Aylesham Masterplan

Supplementary Planning Guidance

2005

prepared by:

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for:

Aylesham Community Development Partnership
SEEDA
Dover District Council
Kent County Council
Aylesham Parish Council
English Partnerships

A CREATING QUALITY PLACES PROJECT

Aylesham

Creating Quality Places

Foreword

This document has been prepared by EDAW, in association with Alan Baxter Associates and Donaldsons for the Aylesham Creating Quality Places Partnership*.

The document sets out the masterplan and preliminary design codes that relate to the expansion of the village of Aylesham that is being brought forward under the 'Creating Quality Places' joint initiative between SEEDA and The Prince's Foundation.

The overarching aspiration of the project is to regenerate and expand the village to provide a seamless integration of new and existing uses, creating a strong and vibrant community centred on walkable, interconnected and sustainable neighbourhoods. It will be a flagship development that accords with current best practice in regeneration and design that fully reflects the Government's 'Sustainable Communities: Building for the Future' agenda.

The proposals are being brought forward after an extensive public consultation exercise and reflect the aspirations of the local community and key stakeholders.

Dover District Council adopted the Supplementary Planning Guidance for Aylesham, after a period of consultation that ended on 10th May 2004.

*The Partnership comprises:

- South East England Development Agency (SEEDA);
- English Partnerships;
- Dover District Council;
- Kent County Council;
- Aylesham Community Development Partnership; and
- Aylesham Parish Council.

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1. Introduction

1.1 Document Objectives

The masterplan and preliminary design codes set out in this document relate to a number of opportunity sites within the village of Aylesham. The village has been identified as a strategic development opportunity site in The Dover District Local Plan 2002, for the provision of up to 1,000 new homes, a primary school extension, employment uses, food retail and associated mix of uses. It is the single largest residential development proposal in the district.

Policy EK3 in Kent County Council's Structure Plan 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".

The contents of this document are the result of an extensive collaborative 'Enquiry by Design' (EbD) consultation exercise carried out between February and November 2003 involving local stakeholders, local residents and partnership organisations.

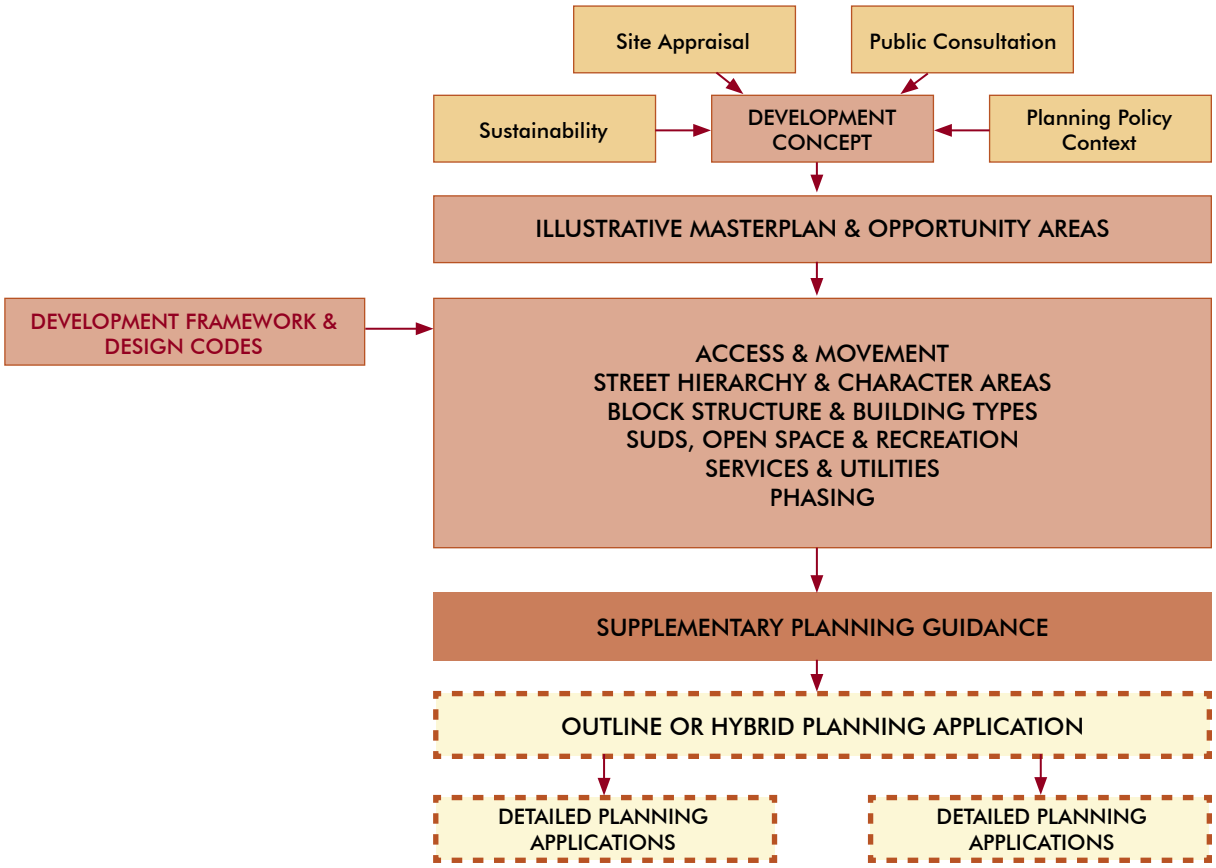
This document was adopted as Supplementary Planning Guidance (SPG) by Dover District Council on 21 July 2004. It provides the policy context, planning and design guidance to future developers and will be used for development control purposes to ensure that new development fulfils the stated design objectives for this flagship scheme.

1.2 Planning Context

The DDC Local Plan, 2002 – Chapter 14 sets out the policy context for the future expansion of Aylesham and specifically identifies a number of development sites (referred to within this document as "Local Plan Allocations"). As part of the EbD process, however, some additional opportunity areas were identified (referred to within this document as "Opportunity Sites"). These Opportunity Sites lie outside existing Local Plan Allocations and as such are a departure from the local plan. For ease of understanding, proposals for all sites within the village are included within this document. The proposals that are not consistent with the local plan cannot be adopted as part of the SPG process. It is the Council's intention to ascertain the acceptability of pursuing these "Opportunity Sites" through the public consultation on this document. If development in these areas is subsequently considered appropriate it is the Council's intention that they may be recognized as a material consideration when taking any planning decisions.

A summary of the key planning considerations for the Aylesham extension is as follows:

- 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 towns in attracting employment and improving the general economic base of the area;
- 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 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 primary development area identified in the local plan amounts to 38.3 hectares that is proposed to include up to 1,000 dwellings, a petrol filling station, formal playing fields and associated children's play, employment land, an extension to the primary school and a food retail unit. There is also the potential for a further 8 hectares for sport and community facilities; and
- it is anticipated in the local plan that the expansion of Aylesham should provide approximately 10,400 sq.m. of employment space.



Design process

The planning policy context is set out in detail in Appendix 1. Chapter 2 describes in detail both the "Local Plan Allocations" and the "Opportunity Sites" but in summary the "Opportunity Sites" in question are:

- proposed residential development around the central open space;
- proposed residential development on Hill Crescent, immediately south of the reservoir; and
- proposed employment/live-work site at the western end of Boulevard Courrieres adjacent to the existing employment area, on Cooting Road.

These three sites are currently identified as 'Open Space' within the Local Plan.

1.3 Document Purpose

Due to the scale and complexity of the northern development site and the likelihood that it will be developed over a number of years by a number of developers and their designers, it is considered essential that a comprehensive masterplan be set up and design codes be established.

As part of the promotion of a mixed use sustainable community at Aylesham this document sets out:

- an illustrative masterplan showing how the village may be developed overtime; and
- a set of preliminary design codes that detail the strategic design principles and physical parameters within which the development will take place.

The primary aim is to guide and inform the physical aspects of the development to bring about a high quality cohesive place that will be perceived as a carefully considered whole rather than an isolated village expansion. Ultimately the document aims to:

- provide a coherent planning and design context;
- promote the sustainability objectives as set out in regional and national policy;
- present a vision for Aylesham that is highly illustrative, user friendly and informative;
- provide a flexible framework that is capable of responding to socio–economic and lifestyle changes while not constraining the viability of the project;
- guide and inspire developers and their designers and promote 'best practice' in architecture, urban design, landscape and sustainability;
- define the extent, character, content and strategic development form; and
- identify the physical characteristics and quality of the built form and public realm.

It is recognised that the development will take a number of years to complete. Consequently the Partnership does not see this as being the end of the design process and is committed to ongoing consultation with the existing and new residents throughout the development process.

Planning Applications

Planning applications for development will be expected to comply with principles and policies set out in this Supplementary Planning Guidance. To support planning applications, additional surveys and/or documents must be submitted. These documents include:

- Environmental Impact Assessment, to address at least:
  - sewerage;
  - wildlife (flora and fauna);
  - archaeology;
  - landscape appraisal;
  - landscape management;
  - SUDS testing;
  - topographical surveys;
  - ground contamination;
  - geotechnical surveys; and
  - noise assessment.
- Transport Assessment;
- Design Statement;
- Disability Statement;
- Construction Code of Practice; and
- Statement of Community Consultation.

