:*
> *(i) Located in, or adjoining, Sandwich or a village as defined in Policy HS3; and*
> *(ii) Consistent with the scale and setting of the settlement*."

Housing

The Local Plan identifies that the poor economic outlook for the District makes it particularly important to ensure that the level of house building is geared to meeting the needs of the existing population and not allowed to run at higher levels, which could encourage people to move into the District. With the exception of Aylesham, for which a Local Plan chapter specifically deals with the settlement (see below), the Structure Plan housing land quantities have been set with this in mind.

Open Space and Recreation

The Council commissioned a desk-based study into football pitch provision in Dover, Deal, Sandwich and Aylesham. This concluded that a shortfall in provision exists in particular in Aylesham, where there is the need for one or two more grass pitches. The council is in the process of producing a playing pitch strategy and developing an open space strategy.

Local Plan Chapter 14

Identified as the single largest residential development proposal in the District, the importance of the expansion of Aylesham means that it has been dedicated a separate chapter in the Local Plan.

> "*The Structure Plan (1990) identified Aylesham, subject to investigation through the local plan process, as strategically suitable for the release of fresh land for about 1,000 dwellings. This provision was made to help meet Canterbury District's housing needs, which could not be met at the City itself, due to environmental, and infrastructure constraints, and to attract new investment to the former East Kent coalfields (…). The Council agreed to help meet Canterbury's housing land requirement in this way because of the benefits this investment would bring to the village. In particular, there would be new associated employment opportunities, infrastructure, and social and community facilities*."

In proposing the expansion of Aylesham, outlined in Structure Plan (1990) Policy HD3, it was accepted that development would inevitably involve major countryside protection policies being put aside, the settlement being surrounded on all sides by attractive countryside, and being in close

proximity to an Area of Outstanding Natural Beauty (AONB) and a Special Landscape Area (SLA). The Council identified land to the north of Aylesham, as considered to cause least overall harm, and to yield the greatest benefit from development. Development elsewhere on this scale would have equally resulted in the loss of countryside, but would not be so well served by public transport. In addition, the environmental quality of the village and the range of facilities on offer, although improving, are in need of enhancement. As well as enabling the increased offer of job opportunities, the proposed development would therefore provide the opportunity to achieve this through Community Benefit.

The total development area, as identified in the Local Plan, amounts to some 38.3ha, as highlighted in Policy AY1:

> *"Land in the development area (…) is allocated for the strategic expansion of Aylesham comprising:-*
>
> *(i) Up to 1000 dwellings, no more than 500 of which are to be phased during the Local Plan period, petrol filling station, formal playing fields and associated children's play - 31.5 hectares;*
> *(ii) Employment land - 4.3 hectares;*
> *(iii) Primary school - 2 hectares; and*
> *(iv) Food retail - 0.5 hectares."*

In addition, other Community Facilities account for 0.3ha and formal playing fields 7.7ha, taking the whole development to a total land use budget of 46.3ha.

Community Benefits to be sought from developers include road improvements, new drainage and power supply, public open space, affordable housing, the funding of a community development officer and environmental improvements. Dover District "*will not grant permission for development unless it is confident that these matters will be adequately addressed, including through the use of conditions and legal agreements*." This is secured through policy AY2. As well as this, developments will "*not be permitted unless they include provision for a spinal footpath and cycle network, extending where practicable into the existing settlement*" (AY10).

Under Policy AY11, "*proposals for the development area will also not be permitted unless: -*

> *(i) Land is safeguarded for the provision of electricity substations, the number and location of which have yet to be determined;*
> *(ii) Land is safeguarded for gas pressure reduction equipment and governors close to Ratling Road;*
> *(iii) An adequate water supply to serve the development is made available before development starts and which would not lead to a reduction in pressure to existing users; and*
> *(iv) Adequate means of wastewater disposal are available before each phase of the development is occupied."*

Further detail in terms of housing is included in Policy AY3, which states that:

> *"Proposals for residential development in the development area, (…) will be permitted provided: -*
> *(i) The overall net density shall be at a minimum of 30 dwellings per hectare;*
> *(ii) At least 15 percent of all dwellings are for affordable housing;*
> *(iii) Provision is made for children's play; and*
> *(iv) The development has variety in design, is energy efficient and avoids standard estate layouts."*

In terms of employment, Policy AY4 states that:

> *"Proposals for employment development in the development area at the former High School playing fields (…) will be permitted provided: -*
> *(i) The development is restricted to Use Classes B1 and B2;*
> *(ii) Measures are included to ensure that commercial traffic does not enter residential areas in Aylesham and Ratling; and*
> *(iii) The visual impact of buildings is minimised through siting, design and landscaping measures."*

Further, a more detailed policy includes the need to consider a food store at Market Place, provided the existing Post Office is retained (AY5). Additionally, Policy AY6 considers the demand that a petrol filling station is allowed on land allocated, "*provided it is designed in a way to contain its visual impact within the site.*" The development will also justify the need for the construction of a new Primary School, on land allocated on the Proposals Map (AY8).

Policy AY7, with regard to open space and landscaping, outlines that proposals for the Development Area:

"will not be permitted unless:-
> *(i) Structural landscaping is provided on the eastern boundary with the railway line together with planting to strengthen the ancient hedge line, which forms the northern boundary;*
> *(ii) At least 3.7 hectares of formal playing fields is provided in the development area;*
> *(iv) A landscape phasing programme is agreed with the Council; and*
> *(v) The long term management of all open space and structural landscaping is secured."*

Canterbury District Local Plan

Whilst there is mention in the 1998 Adopted Canterbury District Local Plan that "proposals for development at Aylesham were conceived as a means of compensating for the restraint in the Canterbury Planning Area," this is no longer an issue for Canterbury District, with Dover District having now taken on the development proposals. There is therefore no mention of Aylesham in the Deposit Draft Local Plan First Review.

Market Square

design

This section looks at issues relevant to achieving quality design in the built environment and at individual aspects of the built environment at Aylesham – including housing, the village centre, schools, highways, streets, parking and employment areas. It also addresses flexibility, style and materials, sustainability, energy and resource efficiency, open space and nature conservation.

4.1 KEY DESIGN ISSUES

The following outline the key design considerations arising from the detail issues.

- Identifying appropriate uses to support the Village Centre;
- Considering the amount of affordable housing to be incorporated and its location;
- Relating existing and future school provision to strengthen the local community;
- Creating streets rather than roads;
- Integrating employment use without overbearing its presence on other uses and considering new uses such as leisure facilities;
- Ensuring the intensity of development is sufficient to make efficient use of land and support a range of services and community facilities;
- Improving connectivity between different parts of the new and existing community;
- Providing open space with a strong form and purpose, particularly with regard to the central green;
- Considering the range of car parking options;
- Ensuring the design of development has distinctly local character;
- Accommodating flexibility in the long term to ensure buildings and spaces adapt to changing conditions;
- Ensuring good connections to leisure, recreational and community facilities;
- Ensuring sustainable, energy efficient development;
- Designing to ensure safety and security for all users of the site.
- Investigating further the value of conserving remnant vegetation features including hedgerows and woodland;
- Developing high quality attractive design to improve views and enhance settings;
- Protecting and enhancing heritage assets;
- Considering wildlife corridors in association with features of ecological value; and
- Considering an active recreation strategy in relation to open spaces and areas of nature conservation.

Best Practice: Welwyn Garden City - Parkway

4.2 THE NATIONAL DESIGN POLICY CONTEXT

The quality of design in towns, cities and villages has an important role to play in creating successful and sustainable places for communities. The emphasis on good quality design in built areas is at the centre of the Government's agenda today. Its policy on design, as set out in PPG1, published in 1997, states that "*good design should be the aim of all those involved in the development process.*" As a further confirmation to this commitment, a series of design best practice guides and Government policy statements have been produced since, to encourage good design. These include, amongst others:

- Planning Policy Guidance Note 1, *General Policy and Principles*, February 1997
- *Places, Streets and Movement*, by Alan Baxter Associates for the DETR, 1998
- *Towards an Urban Renaissance*, by the Urban Task Force, 2000
- The Government's Urban White Paper, *Our Towns and Cities: The Future - Delivering an Urban Renaissance*, November 2000
- *By Design: Urban Design in the Planning System*, by CABE and DETR, 2000
- *By Design: Better Places to Live,* by CABE and DETR, 2001
- *Urban Design Compendium*, by Llewelyn-Davies for English Partnerships and the Housing Corporation, 2000
- *Sustainable Urban Extensions: Planned by Design DETR (ODPM*) - sponsored documents and available from English Partnership.
- Planning Policy Guidance Note 3, *Housing*, March 2000
- Planning Green Paper, *Delivering a Fundamental Change*, December 2001
- *Paving the Way*, by Alan Baxter Associates and EDAW for CABE and ODPM, 2002

These policy statements and guidance notes reflect current thinking on design and will inform the Enquiry by Design process for Aylesham.

Whilst much of the guidance and policy statements refer to 'urban design', and whilst as stated earlier Aylesham is not an 'urban' environment as such, the principles of 'urban design' remain completely relevant to the Aylesham extension.

4.3 WHAT DO WE MEAN BY URBAN DESIGN?

Urban design involves holistic consideration of built form and open spaces to produce places that work. Successful urban design will develop environments that are sustainable, pleasant for people and are durable and flexible, evolving over time in response to changing demands.

The new design agenda emphasises the importance of raising densities where appropriate to foster vitality and promote the use of public transport. It stresses the importance of the quality of the public realm, particularly the design of streets, which are increasingly seen as an important part of the public realm as is seen in some parts of the original Aylesham development and not, as seen in the latest developments, just routes for vehicles to travel through as quickly as possible. Modern design thinking stresses the importance of sustainable forms of building that reflect local character, building styles and materials, combined with modern architectural expression, materials and techniques. Urban design needs to be considered

Best Practice: Poundbury in Dorset - legible street leading to landmark feature

from the start of any project if successful and sustainable development is to be achieved.

4.4 BEST PRACTICE& KEY CONSIDERATIONS FOR AYLESHAM

Visiting examples of developments elsewhere in the South East, and in other Regions, can inform the Aylesham project and help considerations about how new development can be designed to establish a clearly local character. Some participants in the EbD workshop will have undertaken such visits prior to 25 March and the EbD process will draw upon the outcomes of these, as well as on other examples, to ensure that designs are firmly rooted in an appreciation of local character and building traditions.

A variety of case studies demonstrate how development can be designed to a truly human scale where buildings have used a mix and variety of materials, colours, detailing, building heights and lines, to establish local character and distinctiveness. These demonstrate that large developments can still manage to retain a series of distinct spaces and areas. The geometry, widths, materials and the layout of streets and lanes, is fundamental in creating a quality public realm that is easy to use and inviting to the pedestrian. Good examples indicate that the relationship between housing and the public realm (streets, squares and parkland) is critical in creating a welcoming, useable and safe environment in which to live.

Best practice principles will lead us to explore a range of urban design issues including:

Housing Concentration

Housing concentration, or density, can be an emotive issue when the focus is simply on the number of dwellings per hectare. Traditionally, densities in many European towns and cities are much greater than in the UK, but more importantly, and arguably, the quality of design of the dwellings themselves and of the whole physical environment is also of a much higher standard than in the UK. The real focus of debate should therefore be concerned with the quality of design, layout, and so on, as an integral part of concentration or density.

Density is intimately related to sustainability. Higher intensity development, as opposed to suburban sprawl, supports a greater population that provides greater patronage to use public transport and local facilities, thereby increasing their viability. Appropriately designed development at greater intensity can offer social benefits such as improved access to community services and better integration of social housing. Finally, more intense development makes more efficient use of land and helps to define open space. The minimum guideline set by the Government in PPG3 for new development is 30 dwellings per hectare.

During the EbD, the appropriate density spread of future development at Aylesham must be established. To ensure sustainability, this suggests higher densities along public transport corridors and at focal points.

The scale and arrangement of buildings at Aylesham will be influenced by a series of physical constraints, such as the topography and high visibility of

the site, which will have to be integrated into the village shaping the design of the development.

The appearance of affordable housing must be made indistinguishable from market housing

Affordable Housing

In line with national and local planning policy, the provision of affordable housing will be an important component of the development at Aylesham. We would need to consider not only the amount of housing that is required, but also its location.

The EbD will consider approaches for the planning and delivery of affordable housing throughout the area. In line with Best Practice, affordable housing should be pepper potted throughout the development and should be of the same high quality design as the provision of private housing.

Village Centre - Retail

A Village Centre is effectively a cluster of local shops that meet day-to-day needs to directly serve the local inhabitants and users of the area. It is estimated by the Urban Task Force (2000) that to support a group of shops, a reasonable population of 5,000-10,000 is needed. At an average of 2.3 inhabitants per dwelling, this equates to between 2,174 and 4,348 dwellings. In addition to retail, there may be a medical centre, a children's nursery and other community facilities.

At Aylesham however, there are concerns on the attractiveness of the existing Village Centre, the viability of existing facilities, as well as the high costs of products on offer. Careful consideration must be made of new retail proposals. The Village Centre is generally located in the centre of the village and is accessible by foot. Locations where people can walk instead of drive are more sustainable. People do drive, nonetheless, and parking is also cited as an issue.

The EbD will help determine the level of retail facilities that can realistically be supported by the local community. Flexible building forms can be explored which provide easy conversion between residential and retail, allowing for future spontaneous retail provision determined by demand.

Finally, we might want to explore possibilities for increasing the diversity of uses within the Village Centre and the village itself. In particular, can some employment and residential uses be properly integrated to create greater vitality and variety?

Schools

The EbD process will consider the requirement for additional primary schooling associated with the new housing development. Two primary schools are already well established in Aylesham and it is considered that extension of the existing facility rather than providing a new separate school is the best option. Schools are often at the heart of their communities and the EbD process will consider how new development can relate to the existing school and how its eventual extension can be used to strengthen local communities.

The creation of safe routes to schools will be a key design issue for consideration at the EbD.

Village centre as heart of the community

Considerable discussions have been had with Kent County Council regarding the capacity of a newly expanded Aylesham to support a new secondary school. However, the statistics and predictions point to a shortfall in the number of children of secondary school age that would warrant a new secondary school.

Highways, Streets and Parking

The street network is fundamental to sustainability and creating a sense of place. It must establish clear connections between new and existing communities and with the existing road network. If the street network creates direct, legible and attractive connections, people will be encouraged to walk and cycle rather than drive.

Accommodating cars, public transport, cycling and pedestrians within safe, comfortable and clearly defined routes, encourage travel by a range of modes. An appropriate relationship between building height and street width establishes enclosure, positive micro-climatic conditions and therefore adds to pedestrian comfort. In addition, pedestrian and vehicle routes overlooked with building entrances and active frontages benefit from natural surveillance.

Through the EbD, design codes for Rights of Way and for the relationship between street widths and building height will be developed on a scale that is appropriate for Aylesham.

Another important issue is the way in which car parking is handled, both in terms of the number of spaces provided and their treatment. Garages that are situated at the fronts of houses or parking on front forecourts on land that would otherwise be front gardens, can undermine the quality of the streetscape and the sense of place. Garages located adjacent to back gardens tend to have a less negative impact. Some parking of cars on the streets can have a positive impact by contributing to an informal surveillance system and creating a buffer to passing cars, thereby increasing pedestrian security. Internal courtyards are also an appropriate location for parking cars. Again, an appropriate solution for Aylesham needs to be determined that may well involve a combination of treatments, including garages, courtyards and some on-street parking.

How many car parking spaces should be provided? Planning controls will play a part but current trends are to reduce the number of car parking spaces as part of a strategy to encourage greater travel by public transport. However, to build houses without dedicated spaces, developers must be convinced of the availability of public transport and that new homes will be attractive to potential buyers.

Employment areas

The traditional approach to dealing with employment areas, offices or industry, is to build central blocks surrounded by a sea of parking and grass verges, all enclosed by plantation and woodland. If we are to create a sustainable mixed-use community, with places of work within walking distance, and achieving a sense of place, this approach needs to be re-thought. How do we achieve a greater integration between residential areas, viable open space and places of work?

What are suitable height, colour palette and built form for the development in Aylesham?

The site designated for employment is at the edge of the village so how do we ensure that it does not become another run-of-the-mill industrial estate or business park that is segregated from its surroundings? The type of employment use, built form, connections to roads, public transport, density and means of integration with the village Centre and the residential areas are all important considerations for the EbD.

Built Form

The appropriate mix and form of built development needs to be determined.

- What types of housing are appropriate: detached, semi-detached, terraced, flats?
- In seeking greater density, we will aim to include semi-detached, terraced and flats. How do we integrate these? What should be the maximum height?
- Two storeys are mostly found in Aylesham. Might there be circumstances where we may wish to go higher than this?

Built forms may also be impacted on by ground conditions. On the first day of the EbD event, the participants will take a tour of the local area – taking in both traditional examples and more recent development in the area. This should guide our thinking on built form and style.

Flexibility

A sustainable community is one that can evolve over time in an organic fashion. Development blocks need to be designed with long-term flexibility in mind, able to adapt to future market demands. Individual buildings also need to be designed to be as flexible as possible, both in terms of use and internal layout. Changes in use and form need to be anticipated. A fine grain of development can more easily be adapted to new uses than a coarser one with purpose built buildings.

Style and Materials

In order to identify a strong and unique sense of place, urban design is concerned with creating environments that respect and are compatible with their particular locality. Materials and style must be utilised to create a community that has a distinctly local character.