Prospective developers should discuss the specific content of the planning application and long term management of areas of public realm with the local planning authority prior to submission of the application. They should also discuss the scoping of the Environmental Assessment, as additional issues may arise after the preparation of the Masterplan.

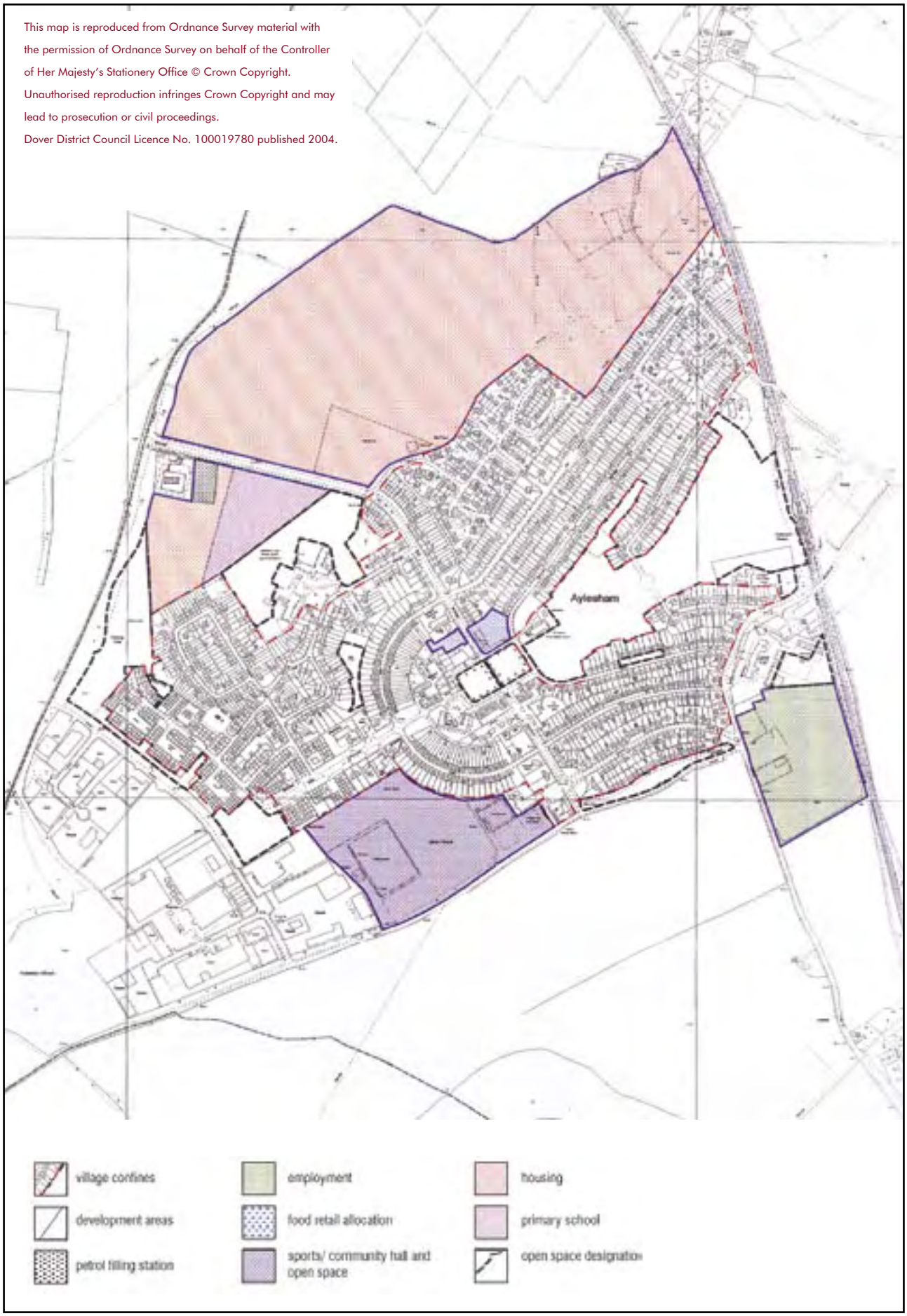


Figure 1: Current local plan policy designations

2. Development Context

2.1 Location

Aylesham lies in the predominantly rural area of East Kent, approximately 10 miles to the northwest of Dover and 6 miles to the southeast 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. Approximately 1 mile to the south lies the former Snowdown Colliery (closed in 1986) that formed part of the East Kent Coalfield. The village was originally built in the 1930s to provide homes for miners and their families, but since the mine's closure the village has suffered some decline.

The East Kent area as a whole has good links to the strategic road and rail network and Aylesham itself is reasonably well connected by the B2046 to the A2 (T). The A2 links Dover with Canterbury and becomes the M2 at Faversham. Aylesham Railway Station on the eastern edge of the village connects with Dover Priory station to the south and Canterbury onto London to the north.

Aylesham is identified in the Kent County Council Structure Plan 1996 and the Dover District Local Plan 2002 as a strategic opportunity site to provide up to 1,000 new homes and associated employment, education, recreational and commercial uses. Figure 2 sets out strategic location and Figure 3 looks at local context.

Figure 2: Strategic location plan

KEY ISSUES

- *Strategic opportunity site*
- *Relationship to former Snowdown Colliery*
- *Up to 1,000 new homes*
- *Employment opportunities*
- *Retail opportunities*
- *Expansion of the primary school*
- *Land ownership*
- *Local plan designations*
- *Abercrombie masterplan*
- *Central open space*

Original Abercrombie buildings

Existing post office buildings

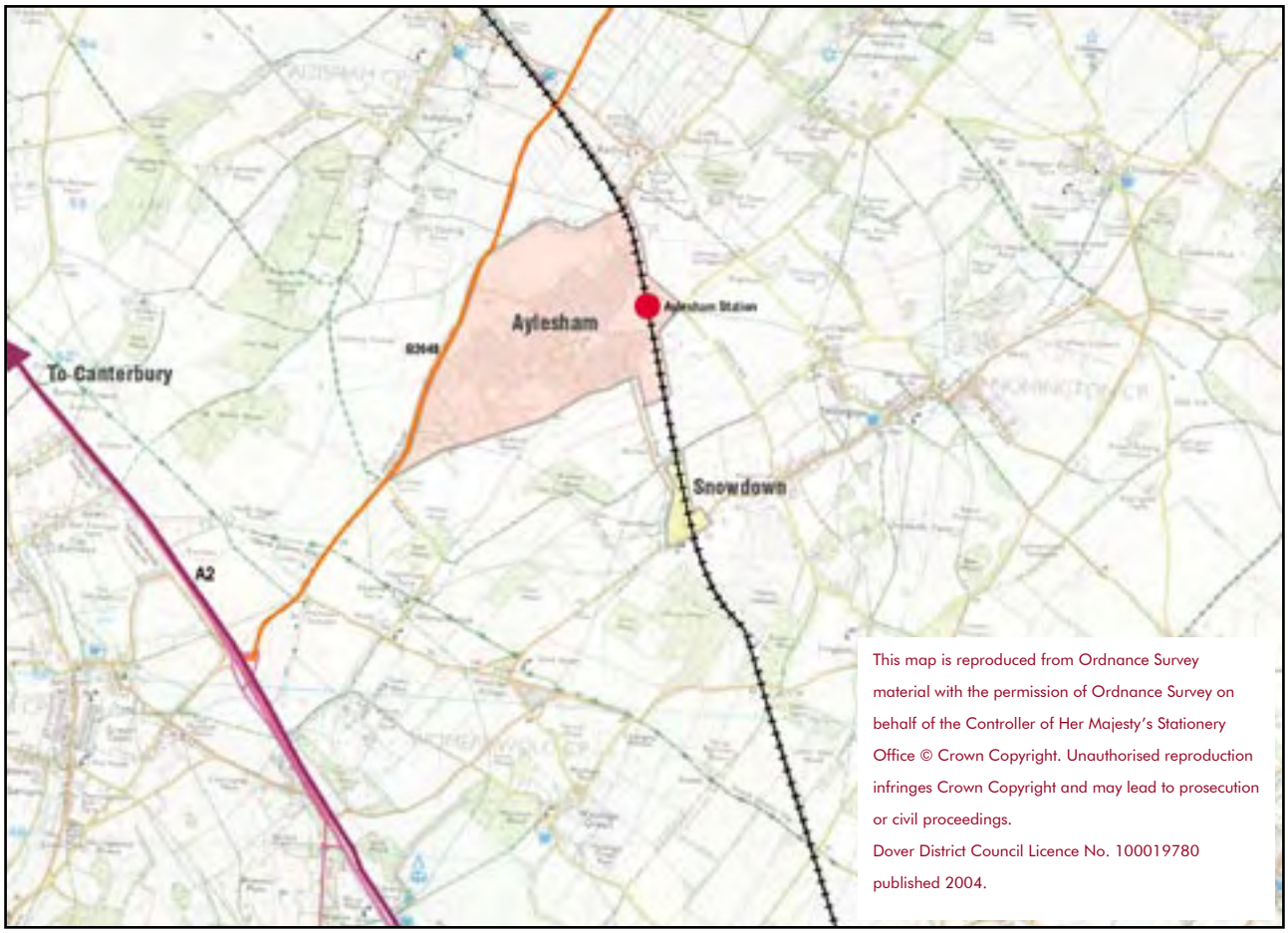


Figure 3: Local context

2.2 Aylesham Creating Quality Places Initiative

To help achieve these strategic objectives, the proposals for the extension to Aylesham are being taken forward under the 'Creating Quality Places' joint initiative between SEEDA and the Prince's Foundation. The initiative aims to create new and regenerate existing communities in the South East through collaborative working and is based on principles of sustainability. 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 flagship project from which other communities in the region can learn about how collaborative working can deliver their aspirations 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 initiative also fully promotes the principles of the Government's recent 'Sustainable Communities: Building for the Future' report and Aylesham will be at the forefront of delivering those principles.