To what extent should new development draw influence and inspiration from traditional styles and methods of construction? Might we want to explore the contemporary use of traditional materials, such as local brick?

The use of materials also plays a role in ensuring legibility and therefore giving a sense of identity. The deployment of materials can mark neighbourhoods, transition between zones, or distance from centres of activity and therefore has a role beyond the application to individual buildings in defining and shaping the community, or different parts of the community.

Sustainability

There is an increasingly important need to identify sustainability in all development so as to minimise its impact on the environment both today and throughout its life. Consideration of sustainable issues from the start of any development helps to ensure that sustainability principles are an integral part of the design process.

Sustainable materials can be incorporated into the design of the primary school extension

The most commonly used definition of sustainable development is 'development which meets the needs of the present without compromising the ability of future generations to meet their own needs'. As Government policy indicates, at its heart is the simple idea of ensuring *a better quality of life for everyone, now and for generations to come*. In order to achieve this, the Government's four broad objectives for sustainable development need to be met:

- Social progress which recognises the needs of everyone;
- Effective protection of the environment;
- Prudent use of natural resources; and
- Maintenance of high and stable levels of economic growth and employment.

By means of illustration, we can imagine a circle, within which all living needs and wastes of the system are produced, maintained and recycled. The opposite is a straight line, where energy enters on one end and exits at the other. Life along the line is dependant upon these flows being maintained. Our current lifestyles are typified by varying degrees of thickness!

The test of this EbD will be to incorporate principles of sustainable development as much as practicable and in a realistic manner. The process by which this will be achieved is by:

- Scoping issues and opportunities as widely as possible;
- Sharing and exchanging information transparently;
- Setting targets and design principles;
- Identifying and testing masterplan options against targets and principles; and
- Building consensus and assisting deliverability.

Sustainable design and operation is vital to preserve and enhance the short and long term future of the community and the planet. This will help to preserve and enhance what is valuable now, while ensuring that assets are available to develop a flourishing future.

Assets are in short supply and without careful husbanding, our lives and the life of the wider community will be severely impoverished. In practical terms, this means that we need to consider Resource Productivity: **'getting more with less'**.

MORE	LESS
• Clean energy sources, renewables	• Energy use of fossil fuels, pollution
• Fuel efficiency	• Pollution from buildings, traffic
	• Water use
• Local sourcing of materials	• Material use, transport
• Densification	• Land use
• Recycle, re-use	• Waste
• Ecology and biodiversity	• Sterile environment
• Stakeholding	• Social exclusion
• Information	• Inefficient resource use
• Quality of life	• Asthma, sickness
• Economic value	• Economic concerns, poverty
• Secure surroundings	• Fear

Nonington Local Vernacular

Building Design principles, including for example, energy efficiency, sourcing and performance of building materials, waste management, green travel plan, etc; and social inclusion and economic development potential are key factors of sustainability.

Actions take place at two main levels: masterplanning and individual. Some actions have a high impact at the masterplan level, others have a lesser impact. Actions at both masterplan and individual building levels are essential to achieve a more sustainable development. More specific details of sustainable building design principles are attached in Appendix 2.

Energy and Resource Efficiency

The layout and design of buildings, the materials used in construction, as well as how future residents choose to live, influence energy and resource efficiency. For example, the layout should maximise opportunities for solar gain. The design and construction of each building should aim to minimise energy consumption. Targets should be set with respect to energy efficiency and use of sustainable materials and means of achieving these targets identified. Future residents might be required to recycle and use energy saving devices. As a means of minimising the impact of the development on the environment today and in the future, we need to look at the level of integrating sustainability measures within the development.

Open Space & Recreation

The primary open space in Aylesham is the central grass area and the 'green square' at the heart of the Village Centre. When addressing good practice in urban design in the EbD process, a review of the use and form of this open space will be undertaken. It is important to review the function and location of all other open space opportunities both within Aylesham and on the periphery, for example Spinney Wood

Outdoor recreational facilities should be an integral part of the design so that it meets all the communities' needs. Provision should range from equipped areas of play (LEAPs, NEAPs and LAPs) to facilities such as pitches, tennis courts etc. The best possible provision of facilities may come from the upgrading of existing facilities or the change of use of space. It is also important that Aylesham has good links to county-wide facilities.

The Local Plan policy site allocation does not specify a fixed amount of open space to be provided. What amount of open space should be provided and in which locations? What is the relationship between public and private spaces and how can they be clearly defined? How do we promote safety and the sense of security? What types of open space should be provided, such as natural wildlife areas, formal parks, play areas, or hard 'urban' spaces? How do we ensure these continue to be well cared for and managed?

Nature Conservation

Spinney Wood on the edge of Aylesham is owned by Dover District Council and managed by Aylesham Parish Council. It is an important wildlife site as it is one of the few remaining remnants of ancient woodland in Kent. A Tree Preservation Order (TPO) protects the woodland and conservation work to preserve the diverse wildlife and manage the coppiced trees is undertaken on a voluntary basis. The guided walk around the woodland is an important

recreational and educational facility. How can Aylesham and its new extension connect to this resource?

Aylesham aerial view

Existing landscape features, such as hedgerows and woodland copses are also important elements that will provide distinctive local character. We need to identify the value of retention of these landscape features and how to retain them.

Landscape Character

The Countryside Agency, through the Countryside Character Initiative, designates the Aylesham area as part of the North Downs. Such designation indicates the presence of important landscape features indicative of their type, namely the chalk geology, undulating dry grassed valley and wooded ridges. An interpretation of the landscape character surrounding Aylesham is illustrated in Appendix 1.

Aylesham Village is in close proximity to an Area of Outstanding Natural Beauty and a Special Landscape Area. The visual impact on views of Aylesham village and its new extension must be considered carefully.

Views Into and Out of the Site

There are clear views of the village along both its southern and western boundaries. There are prominent views from the site to the north due to the overlying topography. Views east also have the potential to be impressive on a clear day over to Ramsgate.

4.5 HERITAGE

The 'Abercrombie' layout of Aylesham itself is of historical interest and the original buildings from the Abercrombie plan are of note. The influence of the original plan on the new extension will be discussed at the EbD.

transport

Aylesham Station, looking south

This section sets out background and issues relevant to the road network, public transport, walking and cycling and the Local Transport Plan. The key considerations are highlighted first, followed by more detail on each of the transport aspects of the extension to Aylesham.

5.1 KEY TRANSPORT CONSIDERATIONS

The following are some of the key transport issues to be considered in the development of proposals for the site:

- Rail services are excellent, providing regular links to the nearest large towns, and one of the main reasons for selecting the village as an ideal location for expansion. The regular rail services will prove attractive to residents of the proposed development.
- Aylesham is well located for access onto the strategic road network. Due to the rural location (and poor access to public transport), reliance on the private motorcar is likely to be high.
- Bus services in the area are infrequent and do not run in the evenings or on Sundays. Through early consideration in the development of proposals for the Aylesham site, there is an opportunity to improve this, providing regular services to desirable destinations. The existing bus network in Aylesham therefore fails to provide regular and quick services and is not a viable means of transport for day-to-day needs.
- Aylesham is within 15km of the Port of Dover and the Channel Tunnel, all owing easy and frequent access to mainland Europe. Direct regular passenger rail access to Europe from Ashford is some 30 km from Aylesham.
- Manston Airport, 25km away from Aylesham, offers very limited air travel at present, and residents of Aylesham are more likely to use London Airports.
- Walking and cycling are not appropriate for journeys to the nearest large towns due to the distances involved, although there is a valuable leisure resource in the network of routes around the northern development site.
- Walking and cycling around Aylesham itself have the potential to increase, particularly in conjunction with the 'Safe Routes to School' scheme.
- Transport nodes – Public transport can be used as a generator of activity with bus stops acting as focal points for communities and commercial activities.
- Highways and streets – The nature of routes within the site should be based around generating a pleasant environment for walking and cycling by increasing frontage, applying traffic management principles and incorporating high quality landscape.

Local road network

- Improvements to the quality of public transport in terms of frequency and journey times will make bus services more attractive to residents; increasing patronage will also increase the viability of the bus services.
- Cycle and Pedestrian Routes – The quality of the pedestrian and cyclist environment should be the highest priority to encourage people to leave their cars behind when making short journeys and to be used as a leisure resource. It will be important to provide safe and attractive pedestrian and cycle routes to the railway station from the northern development site.

5.2 TRANSPORT NETWORKS

The primary transport networks in the District have evolved around the important communication links between Britain and the rest of Europe (refer to Transport Context in Appendix 1).

Local movement issues are shown in 'Local movement pathways/generators' – also in Appendix 1.

5.3 ROAD NETWORK CONTEXT

The road network in this area of Kent is geared towards movement between the South Coast and London, as illustrated in figure 'Vehicular flow' in Appendix 1.

Aylesham is situated approximately 3km away from the A2(T), which is one of the two main routes (along with the M20) running between London and the Port of Dover, and carries daily flows of around 21,000 vehicles (two-way annual average). The B2046 connects the village to the A2(T).