Boulevard Courrieres

Abercrombie's 1928 plan for Aylesham

The overarching aspiration is to provide a seamless integration of new and existing uses to create a strong and vibrant community centred on walkable, interconnected and sustainable neighbourhoods that promotes walking, cycling and use of public transport over the car and provides a mix of employment, commercial, leisure and recreational opportunities within the village to reduce out commuting.

2.3 Snowdown Colliery

Development of the former Snowdown Colliery is being led by SEEDA and English Partnerships (EP) under the National Coalfields Programme. Whereas the Aylesham project is primarily concerned with housing and important enhancements to the existing fabric of the village, the Snowdown proposals envisage the creation of business and commercial opportunities together with open space leisure opportunities. The historic, geographic and economic relationships between Snowdown and Aylesham are important, and the two developments will both benefit from the proximity to each other. However, the developments are interrelated rather than interdependent. Each is capable of proceeding separately.

2.4 Aylesham Village

Aylesham was originally developed to a masterplan designed by Sir Patrick Abercrombie in 1928 and was intended to be a small town of approximately 15,000 residents with a range of commercial, community and civic buildings.

Due to recession in the 1930s, however, only 500 dwellings and a few community facilities were originally built and Abercrombie's vision was never fully realised.

Subsequent expansion of the village has taken place incrementally comprising a number of different architectural styles and road layouts and whilst the key elements of the original plan are still in evidence much of the coherence of the layout has been lost. The current total number of dwellings is around 1,760, housing a population of approximately 4,200.

The village today comprises a village centre focused around a Market Square, providing a small range of shops, a post office and a small supermarket.

There are two primary schools in the village, whilst the former secondary school is now the Aylesham and District Community Project providing a range of facilities including workshops, training rooms, café, and nursery. Churches and other community facilities such as the Working Men's Clubs and a public house also feature within the village and a new health centre is currently being planned. To the west of the village lies Cooting Road industrial estate comprising a range of predominantly local, small-scale processing and warehousing businesses.

On the southern edge of the village is the Welfare Recreation Ground providing a number of sports pitches and associated social club. Proposals are currently being brought forward for a new sports centre and reorganisation of the sports pitches.

At the heart of the village is a large grassed open space stretching from the Market Square down to the train station. Whilst this space is currently not well designed or utilised it forms an integral part of the village as a recreational and visual amenity. To the west of the village is Aylesham Wood another important recreational amenity.

The village is characterised by low density residential development comprising a variety of architectural styles from the 1930's through to the 1990's. The majority is 2 storey detached or semi detached 3 bedroom properties with private front and back gardens. The layout of the village, following a formal masterplan, combined with the distinctive 1930's residential vernacular make it unique in the area and in contrast to some of the surrounding villages that epitomise traditional Kent vernacular.

Northern Development Parcel

Northern Development Parcel

Figure 4: Aerial photograph of village (red lines indicate "Local Plan Allocations")

2.5 The Opportunity Areas

Ultimately the whole village forms part of the strategic opportunity, and proposals set out in this document include new build development, refurbishment of existing properties, environmental improvement and traffic calming throughout the village. As previously mentioned the local plan identifies a number of sites but some additional opportunity areas were also identified during the enquiry by design process and some existing ones modified or extended. For ease of reference this document refers to the local plan sites as "local plan allocation" with the additional sites being referred to as "Opportunity Sites". Figure 5 clearly identifies each. Detailed proposals regarding each site are set out in Chapter 3: The Masterplan.

1. Northern Development Parcel "Local Plan Allocations"

This is a greenfield site comprising two development parcels totalling 33.5 hectares (83 acres). The site is situated on the northern edge of the village to the east and west of Dorman Avenue North.

Within the Dover District Local Plan this area has been identified to accommodate between 850 and 1,000 new homes of mixed size and tenure including affordable housing and 2 hectares for the primary school to provide for a new hall, class rooms and an outdoor sports pitch.

The main vehicular access to the development will be from Dorman Avenue North and additional vehicular access is proposed from Ratling Road and Coniston Drive. Additional opportunities for pedestrian/cycle access from the surrounding street network will also need to be provided.

An additional parcel of land on Hill Crescent has also been identified to provide a connection with existing development.

An opportunity also exists to provide small business space along the Dorman Avenue North frontage to provide a richer mix of uses. This would also be a departure from the local plan.

2. Central Open Space ("Opportunity Site")

This site is currently identified in the Local Plan as 'Open Space'. From the outset of the project it was apparent that the community greatly valued the central open space and were concerned that it should not be used for any future development. However people appreciated that this space was not being used to its full potential and also had a number of problems namely:

- illegal extensions of back gardens and garages overlooking the space creating an unsightly edge and a potential security risk for those properties;
- vehicles driving over the space to reach the garages;
- problems with drainage and backing up of sewerage runs in wet weather;
- lack of general amenity in the open space in the form of benches, litter bins, trees etc; and
- lack of clear pedestrian connection from Aylesham station to Market Square and the centre of the village.

After debate and discussion it was agreed that an option to look at incorporating residential development around the perimeter of the space should be considered reflecting the original Abercrombie plan. The concept being to screen the back garden fences and provide new residential frontages overlooking the park and most importantly creating a safe and convenient link from the centre of the village to the railway station. It is estimated that there is capacity within the site for 80-100 new homes. In addition, a health centre is being proposed on Queens Road, immediately to the east of Market Square.

There has been very mixed public opinion regarding the central open space proposals but it has been decided to test the ideas further through the formal consultation. Detailed proposals are set out in Chapter 3: The Masterplan.

3. Market Square ("Local Plan Allocation")

In the Local Plan two development sites are identified within the market square for food retail: one behind the Co-Op, the other incorporating the post office and the open space adjacent to it (the Local Plan states that the post office should be retained). Together these provide 0.25 hectares (0.6 acres) of development land and will provide new and improved neighbourhood retail.

Central open space viewed from station

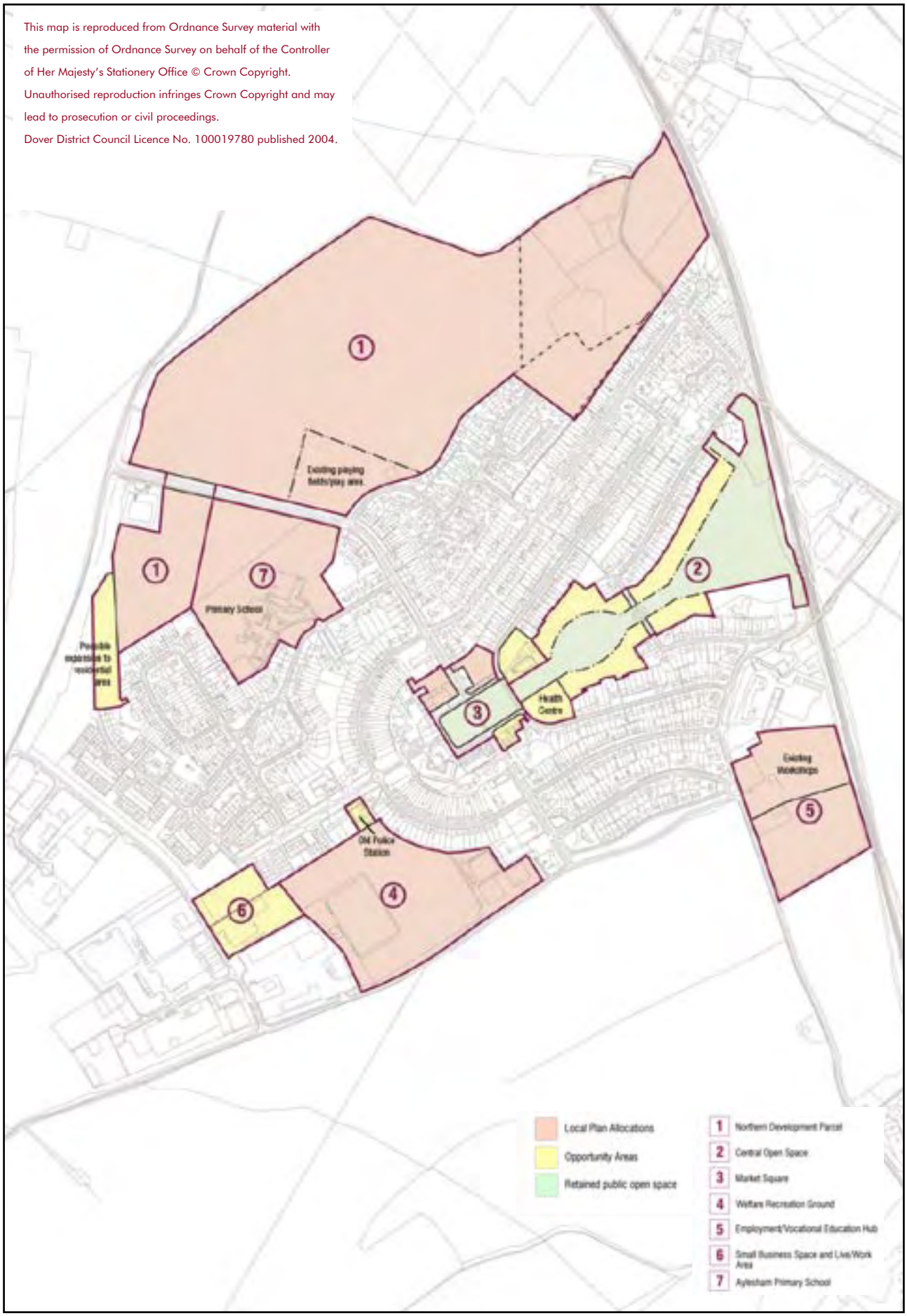


Figure 5: "Local Plan Allocations" & "Opportunity Sites"

Area allocated for employment and vocational education hub

4. The Welfare Recreation Ground ("Local Plan Allocation")

This site is allocated in the Local Plan for 'Sports/ Community Hall and Open Space'. The Welfare Recreation Ground is currently the largest sports site in the Aylesham area. Proposals already exist for a new sports centre and improved outdoor pitches. An opportunity was also identified to include the site of the police station on Boulevard Courrieres to provide a new pedestrian entrance to the sports facilities.