Aylesham is located to the south east of the B2046, and consequently there is little through traffic in the village. The proposed development aims to extend the existing village towards the B2046 in the north, and the railway line to the east.

Aylesham is a village with wide roads and is well connected to neighbouring villages by a network of narrow country roads.

Historically, Aylesham housed the workforce of Snowdown Colliery, with most journeys being to the mine, 1.5km to the southeast. With the closure of the Colliery in 1986, residents have had to look further afield for work, increasing the village's reliance on other modes of transport, especially the car. The local transport plan states that some 20% of Kent households do not have a car, but because of its relative isolation, this figure may be lower for Aylesham.

5.4 PUBLIC TRANSPORT CONTEXT

Buses

Kent County Council subsidise rural bus routes, which are recognised as not being commercially viable but are socially very important. The diagram 'Buses' in Appendix 1 demonstrates that the main bus axis in the area is along the A2(T) and to the south. Only three services run through Aylesham village centre. The X90 and 542 connect with the bus network on the A2(T).

The X90 is the only frequent service, running to Canterbury at 30-minute intervals during the day. It runs only once during the evening and not at all on Sunday. The 542 only runs once a week (Thursday), allowing passengers only two hours in Sandwich before returning. The K10 is a thrice-daily service north to Monkton. Again, this service does not run in the evening or on Sunday.

The twice-weekly 544 to Canterbury runs a return service allowing shoppers approximately an hour in the city on Wednesdays and Saturdays. It passes through nearby villages, but not through Aylesham itself.

It is understood that a Dial-A-Bus service, run by Dart Kent Karriers, is available for anyone who lives more than 500m away from a normal bus route, and any Dover District Council resident with mobility difficulties. There is a £5 annual registration fee. The buses offer return services to Deal (Monday) and Dover (Tuesday), by arrangement with the operating company.

Rail

The rail network within Kent is extensive with 99 stations within the area administered by the County Council. Trains are predominantly run by Connex South Eastern. Within Dover District itself, links are equally good, with 9 stations connecting the main centres of population.

Rail links for Aylesham are excellent, as illustrated in the diagram 'Local movement pathways/generators'. It lies on the strategic line between Dover, Canterbury and London, with regular local services to Canterbury East, where there are connections further afield. Aylesham station is served by 51 services per day Monday to Friday, 36 services on Saturdays and 31 services on Sundays. Typical rail journey times are 11 minutes to Canterbury East and 17 minutes to Dover Priory. London Victoria can be reached in 1 hour 40 minutes. Aylesham station is approximately a 10-minute walk from the site.

5.5 WALKING AND CYCLING CONTEXT

The diagram 'Footpaths' in Appendix 1 demonstrates that an excellent network of public footpaths and bridleways surrounds Aylesham, linking to nearby villages and places of natural beauty. All major destinations, however, are too far away to walk to, so it can be assumed that these paths cater mostly for leisure walks. The development of the former Snowdown Colliery for employment is likely to increase the demand for pedestrian and cycle connections to Aylesham.

The County Council aims to promote cycling and cycle tourism, particularly as Kent has the potential to offer attractive cycling holidays for visitors from mainland Europe. Aylesham is close to Sustrans regional cycle route number 16, which is described as an 'on-road route, open to interim standard only'. Route 16 runs to Canterbury in the north and Dover in the south. Although only 10km long, the topography of the land between Aylesham and Canterbury is likely to increase cycle journey times up to approximately 1 hour. Dover is further away.

Safe routes to school

5.6 LOCAL TRANSPORT PLAN

Kent County Council's Local Transport Plan for Kent was launched in 2001 to cover the period 2001 to 2006. One of the Plan's main aims is to widen travel choices for the residents of Kent.

The Local Transport Plan looks towards making better provision for pedestrians, cyclists and motorcyclists. These would contribute towards achieving Strategic Objectives on Accessibility & Choice, Safety, Integration and Health. The County Council's strategic statement 'The Next Five Years' includes a target to 'extend the opportunities for walking, cycling, riding and recreation'.

Aylesham is included in one of 30 local performance indicator targets that closer underpin the five-year strategy of the Local Transport Plan. By 2006, the County Council aims to have completed a programme of selected bus boarder improvements in Dover District and also to improve access for pedestrian, cycle and the mobility impaired at the following stations, namely Deal, Sandwich, Walmer and Aylesham. Monitoring will be conducted on an annual basis.

Aylesham Station

engineering

This section deals with a what are termed 'engineering' issues relevant to the extension to Aylesham. The key issues are ground conditions, surface water drainage, foul water drainage, and utilities.

6.1 GROUND CONDITIONS

The natural geology of the area is shown in the diagram 'Geology' in Appendix 1. Aylesham and the surrounding vicinity are comprised of upper chalk permeated with pockets of head in the higher terrain. Through the centre of Aylesham lie Nailbourne deposits left by an ancient dried up river. As the land climbs up again from the dried riverbed, head is again found sitting upon chalk.

Historical Maps show that prior to the village's conception, the land on which Aylesham now sits was rural and there is therefore unlikely to be any significant disturbance to the natural ground. This will need to be confirmed through a site investigation at the next design stage.

6.2 SURFACE WATER DRAINAGE

Full details of the drainage system in the area are not known at this stage. Based on information from the Aylesham Village website, it is understood that surface water for some of the existing village is currently disposed of via soakaways. These are a form of Sustainable Urban Drainage System (SUDS), which are physical measures and techniques whereby surface water can be returned directly to the ground at or near to the point at which it falls. The rate of run-off from an area is thus controlled, allowing a more acceptable level of discharge.

Other examples of SUDS include swales and water butts. These could potentially be used as part of the Aylesham development as a sustainable means of handling surface water drainage. If a SUDS system can be used, there would need to be discussions with the drainage authority on adoption. A management company may be required if this cannot be achieved.

6.3 FOUL WATER DRAINAGE

It is understood that Southern Water Services is responsible for sewage disposal. Council information states that there is sufficient capacity at the Dambridge Wastewater Treatment Works (WTW), Wingham, to serve the proposed expansion. Sewer capacity currently exists for only about 100 additional dwellings in the existing settlement. Owing to topography in the development area, development over and above this figure is likely to require a rising main and pumping station, plus a new trunk sewer to Dambridge WTW. The opportunity to improve the water quality of the

Aylesham Industrial Estate

Wingham River should be taken into account when assessing drainage options.

6.4 UTILITIES

It is envisaged that the existing utilities layout will be available in time for the EbD. As already mentioned in the Planning and Socio-Economic section, proposals for the site will not be permitted unless:-

- Land is safeguarded for the provision of electricity substations, the number and location of which have yet to be determined;
- Land is safeguarded for gas pressure reduction equipment and governors close to Ratling Road;
- An adequate water supply to serve the development is made available before development starts and which would not lead to a reduction in pressure to existing users; and
- Adequate means of wastewater disposal are available before each phase of the development is occupied.

Electricity

The Dover District Local Plan indicates that the existing electricity supply is at capacity during peak times and must be reinforced before new development is occupied. While land will be required for a terminal pylon and small sub-station, a specific site cannot be identified at this stage. The District Council suggests that the developer should explore the possibility of placing the existing 11kV overhead line and all new lines underground.

Gas

Dover District Local Plan states that a medium pressure gas main runs along Ratling Road adjacent to the eastern boundary of the Development Area. It is understood to hold sufficient capacity to serve the proposed development, though a small site will be needed adjacent to Ratling Road for pressure reduction equipment and governors. It is also understood there is enough capacity in the network in the Cornwallis Avenue and Old Park housing areas to serve about 100 houses in the southern part of the Development Area. Infrastructure costs will be funded from connection charges to new dwellings.

Water

It is understood that Folkestone and Dover Water Services Ltd is responsible for water supply, although it may also be possible for the development to receive its water supply from Southern Water Services Ltd. Available information identifies that the existing capacity will serve development equivalent to about 350 dwellings, after which it will be necessary to reinforce the off-site mains. Water must be supplied to all new development without a pressure reduction in the existing system.

The Development Area lies in both a Zone 1 and Zone 2 aquifer protection area, where special restrictions apply.

Telecommunications

It is understood from the Dover District Local Plan that British Telecom is able to extend its system into the Development Area and lines will be ducted alongside the road network. The ducting will have the capacity to

accommodate other services, such as cable television. Infrastructure work will be financed by connection charges.

market & management

Nonington Local Vernacular

The main market considerations for the extension to Aylesham are the demand from various housing sectors, the demand for complementary commercial uses such as employment and local shopping, the land use mix achieved, the density levels achieved, car parking standards, phasing of development and the relationship with the existing village.

Participants at the EbD will want to consider the following questions to inform their work, particularly on the Development Framework and Implementation Strategy

7.1 HOUSING DEMAND

- What is the overall strength of the housing market in East Kent?
- What sectors of the housing market are most in demand in Aylesham?
- What sectors of the housing market are most in need in Aylesham?
- How do demand and need "marry up"?
- What land values and sales values do private sales and affordable housing generate?
- How is the affordable housing to be provided?

7.2 COMMERCIAL DEMAND

East Kent has not been the strongest market for speculative employment space or retail. However:

- What demand will be stimulated by the new housing development?
- Could residential development cross subsidise the commercial if necessary?
- How does the Aylesham project to link the East Kent Coalfield plans for commercial development?

7.3 LAND USE MIX AND DENSITY

- What density levels can and should be achieved in the overall scheme and in particular the residential?
- What proportion of affordable housing should be provided?
- Where should the affordable housing be provided on site?
- How much employment, retail and leisure space is needed to create an attractive, desirable and sustainable community?

- Where should the commercial space be provided to ensure there is one inclusive community and not two separate communities – old and new – in Aylesham?
- What car parking standards are to be adopted to meet the sustainability agenda but also market demand?
- What other social or community facilities are needed?
- What level and quality of environmental improvement and landscaping are needed to make the new development attractive and to integrate it with the existing community?

7.4 PHASING

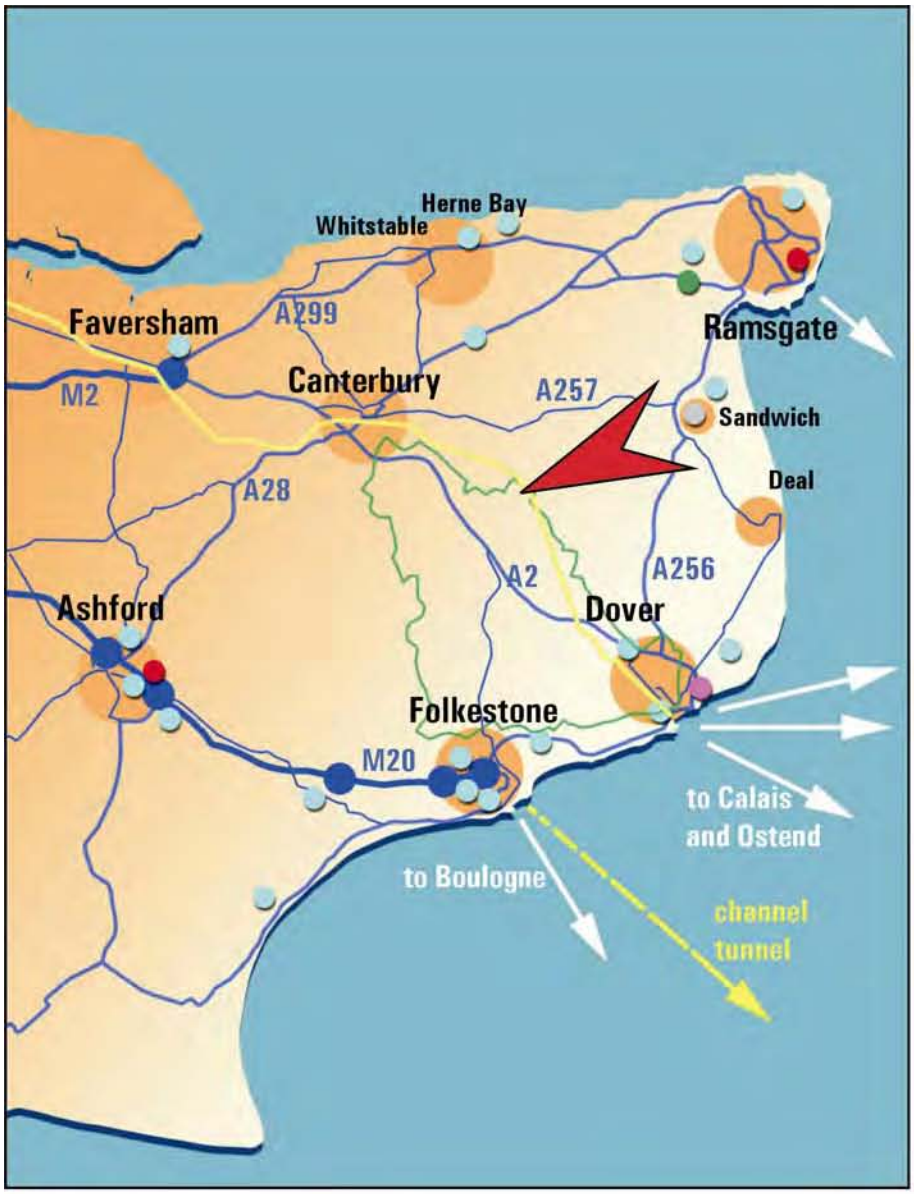
Developing up to 1,000 new homes as part of a new sustainable community is a major task that will need to be carried out over a number of years. Very careful phasing will be needed to ensure the existing village is not swamped, to meet market demand, and to make the scheme financially viable.

- What infrastructure costs – physical, environmental and community need to be provided "up front" and how does this affect the economics of the scheme?
- Where should the new development start – what development parcels should be considered?

Aylesham Industrial Estate

appendix 1

1. REGIONAL CONTEXT PLAN
2. LOCAL CONTEXT
3. LAND USE
4. TOPOGRAPHY
5. STUDY AREA
6. STATUTORY DESIGNATIONS
7. LANDSCAPE CHARACTER
8. TRANSPORT CONTEXT
9. LOCAL MOVEMENT PATHWAYS/GENERATORS
10. VEHICULAR FLOW
11. BUSES
12. FOOTPATHS
13. GEOLOGY



road network

train/channel tunnel

national cycle network

pfizers pharmaceutical company
(employs over 1500 people)

strategic developments:

airport expansion

leisure/business/residential

retail/residential/leisure

business/industry

Aylesham regional context

site boundary

settlement

rail line/station
London Victoria/Blackfriars to Dover Priory

road network

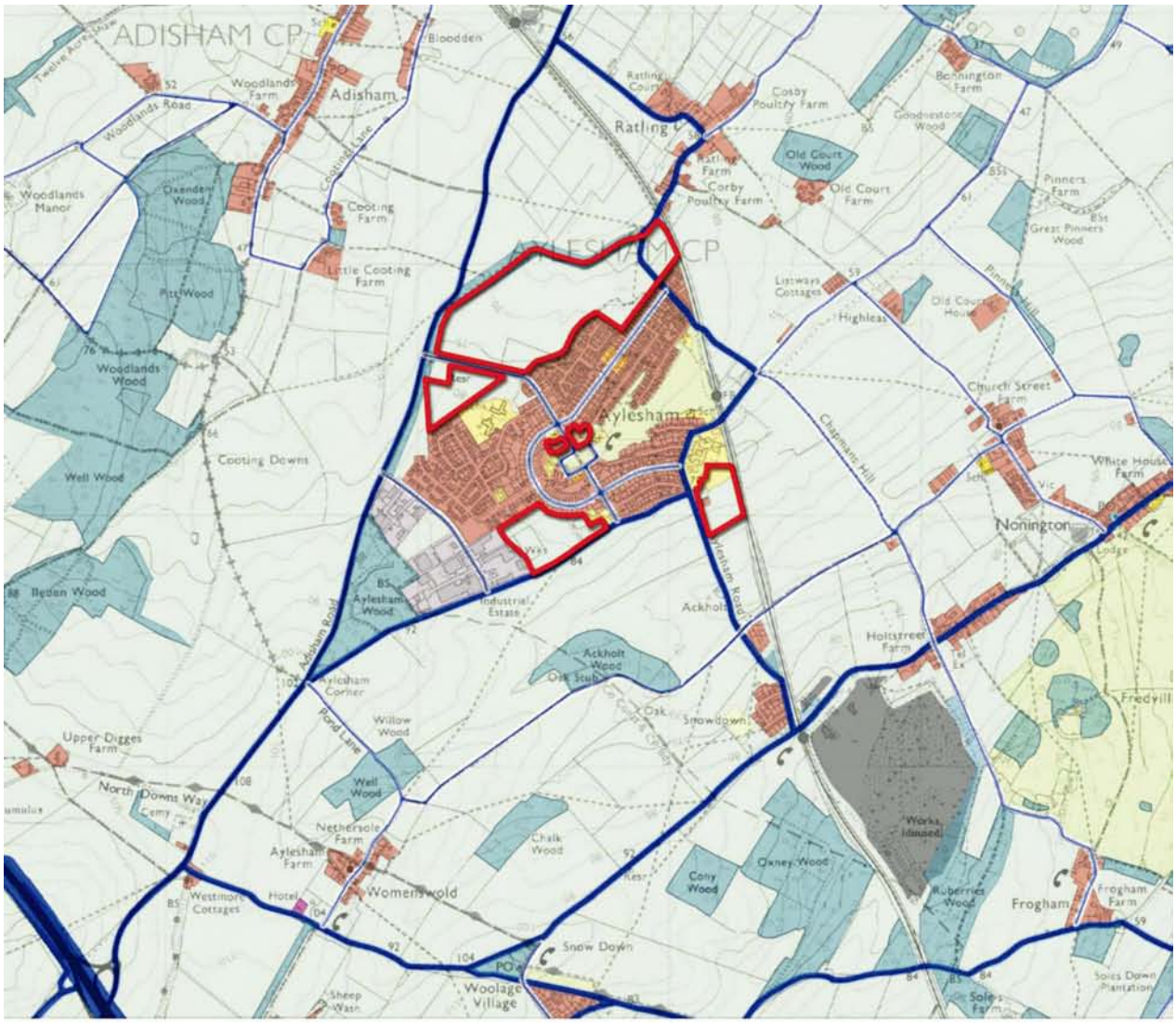
bus route - 621
Canterbury to Nonnington, once a day

bus route - X90
Canterbury to Aylesham, 1-2 times/hour

public footpath

Aylesham

local context



site boundary

former colliery

agricultural (arable)

open space

woodland

dwelling houses

non-residential inst.
(schools, community buildings etc.)