5. Employment and Vocational Education Hub ("Local Plan Allocation")

The site to the south of the Aylesham Community Project is currently identified for employment uses and comprises approximately 3 ha of land. Its appropriateness as employment land is linked to the long-term strategy identified for Snowdown Colliery. It was felt, however, that this site also had great potential for development, in tandem with the Aylesham Community Project with a view to creating additional workspace and promoting the area as a vocational education hub.

No formal proposals have yet been drawn up for this site as proposals for Snowdown Colliery have not been finalised.

Developments at Aylesham and Snowdown Colliery will complement each other, and it is important that they are not in conflict or competition. Upon finalisation of development proposals for Snowdown Colliery, the potential for additional employment uses to the south of the Aylesham Community Partnership will be assessed.

6. Small Business Space and Live/Work Area ("Opportunity Site")

An additional Opportunity Site was identified on part of the open space at the western end of Boulevard Courrieres adjacent to the Cooting Road employment area. This site was thought to be suitable for mixed-use development, including some small-scale workshops and/or live-work units in addition to creating a new pedestrian/cycle access to the employment areas on Cooting Road.

7. Aylesham Primary School ("Local Plan Allocation")

The existing Aylesham County Primary School is situated on Atlee Avenue. The Dover District Local Plan requires an additional 2 hectares of land for the expansion of the school and provision of new playing fields. The current masterplan proposes a slight reduction in this land take.

Poor pedestrian access to Aylesham station

2.6 Land Ownership

The majority of the Opportunity Sites identified are within the ownership of Dover District Council with additional areas owned by Kent County Council, Coal Industry Social Welfare Organisation and the Aylesham & District Community Workshop. There are small pockets of land in private ownership or under lease from the District Council. Detailed land ownership is set out in Figure 6.

Market Square

Typical residential street

Aylesham working mens club

Aylesham industrial estate

St Peters church

Existing welfare recreation ground

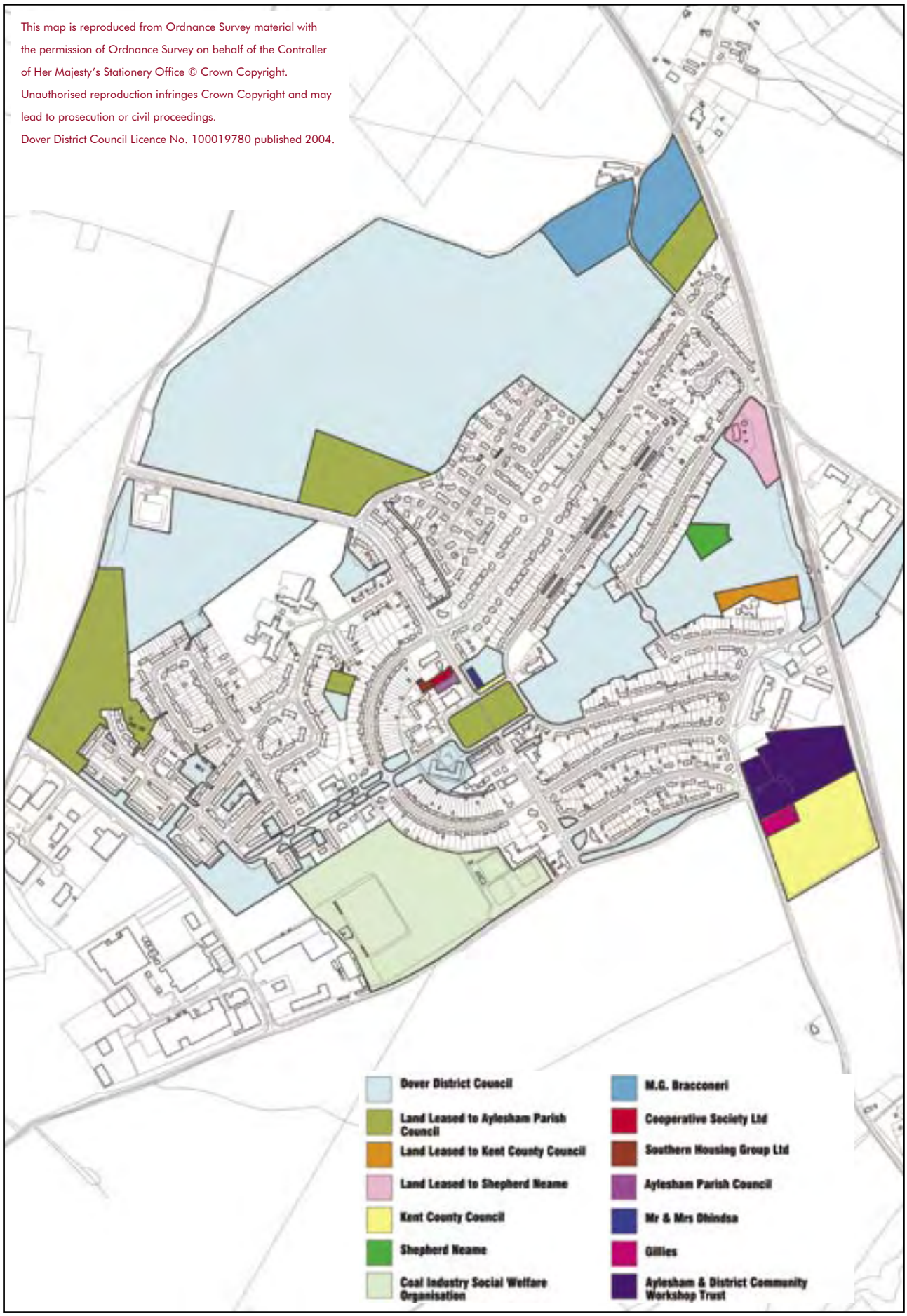


Figure 6: Land ownership

3. The Masterplan

This section sets out the illustrative masterplan and strategic design objectives. It conveys the overall character, feel and quality of development being proposed through plans and sketches. Chapters 6 & 7 describe in more detail the design principles and structuring elements that support the masterplan and provide some detailed design codes relating to the built form and public realm treatment.

KEY ISSUES

- *Reflect the Abercrombie Vision*
- *An integrated expansion to the village*
- *Up to 1,100 new homes*
- *A mix of house types and tenures*
- *Improved open space*
- *Better public transport*
- *Employment opportunities*
- *Play and sports areas*
- *Improve Market Square*
- *A Health Centre*
- *Improved education facilities*