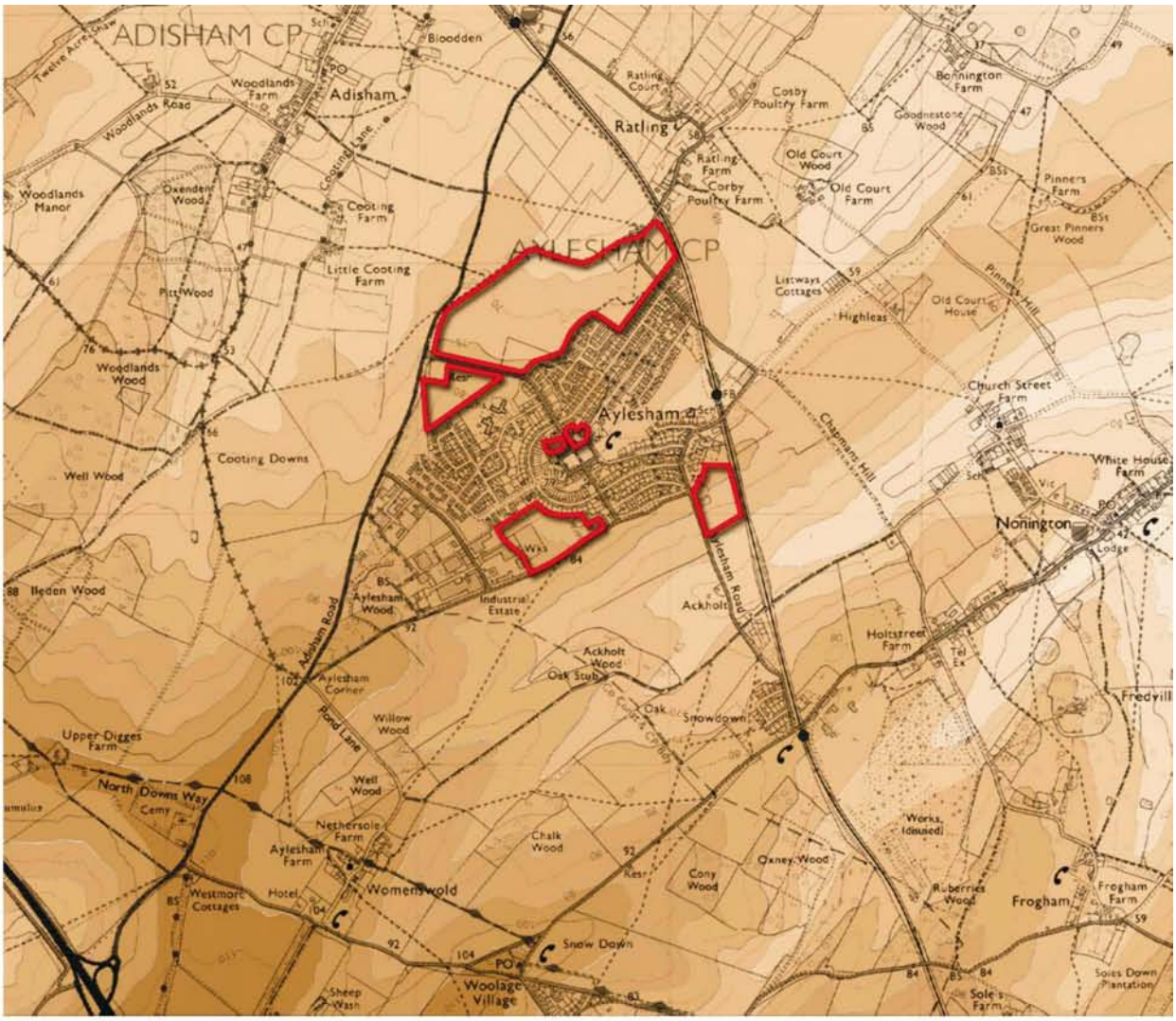
general industry

shops

hotels

food and drink

Aylesham landuse



site boundary

35.0m to 45.0m

45.0m to 55.0m

55.0m to 65.0m

65.0m to 75.0m

75.0m to 85.0m

85.0m to 95.0m

95.0m to 105.0m

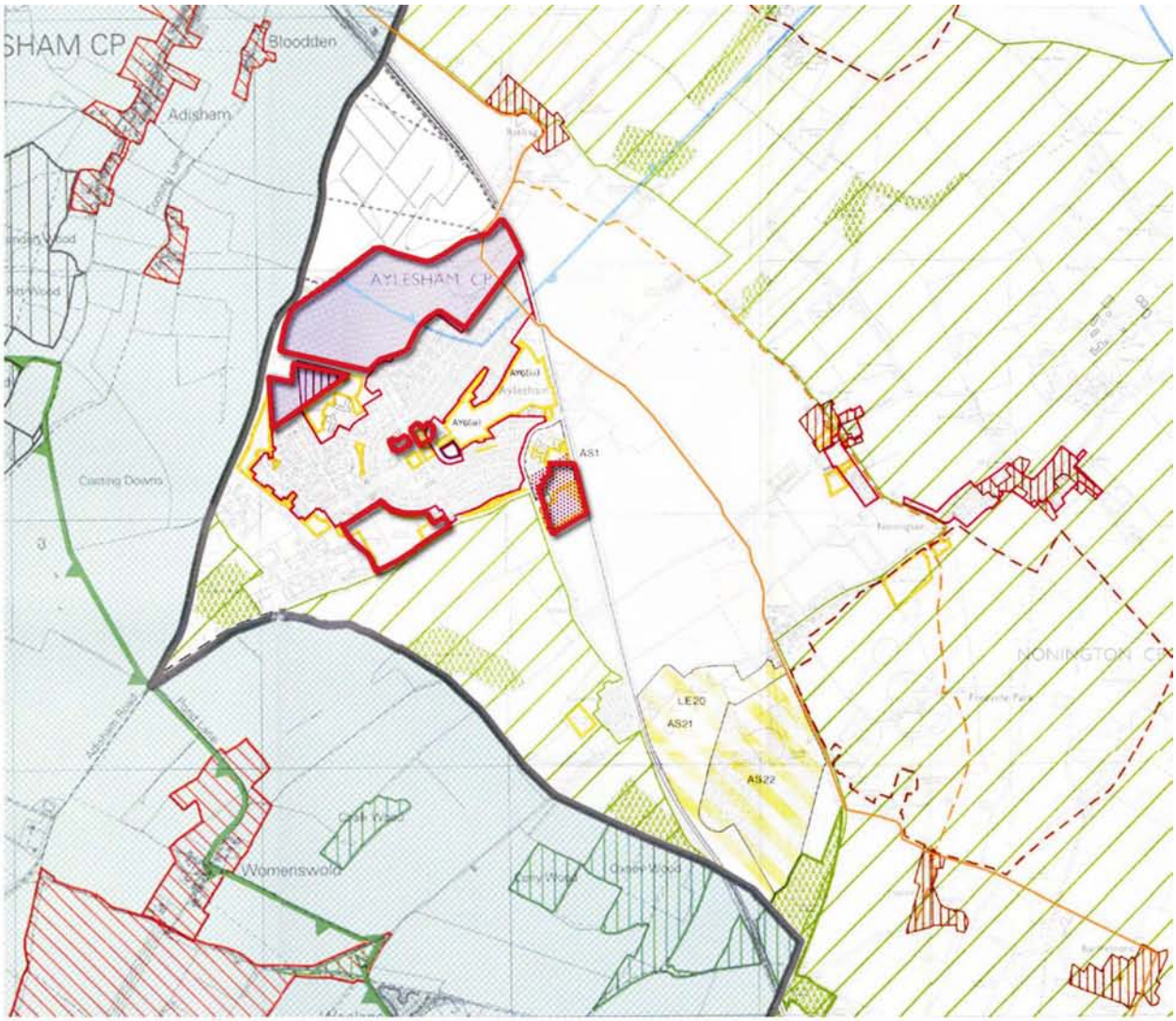
105.0m to 115.0m

115.0m to 125.0m

125.0m to 135.0m

Aylesham topography

Source SEEDA, DDC and The Princes Foundation brief



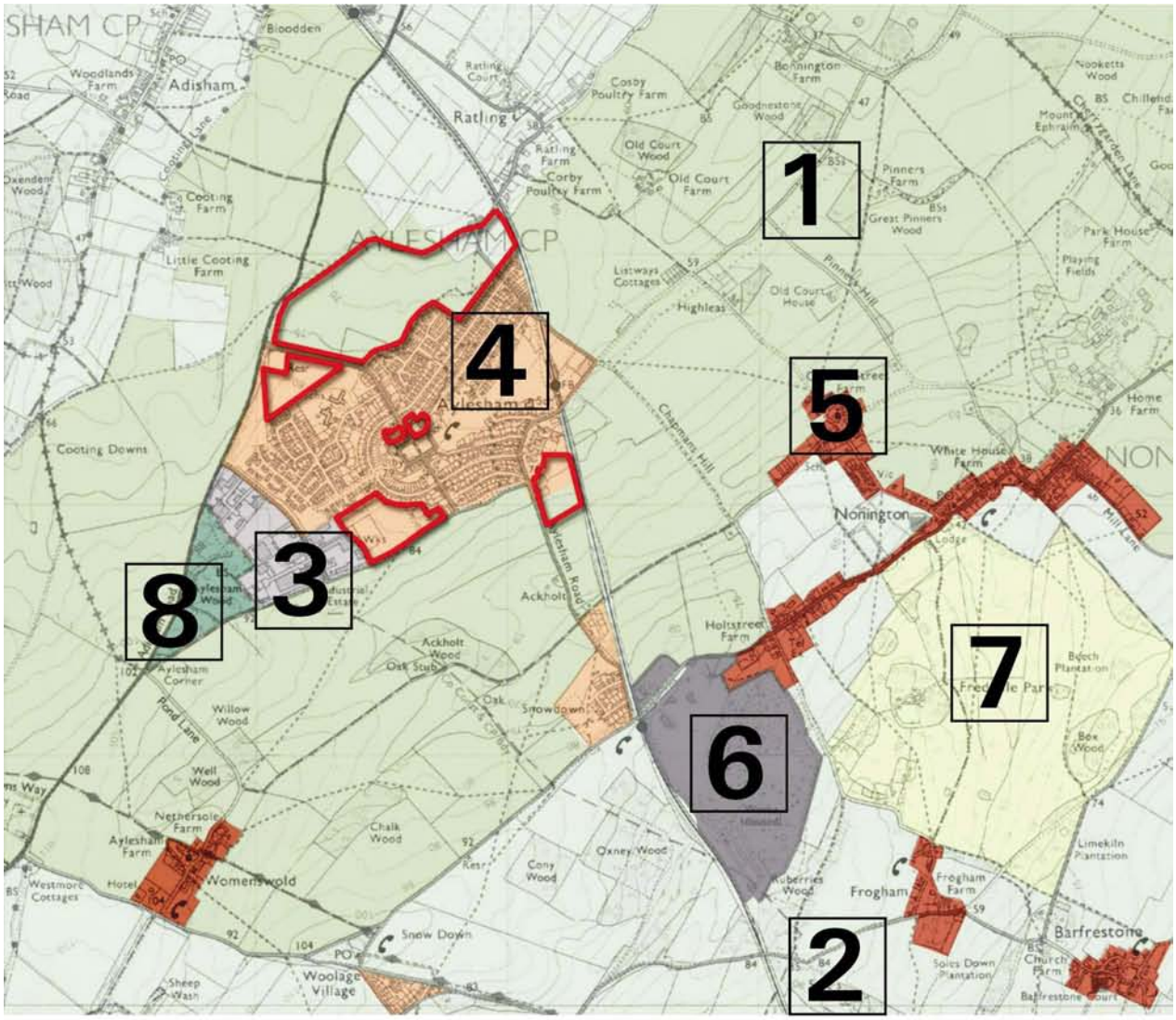
- site boundary
- cycle routes
- special landscape area
- site of conservation interest
- ancient woodland
- conservation area
- historic parks & gardens
- village confines & sandwich town
- groundwater source protection zone
- open space
- development area
- high school playing fields
- new primary school
- policy AS21 - Pithead & Sidings: B1/B2/B8 uses
  policy AS22 - Colliery Spoil Tip: recreational uses
- district boundary
- boundary of the kent downs a.o.n.b
- special landscape area
- site of nature conservation interest
- conservation area

other:

- national cycle network

Aylesham

statutory designations



site boundary

rolling arable - large field pattern

rolling arable - small field pattern

community woodland

general industrial

kent villages

former mining settlements

disused colliery

parkland

Aylesham landscape character

appendix 2

SUSTAINABLE BUILDING DESIGN PRINCIPLES

The sustainability impacts have been classified so that the most critical effects on Masterplanning are identified

High Level Impact – Infrastructure. These have a strong spatial and organisational impact at Master plan level.
Low Level Impact – Infrastructure. These have less spatial impact, but will help to achieve the desired aims.
High Level Impact – Building specification. These have strong spatial and organisational impact on building design.
Low Level Impact – Building specification. These have less spatial impact, but again will help to meet the desired aims.

The statements made below are based on good and best practice and are put forward as a starting point for the EbD to focus on.

High Level Impact - Infrastructure

- **Public Transport Provision** - it is essential that public transport is improved and people are encouraged to move away from car use. The masterplan must include provision for future capacity.
- **Exclusion of Cars from Specific Areas** - at the moment, private car use is the most prolific form of transport. A comprehensive package of measures should be introduced to reduce this usage. In essence, the Development Framework should strive to keep cars on the perimeter and pedestrians at the heart. This would reduce congestion in the centre and also encourage the use of public transport, thereby reducing car journeys and consequently reducing pollution.
- **Provision of adequate Cycle Routes and Pedestrian Routes -** the provision of safe pedestrian routes and cycleways should be encouraged throughout the scheme as a matter of priority.
- **Concentration/Density** - in order to warrant an economically viable public transport system, it is essential that demand increases along transport corridors. One of the most effective methods of achieving this is by increasing density.
- **Encourage Mixed Use Development** - mixed-use development (housing with integrated commerce and employment) is an effective method of reducing the use of any type of transport for commuting, domestic, and recreational purposes. This generally reduces the number of people travelling by highly polluting and space-consuming modes of transport.
- **Provide clean energy sources – Combined Heat & Power generation -** in certain circumstances, CHP can be used to produce power and heat more efficiently than conventional methods. There are a number of different ways in which CHP can be utilised, ranging from a micro to a macro level. In energy terms, CHP has a very high-energy utilisation rate, standing at 87% compared to approximately 40% achieved by gas fired generation. This results in a substantial reduction in energy consumption and associated CO_2 emissions. The main factor influencing the feasibility of CHP is the requirement for a constant heat demand. On a micro scale,

i.e. single building, this is very difficult to achieve. Increasing the scale of the scheme, i.e. supplying a number of buildings, can produce a more constant base load heat and power demand that is more suited to CHP installations. A recent development has been the introduction of private wire CHP systems. These schemes comprise of a "mini district heat and power system" where the energy and power is generated locally and sold to local consumers at a price lower than at current market levels. These schemes can be suited to mixed commercial, domestic, and light industrial applications. CHP units vary in size depending on the generating capacity of the unit. The capacity is determined by the application. The main obstacle to CHP is ensuring there is sufficient heat demand.

As a general rule, purely residential schemes are not viable, but the addition of even a small number of commercial premises can make the scheme viable. A project at St Pancras Housing Association resulted in giving tenants a 25% reduction in their electricity bill.

Further environmental savings can be achieved by utilising biofuels instead of gas. Biofuels are net zero CO_2 because all the CO_2 emitted when the fuel is burned is absorbed while the plant is growing.

Wind turbines could produce site-generated electricity, and reduce grid dependence. If we do not establish principles now, these issues will be marginalised and not properly considered from the outset.

A private wire system can distribute site generated electrical energy through the scheme and produce substantial savings for users.

- **Provide Wildlife Habitats through Landscaping Proposals** - the provision of good quality wildlife habitats should be encouraged. Careful landscape design can increase diversity.
- **Reduce water use** - water is a precious commodity that should be conserved as far as possible. Rainwater should be used for irrigation rather than potable water, and it is possible to use it for toilet flushing, also reducing water bills.
- **Waste Economics** - there is a potential major opportunity to increase business in waste handling and recycling. Largely dismissed as a dirty industry, waste is now beginning to be seen as the feedstock to new products. High technology skills are required.
- **Local Materials** - local sourcing of materials is a way of reducing costs, improving local employment and reducing pollution.