Example of the central open space in Welwyn Garden City

3.1 Strategic Design Objectives

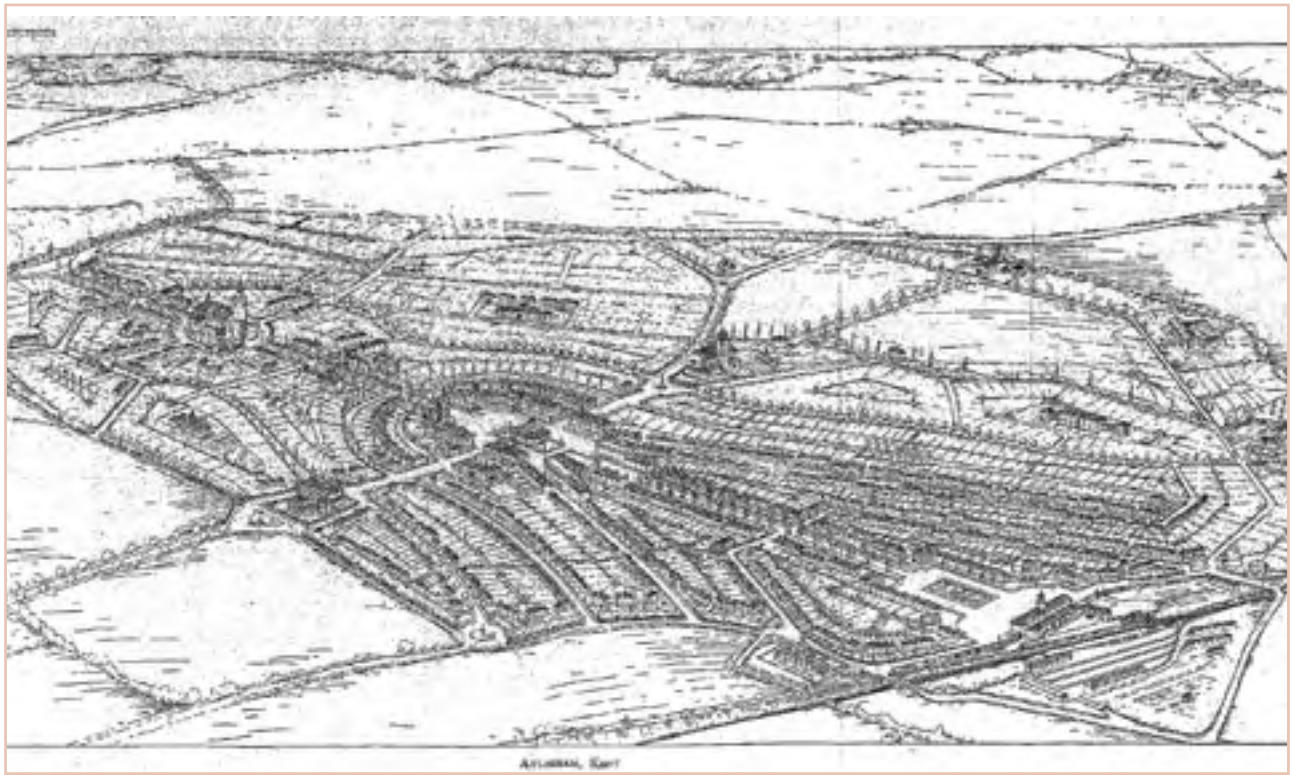
The strategic design objectives that were established at the outset of the project and which form the basis of the development proposals are summarised below:

- involvement of the community in all aspects of the development;
- introduce appropriate facilities and services for existing and future generations of Aylesham residents;
- improve the existing employment offer to meet aspirations for better quality jobs and provide a wider variety of employment accommodation including small scale workshops and live/work units promoting new business start ups;
- diversify the housing offer and provide a range of homes to cater for all aspects of the community from single adults, couples, families and the elderly allowing people to stay within the village as their circumstances change;
- ensure that the history of Aylesham be the basis for its future and the underlying concepts set out in the Abercrombie masterplan be reflected in the new proposals, namely,
  - the strong east-west axis from Aylesham station, through the Market Square and Boulevard Courrieres to Aylesham Wood; and
  - the strong north-south axis along Dorman Avenue North and South.
- create three new 'Gateways' into the villages to help orientation and way finding. These will be at the junction of the B2046/ Dorman Avenue North, the junction of Spinney Lane/Dorman Avenue South and around the train station;
- ensure that the Northern Development Parcel is a seamless extension to the existing community based around a strong boulevard concept and a permeable neighbourhood of streets, landmark and gateway buildings;

- ensure that all new development will be of the highest quality reflecting the inherent character, scale and density of the Aylesham vernacular;
- reinforce the Market Square as the physical, commercial and community heart of the village with a greater mix of uses, new development opportunity areas and environmental improvements;
- regenerate the central open space as the primary recreational and amenity focus for the village creating a high quality space that provides a range of recreational opportunities for all whilst improving the visual and physical links to the station; and
- adopt a sustainable approach to local surface water drainage in combination with proposals to improve the drainage problems in the existing central open space.

How a typical residential street might look in the new development

Typical elevation along residential street



Aerial view of original Abercrombie masterplan

3.2 Development Concept

It was agreed at the outset of the project that the history of Aylesham and the vision established within the original Abercrombie plan would provide the structuring principles for new development. It is also essential that the proposed expansion should be treated in a holistic manner, as an integral part of the overall village rather than an isolated extension.

The proposed development takes its cue from the Abercrombie plan and goes some way towards completing key elements of the original vision whilst reflecting the scale, character and structuring principles of the existing built form. A higher density extension that shifted the centre of gravity away from the central focus of Market Square, the central open space and Boulevard Courrieres was not considered appropriate.

One of the key design proposals is to reinforce the strong axial nature of the village along the Boulevard Courrieres and the Dorman Avenues that run east-west and north south respectively with the market square and the central open space forming the physical focus for the village.

Through the heart of the northern development parcel will be a tree lined boulevard connecting Dorman Avenue North through to Ratling Road. A central feature of the area will be a large neighbourhood park, and a second, smaller neighbourhood park will be situated adjacent to Ratling Road at the end of the Boulevard. Each Park will be overlooked by new residential terraces. It is proposed that the central open space is extensively refurbished to create a high quality park for the use of the whole village. This will provide a range of new facilities including a village green, play areas and a new pedestrian/cycle access to the station.

The new improved facilities at the Welfare Sports Ground will provide the recreation focus for the village.

In addition 'green fingers' will penetrate the development from the north. These will incorporate the sustainable urban drainage system (SUDS) and provide orientation points within the road hierarchy.

The edge of the village will be clearly defined by the retention of the existing hedgerow and new residential frontages (rather than back gardens), taking advantage of views over the countryside to the north.

Figure 7: Strategic design principles

A comprehensive pedestrian and cycle network will be provided along the routes of the existing footpaths.

Vehicular access will be provided from Dorman Avenue North, Coniston Drive and Ratling Road. Additional pedestrian and cycle links will be made into adjacent streets and jitty network.

Market Square section

Figure 8: Illustrative masterplan

3.3 Development Components

The new development will be truly mixed use comprising a variety of residential, commercial, employment, educational, recreational and community uses. This will compliment what the village has to offer today whilst allowing it to move forward creating a sustainable future for existing and new residents. The key components of the plan include:

- up to 1,100 new homes comprising a mix of residential types and tenures – Up to 1,000 new units will be located within the northern development parcel with opportunity for an additional 80-100 around the central open space;
- a mix of unit types and sizes including 1 and 2 bedroom apartments and larger 3,4 and 5 bedroom terraced, semi detached and detached homes to compliment the mix of existing residential types within the village - approximately 20% of all new residential development will be affordable and comprise both social rented, shared ownership and key worker housing;
- a new (or improved) foodstore;
- up to 4-6 new neighbourhood shops;
- upgrading of Market Square and existing shops;
- employment space comprising small business units;
- opportunity for live/work units if there is market demand;
- a new primary health care facility;
- improvements to the existing highway network to improve capacity and safety for motorists, cyclists and pedestrians;
- extensive refurbishment of the central open space to provide a range of recreational facilities within a new parkland setting;
- a new pedestrian/cycle link from the station through the central open space to Market Square. This will be well lit at night;
- two new neighbourhood parks in the northern development parcel and a number of toddler play areas;
- upgrading of the sewerage system within the central open space to accommodate both existing and new development;
- improvements to the Welfare Sports Ground with new football and rugby pitches, a new sports hall, an all weather pitch, parking, play areas and a new pedestrian access from Boulevard Courrieres;
- promotion of an employment and vocational education hub focused around the Aylesham Community Project;
- improved pedestrian and cycle links to the employment area, Aylesham Wood and the train station;
- provision for an extension to the Aylesham County Primary School that may incorporate a new hall, classrooms and an outdoor sports pitch. Proposals are currently being taken forward with the school and the KCC Education department;
- improved access, for pedestrians, cyclists, taxis and private car to the railway station with the opportunity to provide direct bus access to the station in the future;
- improvements to the railway station;
- a permeable and fully accessible new street network within the northern development parcel that encourages the use of public transport, walking, cycling over the car, this will be based on a network of interconnected streets and squares;
- new pedestrian links between existing and new developments and with the strategic footpath network;
- improvement to the existing jitties;
- traffic calming throughout the existing road network to reduce maximum traffic speeds within the village to 20mph; and
- improvements to the strategic cycle network.

Figure 9: Proposed land use

3.4 Northern Development Parcel

The majority of new residential development will be located in the northern development parcel, with up to 1,000 new homes being provided. These will be focused around a new central tree lined boulevard, two new neighbourhood parks and a sustainable urban drainage system. The new development will be fully integrated with the existing village.

Primary vehicular access will be provided via the new boulevard from Dorman Avenue North, this will link through to Ratling Road. A secondary vehicular access will be provided from Coniston Drive. Additional pedestrian and cycle links will be made with the existing village road network along with improvements to the existing jitties.

The development will be based around an interconnecting network of streets and will provide:

- a range of housing types from 1 and 2 bed starter homes to high quality 5 bed houses;
- approximately 20% affordable housing for sale and for rent;
- high quality design and layout that reflects the character of the village;
- good quality materials and design;
- typically 2 storey buildings with some 3/4 storey apartment buildings in select locations;
- a mix of terraced, detached and semi detached housing units;
- energy efficient building design to reduce household bills; and
- opportunity for self build housing.

Parking

Parking will be provided at an average ratio of 2 spaces per unit plus additional visitor parking. Smaller homes would have a minimum of 1 space with larger homes possibly having 2-3 spaces. Parking will be provided in a combination of on street, in private garages, on plot and in courtyards. All development proposals should include provision for cycle parking (see Section 8.3 for further details).

Figure 10: Northern Development Parcel (illustrative plan)

Neighbourhood Parks

Within the northern development parcel two new neighbourhood parks are proposed. At the heart of the development along the central boulevard will be the larger neighbourhood park providing a range of formal and informal facilities including:

- a multi-use games area (MUGA);
- play facilities for children under 5 years of age;
- play facilities for 5-12 year olds;
- casual play; and
- seating and meeting areas.