Low Level Impact - Infrastructure

- **Provide Video-Conferencing Facilities** - business travel contributes a significant proportion towards overall CO_2 emissions. If an effective video conferencing facility is available, this may reduce the necessity for people to travel, particularly long distances, including internationally.
- **Congestion/car park charging** - charging discourages people from driving and parking in congested areas and thereby reducing localised emissions. Charging also encourages the use of public transport to certain destinations, thereby reducing car use further.

- **Introduce LPG or electric vehicles for taxis, cars and buses** - LPG used as a fuel substantially reduces emissions from vehicles and it is relatively cheap and simple to convert most production cars to run on these fuels. Electric cars and taxis reduce *localised* pollution as there are no emissions from the vehicle. Electric cars can produce more emissions per mile than petrol driven cars depending on where the electricity is sourced to charge them. Green electricity (i.e. electricity from a renewable source) would mean that the electric vehicles would be zero emission, although the use of this type of fuel cannot be guaranteed over the life of the vehicle.
- **Link with railway station** -to get people to use the train rather than the car, the transport interchanges and service from the rail station should be improved.

High Level Impact - Building Specification

- **Encourage passive solar layout for housing** - any Housing on site needs to recognise usage of passive solar design, facing major facades South ± 30 degrees.
- **Increased daylighting provision for offices** - increasing the daylight provision reduces energy use by reducing artificial lighting demand, and also improves the internal office environment.
- **Designate roof orientation to maximise solar gains** - south-facing roof orientation allows for the addition of solar water heating or photovoltaic, either when the building is constructed, or later as a retrofit measure. Although solar-based systems do at present involve significant investment and may have a payback period that seems uneconomic, it is likely that this situation will change. As take up of solar systems increases, the price per unit will fall, the payback period will diminish and the financial viability will increase. Facing roofs south will help future proof the asset.
- **Utilise opportunities for natural ventilation** - narrow plan office buildings (max 15 m). Naturally ventilated buildings consume much less energy than air-conditioned buildings due to the reduction in air handling and refrigeration loads. The installation of air conditioning in buildings is on growing due to the increased internal heat gains from small power, IT, etc. There is also a trend towards sealed air-conditioned buildings that remove any potential for natural ventilation.

Low Level Impact - Building Specification

- **New offices to attain a *BREEAM* '*excellent*' rating** - BREEAM is the Building Research Establishments' Environmental Assessment Method. A BREEAM rating assesses whether a building has high environmental standards such as reduced energy use, low water use and low impact on the local ecology. To assist developers to understand the implications of this requirement, the Development Framework and Design Codes should identify the key issues / criteria in the form of a checklist to which all designs must comply. This list will contain credits that any type of development (both refurbishment and new build) could achieve. Although this list will be comprehensive, a formal BREEAM assessment will be required.

- **Checklist of Specification Issues** - building specification can reduce Environmental impact. Issues include:
    - Energy

    - Water Conservation
    - Pollution
    - Health & well-being
    - Materials

- **New dwellings to attain an *EcoHomes "Very Good"* rating** - EcoHomes is the BRE's environmental assessment method for homes. As with BREEAM, this gives an overall picture of the environmental impact of the homes and can be used to assess an entire site. A standard of Very Good is the minimum now being recommended by English Partnerships.
- **Checklist of Specification** Issues - the housing specification should be checked and specified as in the above checklist. Additionally, an NHER of 10 for houses should be specified. The National Home Energy Rating Scheme assesses the energy use per square metre of the dwelling. NHER 10 is the highest rating on the scale and demonstrates that the dwelling is highly energy efficient.
- **Introduce pressurisation testing of building envelopes** - as thermal building fabric improves heat loss due to unwanted infiltration, it becomes an ever-increasing proportion of overall energy use. Air leakage testing should therefore be a mandatory requirement for all building types.
- **Undertake a CHP feasibility study for individual buildings** - producing heat and electricity together is much more efficient than producing them separately, and producing electricity locally reduces transmission cost. Operating a CHP plant also provides local employment. For a CHP plant to be viable, there must be sufficient heat load. Densely built-up areas are good for CHP because they require heat pipes inside buildings rather than having to transport the heat over long distances.
- **Use Local Sourced Recycled Materials** - using locally sourced materials reduces the embodied energy because it reduces the emissions from transportation of the materials. Locally sourcing materials can also encourage local employment and economic growth. Recycled materials have low embodied energy because they have already been used, but it is necessary to ensure that they still do not have to be transported over long distances to reduce their impacts over the use of transport.

Other Building Design Issues

Construction Waste Management Programme

A large amount of waste is produced during construction, much of it due to poor planning. Construction waste can also be utilised in other areas and the separation of waste into different types would mean that materials with other uses (wood waste can be recycled) could easily be identified. Waste reduction is a key issue that should be considered at a high level by the project team.

Improve management & monitoring

Having an environmental policy can help the environment, but it is essential that the policy be appropriately enforced. This does not just apply to those who blatantly disregard the policies, but also to those who do so inadvertently through a lack of understanding as to how to adhere to the guidance given.

Reduce Run-off to Watercourses

The potential for the implementation of the following options should be investigated:

- **Porous Paving -** investigate the potential of swales.
- **Consider feasibility of utilising ground water cooling -** utilising ground water cooling can reduce energy use by utilising the free cooling available form stored underground water. The use of this technology depends on ground conditions. When coupled with renewable energy sources, zero carbon emitting buildings are achievable.
- **Green roofs -** green roofs provide some extra insulation but also a pleasant area for the occupants to view and to utilise. They can also provide a habitat for plants, insects and birds.

glossary of terms

Affordable Housing – housing defined as 'affordable' in the local context, and including 'low cost' and 'subsidised' housing. Local authorities define 'affordability' with specific reference to incomes, house prices and rents, and what it considers is therefore affordable.

Ancillary Uses – land uses that are integral, but secondary to the main use within a development or building.

Arable Land – land that may be used for farming without the need for land preparation or remediation, including tree clearing, draining, etc.

Brownfield – land that has previously been developed and is now available for new development. This includes land that has been developed in the past but is now cleared. It excludes land and buildings that have been used for agricultural purposes, forest and woodland, and land in built-up areas that has not been developed previously (e.g. parks, recreation grounds and allotments).

Density Pyramid – A theoretical pyramid delineating the density within urban areas, whereby the most central point achieves the highest density (hence the peak of the pyramid), which then decreases as one moves away from the centre.

Design Principles – principles that are adhered to in order to create developments that function and adopt a 'sense of place.'

Development Blocks – roads, streets, lanes, etc, are used to access, service, transport, link, etc, destinations to one another. They carve up urban areas into distinct blocks, which can then be developed. This generally excludes areas that come under the definition of the public realm.

Frontage – the façade of a building or buildings overlooking a street or the public realm. Frontage creates a sense of urban enclosure that is interlinked with legibility.

Geotechnical – the application of the science of soil mechanics, rock mechanics, engineering geology and other related disciplines to engineering and environmental projects.

Greenfield Land – Land that has not previously been developed and is 'green' in context.

LAP – Local Area for Play. NPFA standard of local play provision: minimum 0.5 hectares per 100 population. LAP is a small low-key games area to cater mainly for 4-6 year olds.

LEAP – Local Equipped Area for Play. NPFA standard of local play provision: minimum 0.3 hectares per 100 population. LEAP demands at least 5 items of play equipment and also a small casual play area, to cater mainly for accompanied 4-8 year olds.

Legibility – in this context, legibility represents an urban environment that is easy and simple to understand, use and see. Fragmented urban landscapes are very confusing and require signage to direct users, which only adds to their complexity.

NEAP – Neighbourhood Equipped Area for Play. NPFA standard of local play provision: minimum 0.3 hectares per 100 population. NEAP is a

provision above LEAP standard and includes a reasonable range of facilities for older children / teenagers, including kickabout, basketball, etc.

PPG – Planning Policy Guidance Note. Issued by Central Government as advisory documents to inform interpretation of Planning Policy. There are 25 PPGs, covering topics ranging from Telecommunications to Transport and Housing.

Public Realm – external spaces within urban areas between buildings where people have undisputed access.

Scoping – focus on an issue to determine what it covers and where its limits lie.

Social Housing – housing provided for rent at below market level. Rental is either from a local authority or from Registered Social Landlords (RSLs).

Vernacular – originally meaning the local language or dialect spoken by people within a defined region. In this context, it represents the local materials and style of building that characterise a particular area or region.


SEEDA
SOUTH EAST ENGLAND DEVELOPMENT AGENCY
Working for England's World Class Region
THE PRINCE'S FOUNDATION
DOVER
DISTRICT COUNCIL
Kent County Council
English Partnerships
The National Regeneration Agency