A smaller neighbourhood park is also proposed at the eastern end of the central boulevard adjacent to Ratling Road and will include:

- play facilities for children under 5 years of age;
- play facilities for 5-12 year olds;
- casual play; and
- seating and meeting areas.

The parks will be surrounded by and overlooked by residential development to promote natural surveillance and a safe environment. Care will need to be taken in the placement of play facilities so as not to cause nuisance to surrounding residential development. As a rule of thumb play facilities should be located a minimum of 15m from residential properties.

Sustainable Urban Drainage (SUDS)

The SUDS will provide a major structuring element of the landscape within the northern development parcel and it is important that it is considered not only as an element of the drainage infrastructure but as an important visual and recreational amenity. The main location for the SUDS is shown in Figure 15, it will primarily consist of a series of linked soakaways which will have a storage and filtration function but will retain surface water runoff and release it slowly into the underlying chalk land. In designing the onsite drainage and determining building levels the developer must pay careful regard to the topography of the site and the need to harmonise with the proposed development layout whilst addressing potential surface water flow routes. The majority of the SUDS are likely to be built as part of the advanced infrastructure and long-term management issues will be addressed during the planning stage. Soakaways and SUDS should avoid any made-up ground and contaminated land.

The Planning Policy Context

In addition to the development area allocated within the local plan an additional 'Opportunity Site' is proposed along Hill Crescent on the northern edge of the village. This additional development was considered appropriate to make a new safe and secure pedestrian and cycle link. This will provide a connection between existing and new development and improve access to the Primary School from residential areas to the east.

This area is currently allocated within the Local Plan as open space and any built development would be considered as a departure from the Local Plan and as such this proposal has not been adopted as part of this SPG. However, if development is ultimately considered appropriate it will be a material consideration in any future planning applications.

Example of housing style that might be built

Example of how the market square might look

Example of how some of the housing might look

Figure 11: Aerial of illustrative proposals for central open space

3.5 Central Open Space

The Central Open Space Today

At the heart of the village is the central open space. This is a large expanse of grassland running from the market square in the centre of the village down to the railway station in the east. It is an important visual and recreational amenity for the village and is greatly valued by the community. It is felt, however, that this space is not being used to its full potential and the opportunity exists to refurbish it to create a high quality central park.

At present the area is mostly mown grass, contains no formal footpaths or seating areas and has little planting. The area is edged by often unsightly back fences and is frequently used for fly tipping. Many of the properties backing onto the area have garages and drive across the space to access them or park their cars within the open space. The area is also used for informal golf practice causing danger to people and illegal use of the area for trail biking causes nuisance to local residents. The existing sewerage route that runs down the centre of the space is also at capacity and frequently overflows.

The central open space is also the most logical and direct route to the railway station from the market square and the majority of residential properties, yet it has no formal footpaths, nor is it lit at night. This makes access to the station difficult and unattractive in the evening discouraging people from using the train. Also for visitors coming to the village they effectively arrive in the middle of a field with no way of knowing how to get to the centre of the village.

Despite these drawbacks however, the open space could be a greater asset to the village and has many positive advantages, namely:

- It is centrally located and accessible within 5 minutes walk of the majority of residents;
- It provides lovely views down the valley to the countryside beyond;
- It is part of the main east-west link through the village providing access to the station;

- It is currently well used by the community; and
- It is of a sufficient scale to provide a number of new facilities.

Design Proposals

A comprehensive refurbishment of the central open space is proposed. The main objective will be to make this the focal point for the village introducing active uses and creating a sequence of usable public open spaces and a new convenient and safe pedestrian/cycle route to the railway station. Variations on some of these proposals have already been put forward through the Doorstep Green Plans. To help fund these improvements it is proposed that a strip of land around the periphery of the park is given over to residential development. Although this would mean the loss of some open space it will allow for the quality of the remainder to be significantly enhanced. A range of new facilities will also be provided and a number of the existing problems can be resolved.

Improvements would include:

- lining the edge of the space with a single row of housing to define the park and hide back fences and garages. Approximately 80-100 new 2 storey houses overlooking the gardens will be provided;
- vehicular access to the majority of existing properties and garages provided to the rear of new properties, in locations where this is not achieved (part of Queen's Road) it will be considered again at the detailed design stage;
- a new sensitively design residential access road to the front of new properties, this will be a pedestrian oriented environment, it will not provide a short cut or rat run through the open space and will be traffic calmed to reduce speeds to a maximum of 10mph;
- new footpath and cycle path network providing easy access from residential areas to the station, recreation facilities and the primary school, this will be lit at night;
- opportunity to improve the boundary treatment to, and provide a more convenient vehicular access and drop of point for, St. Josephs RC Primary school;
- measures to prevent trail biking and vehicular access to the open space areas;
- retention of views down the valley;
- a wildflower meadow;
- new tree and shrub planting, seating, lighting and litter bins throughout;
- a large central village green for informal recreation, kick-about and community events;
- a grass amphitheatre for concerts and events;
- potential for a wildlife refuge or habitat creation;
- play areas for all age groups;
- upgrading of the sewerage system; and
- new entrance and improved parking and drop of areas for the railway station.

The Planning Policy Context

As previously discussed this area is currently allocated within the Local Plan as open space. Any built development would be considered as a departure from the local plan and as such has not been adopted as part of this SPG, but may be a material consideration in any future planning applications. The adoption of this SPG indicates in principle agreement to proceed with refurbishment of the central open space. The detailed design and facilities to be provided within it will need to be part of a specific consultation and involvement exercise.

Above are two examples of how the new central open space and village greens might look

Figure 12: Illustrative proposals for central open space

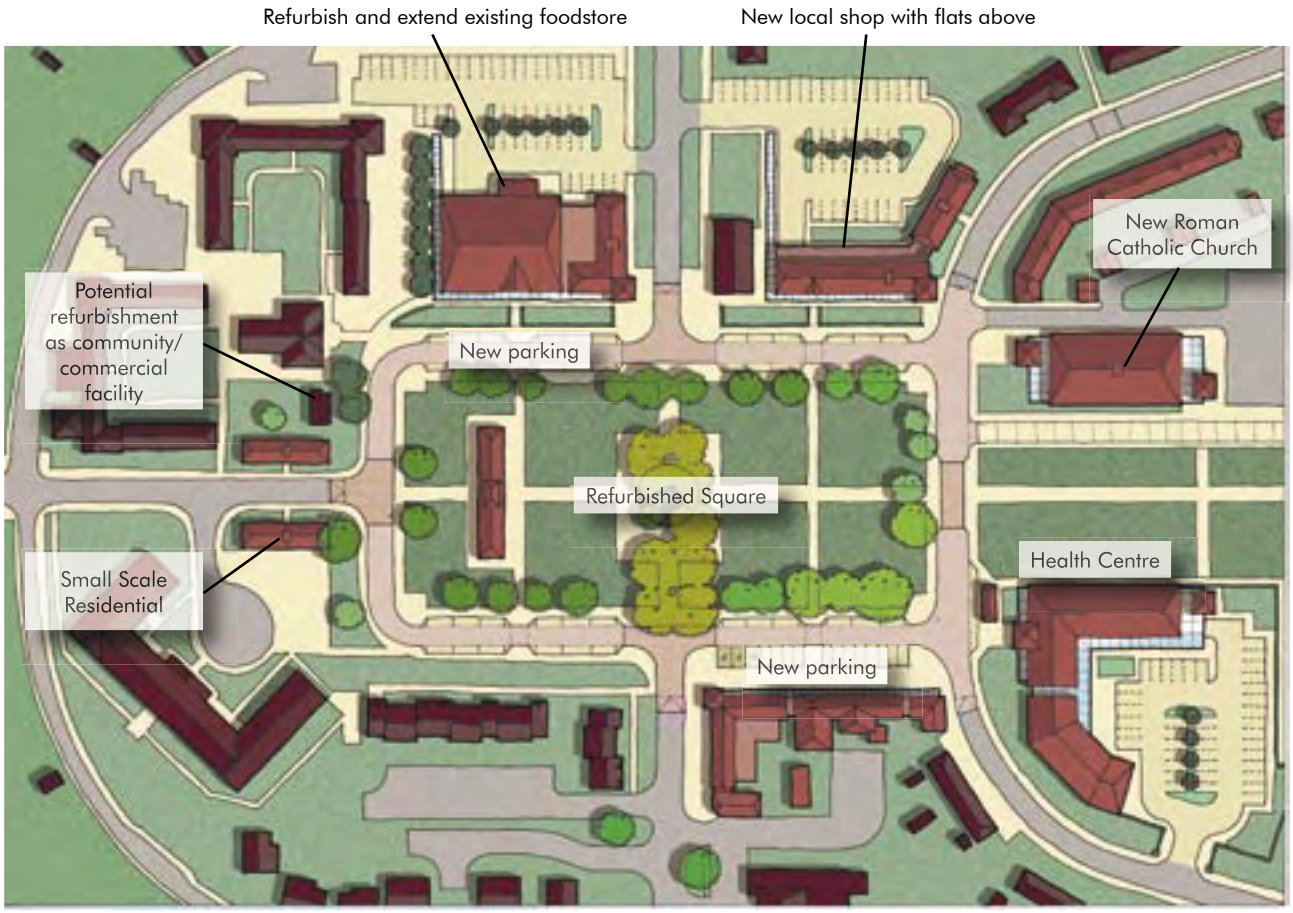


Figure 13: Market Square Option A

3.6 The Market Square

The market square will be reinforced as the physical, commercial and community heart of the village with a greater mix of uses, new development Opportunity Sites and environmental improvements.

These will include:

- a comprehensive new development on the northern edge of the square creating new neighbourhood shops and a new or refurbished foodstore, and a secure new car park and servicing area to the rear of the building. New build development will have residential accommodation above (two options are being considered in consultation with the Co-op and the owner of the post office);
- refurbishment of existing shops, including new options for security, with potential for a new infill development at the corner of Dorman Avenue South;
- a new Health Centre;
- removal of the hedge around the green space to improve access;
- environmental improvement to the green space including new paving, seating areas, lighting, litter bins, tree and shrub planting; and possibility of public art which could reflect the heritage of the village;
- traffic management and traffic calming improving pedestrian access into the central space and across the market square itself;

New shops with apartments above could be located around the market square

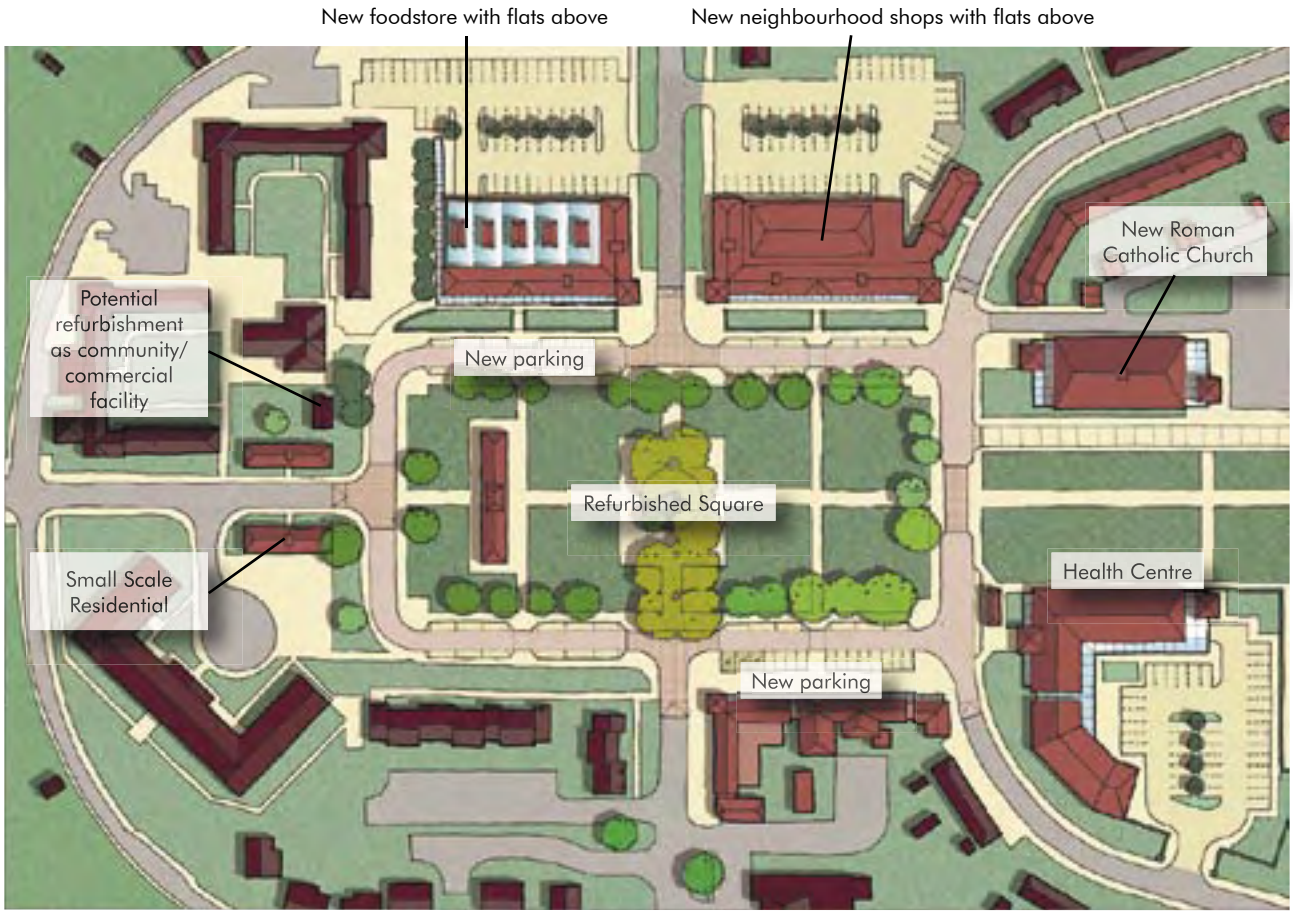


Figure 14: Market Square Option B

- potential redevelopment of the former library building as a community/commercial facility;
- new parking areas for shoppers;
- potential for a small residential block on Boulevard Courrieres, adjacent to Eastry Court; and
- potential for new Roman Catholic Church.

Two options for the northern side of the square were considered. Option A retains the existing post office with new neighbourhood shops adjacent to it and apartments above. In this option the Co-op would be retained albeit extended and refurbished. Option B comprising two new build developments with a new foodstore provided in the place of the existing Co-op and row of 4-6 new neighbourhood shops, both would have 1 and 2 bedroom apartments above. Both options would provide new car parking and service areas in secure courtyards to the rear of the property. Design principles for buildings fronting the Market Square are included in Section 7.7

The Dover District Local Plan policy AY5 states that the post office should be retained so option B would be a departure from the Local Plan and cannot be adopted as SPG but may be considered as a material consideration in future planning applications.

3.7 Health Centre

A new primary health care facility is proposed immediately to the south-east of Market Square. This will replace the existing facility on Boulevard Courrieres. During the EbD process the East Kent Primary Health Care Trust carried out a separate public consultation process regarding people's aspirations and requirements for the new Health Centre. At present a brief for the facility is being finalised. The next steps will involve the appointment of a design team to bring forward detailed proposals for the new facility. These will be brought forward in tandem with proposals for the refurbishment of Market Square and redevelopment of the central open space to ensure that they are compatible with the overall design aspirations and provide a high quality facility for the people of Aylesham. The new Health Centre relates to the Market Square, the central open space and nearby residential properties on Queens Road. It is expected that frontages onto the Market Square would be in accordance with the design principles set out in Chapter 7.7 and as illustrated in Figures 12 and 13.

3.8 Youth & Learning

Aylesham Primary School

The expansion of the village will also justify the expansion of the existing Aylesham County Primary School to create up to a 3 form entry school. The Dover District Local Plan policy AY1 and AY8 requires an additional 2 hectares of land for the expansion of the school and provision of new playing fields. The masterplan proposes a slight reduction in this land take as it was felt that utilising the full 2 hectares would result in an isolated section of new development to the northern boundary of the village. In addition reconfiguration of the layout would allow for a new vehicular and pedestrian access from Dorman Avenue North solving some of the schools drop off and parking problems.

Preliminary discussions have taken place with KCC Education Department and their architects, and the head teacher in order to ascertain the long term requirements for the schools expansion and external recreational facilities. KCC's architects considered the current proposals and have made the following comments.

The total school area shown on the current masterplan provides 4.29 hectares of land (including the area for the new nursery) which is theoretically adequate for the 3 form entry school anticipated for this site (KCC site requirements for a 3 form entry school are in the order of 2.85 hectares). However, the existing school site is fragmented and does not make best use of this space.

By adding any future development to the site (e.g. new road access, re-orientating the site, car parking, footpath access, hard play areas and school extension) the remaining land may be too tight for reasonable soft play/ playing field areas. Were the existing infant school to be rebuilt and the entire entrance of the school remodeled to suit the new entrance road, then the area of land currently identified on the plans could be adequate. If the rebuilding of the infant school did not take place however, then the school could have difficulty in releasing the land at the North East end of the school site for housing development, without additional compensatory land.

A School Travel Plan will need to be submitted with the eventual planning application, as required by PPG13; this will also help achieve the Core Objectives outlined in Section 4 (Sustainability).

Further discussions will be required with all parties to identify a preferred long term option for the expansion of the school and agree a masterplan before the actual land take can be determined. In order to retain flexibility in the layout and the land take it is proposed that no residential development should take place on the Dorman Avenue North frontage adjacent to the school until plans for the school have been considered. If ultimately this land is required for the school this would not significantly alter the remainder of the layout of the Northern Development Parcel.

Aylesham Primary School Illustrative Plan

An example of how the primary school extension may look

Youth Facilities

The Masterplan proposes two multi-use games areas, at Aylesham Primary School and in the Northern Development Parcel together with additional sports facilities at the Welfare Sports Ground. These will provide young people with a better range of activities. The need for additional youth centre facilities resulting from the proposed development will be determined in the context of an outline planning application.

3.9 Small Business Space and Live-work Units

An additional Opportunity Site has been identified on part of the open space at the western end of Boulevard Courrieres adjacent to the Cooting Road employment area. This land is owned by DDC and is currently designated as open space. A further opportunity also exists to expand this space into the employment site immediately to the south that is currently for sale. This site is thought to be suitable for some small scale workshops and/or live-work units in addition to creating a new pedestrian/cycle route to the employment areas on Cooting Road.

At present the actual scale and nature of the employment/business is undefined. The appropriateness and viability of this element of the development needs to be considered in the context of the proposed development on the former Snowdown Colliery. In addition, development on this land would be a departure from the local plan and as such can not be adopted as part of this SPG, but may be a material consideration in any future planning applications.

3.10 Open Space Strategy

It was considered important from the outset of the project that the open space proposals considered the recreational needs of Aylesham as a whole and were not based solely on a quantative assessment of the needs of the Northern Development Parcel. As such, the expansion of the village creates a unique opportunity to adopt a holistic approach to the open space provision and derive quality not quantity based solutions for the whole community. Although the existing village has a perceived surplus of open space it is often poor quality with much of the space being poorly located, underused and lacking in basic amenities in terms of seating, lighting, play facilities or planting.

The Dover District Local Plan Chapter 14 requires a minimum of 3.7 hectares of formal playing fields (to be provided for the Northern Development Parcel) in addition to requirements for a number of Local Areas for Play (LAPs) and Locally Equipped Areas for Play (LEAPs) to be situated within 100m and 400m respectively of every house, as set out in Appendix 2 of the Local Plan.

How small business space/live-work units might look

The images above show the type of planting and quality that would be provided in the central open space

Given the surplus of open space in the village and lack of variety of open space this is not considered to be the most appropriate approach. There are a number of reasons for this and these are set out on the following page.

Figure 15: Landscape & open space

(i) There are already proposals to upgrade and provide new sports pitches at the Welfare Sports Ground on Spinney Lane, combined with a new Sports Hall. It is proposed that these facilities would provide for the formal recreational needs of the expanded village and there should be no additional requirement for formal sports pitches. They are also within 5-10 minutes walking distance and 3-5 minutes cycling distance of the whole village.

(ii) Two new all weather multi-use games areas (MUGAs) are proposed (one adjacent to the primary school and one within the new neighbourhood park). These can be marked out for a number of sports including basket ball and tennis and would provide facilities that are not currently available within the village. Both these facilities will also be within a 5 minute walk of the majority of residents.

(iii) The requirement for a LAP to be within 100m of every home in addition to a LEAP within 400m of every home was not considered to be the most appropriate approach in a location where the majority of dwellings will be family homes with direct access to private gardens. Through the provision of two new neighbourhood parks and the refurbishment of the central open space and new play areas at the primary school and on Hill Crescent a total of 5 new play areas will be provided. As such, each home will be within a 2-3 minute walk of a neighbourhood play area, providing facilities for both toddlers and older children.

(iv) It was felt that these larger play areas located within a well defined and secure neighbourhood park would provide a higher quality solution than a smaller number of incidental play areas dotted throughout the development. These smaller play areas often prove to be a maintenance burden, are prone to vandalism and act as a gathering space for teenagers.

In summary the open space network will comprise:

- refurbishment of the central open space;
- 2 new neighbourhood parks within the Northern Development Parcel incorporating children's play facilities for both under 5 year olds and 5-12 year olds;
- refurbishment of Market Square;
- refurbishment of the existing sports pitches within the Welfare Ground and provision of a new sports hall;
- 2 new Multi-Use Games Areas (MUGA);
- improved pedestrian and cycle links to Aylesham Wood; and
- general provision of planting, seating and litter bins.

New play areas like this will also be provided

The new neighbourhood park will be overlooked by buildings

An example of the central open space in Welwyn Garden City

Good quality materials will be used in the new development

High quality open space will put community and personal safety at the forefront of design. The new proposals for the open space network will be sensitive to existing wildlife habitats, and designs will strive to enhance biodiversity wherever possible, using the Kent Biodiversity Action Plan as a guide.

Existing Natural Features

The existing ancient hedge line along the northern boundary of the northern development parcel shall be retained and strengthened with new planting in accordance with policy AY7(i) in the Local Plan. Structural landscape planting will also be provided along the eastern boundary, adjacent to the railway line, also in accordance with Policy AY7(i).

The potential exists for improved pedestrian and cycle links to Aylesham Wood, which is a rich ecological and recreational resource for residents and visitors to Aylesham.

Archaeology

Aylesham lies in an area generally rich in archaeology with extensive and important archaeological landscapes buried in the fields surrounding the village. Archaeological evaluation should be undertaken as part of the Environmental Assessment undertaken to support the outline planning application and to help inform the development of the proposals. More detailed evaluation may be required before any applications for detailed permission can be determined. Opportunities for preservation in-situ should be maximised but when not possible a programme of investigation will be required before and during development.

4. Sustainability

4.1 Introduction

Sustainable development is now a well-recognised concept that touches all aspects of our life today and seeks to protect our natural environment as well as improve our quality of life. Initiatives such as the Kyoto protocol have raised our awareness of greenhouse gas emissions, traffic congestion and pollution, etc.

With these issues and more in mind, Sustainable Development has rightly become the most important challenge facing the planning system.

In seeking to provide the homes needed, the principal focus is on achieving greater local self-sufficiency and a reduction in car use and carbon dioxide emissions so as to cut down the impacts of modern living. And at the same time, development will be designed to enable a higher quality of life, not just for new residents but also, where possible, for those living in the surrounding area.

Housing developers should be encouraged to design eco-friendly housing so that consumption of energy resources is minimised from the start.

As well as an attractive higher quality design, the proposals will incorporate a range of measures intended to reduce the need for car use and overall carbon dioxide emissions, create employment opportunities and encourage "community spirit", whilst at the same time minimising the impact on the wider area.

4.2 Incorporating Sustainability

The Partnership has sought to incorporate current best practice thinking in creating this sustainable village extension and there are two principle areas of guidance to which all new development will be required to comply:

- a Sustainability Checklist for Development (BREEAM 2002); and
- ECOHOMES: The Environmental Rating for Homes (BREEAM 2000).

4.3 A Sustainability Checklist for Development

Building Research Establishment (BRE) and SEEDA have published a new guide on planning sustainability into new developments, called *A sustainability checklist for development in the south east*. The guide enables developers, planning authorities and their advisors to specify/assess the sustainability attributes of their developments. Described as a series of straightforward steps that can be followed to incorporate sustainability into developments, it reflects the latest guidance on sustainability. Wherever possible, the checklist uses existing systems and standards to define performance, such as 'BREEAM' (BRE's environmental assessment method), EcoHomes (the homes version) and 'Secure by Design'. It considers the environmental, social and economic aspects of sustainability under the following ten broad headings:

CORE OBJECTIVES

- *Stakeholders should be given the opportunity to contribute to the design process.*
- *The need to travel should be reduced.*
- *Walking, cycling and the use of public transport should be encouraged in preference to reliance on the private car.*
- *Resource consumption and waste should be minimised.*
- *Street design and furnishings (including lighting) should uphold sustainability principles whilst providing for a safe environment.*
- *Design quality should be high.*
- *Local environmental capital should be protected and, where possible, enhanced.*
- *Residents should enjoy a high quality of life.*
- *Equity and social inclusion should be encouraged or improved.*
- *The community should be commercially viable.*
- *Residents should be encouraged to lead more sustainable lifestyles.*

1 Outward focus - impact on the wider community.

2 Land use, urban form and design.

3 Transport.

4 Energy.

5 Impact of individual buildings.

6 Impact of infrastructure.

7 Natural resources.

8 Ecology.

9 Community.

10 Business.

The Aylesham development has been adopted as a pilot study for this checklist by BRE.

The guide was developed in partnership with local authorities (including Leicester City Council, Newcastle City Council, Watford Council and Hertfordshire County Council), English Partnerships, Nightingale Associates, West of Stevenage Development Consortium, Surrey University, Living Villages Trust and Llewellyn Davies, and was sponsored by DTI/DETR.

A copy of the Sustainability checklist is set out in Appendix 3.

4.4 BREEAM

All new development within Aylesham will be required to achieve a BREEAM standard rating 'Very Good' and encouraged to achieve a BREEAM standard rating 'Excellent'. The BREEAM 'Very Good' involves assessment and validation by certificate of a prescribed performance for each project using the Building Research Establishment Environmental Assessment Method.

The credits required for BREEAM "Very Good" can be challenging to achieve. Developers and designers should note that certain categories score highly on the BREEAM Rating Prediction Checklist (contained in Appendix 3). By way of guidance, the following targets score highly on the BREEAM Rating System and will make a significant contribution to achieving the required rating of "Very Good":

Energy Consumption: reduce CO2 emissions to less than 20 kg/m2/yr; improve the performance of the building envelope by 15% over building regulations; provide all dwellings with eco labeled white goods to A rating (fridge or fridge / freezer, washing machine, dishwasher) and washer-dryer to a minimum of C rated; providing low energy light bulbs to each socket; and provide gas ovens to all dwelling units

Transport and Communication: provide a minimum of one secured cycle storage space per person; provide broad band access to each dwelling and each space for a home office.

Pollution Reduction: ensure that there are no ozone depleting substances in building construction e.g. insulation; ensure that all gas boilers emit less than 70 NOx mg/kWh.

Materials: all timber and timber elements should have FSC certification and be from accredited renewable sources or be re-used or be from waste streams; internal and external storage bins as well as compost bins should be provided to store recyclable waste; all construction elements are to obtain A rating from The Green Guide for Housing, all developments must employ recycled materials where possible, locally and sustainably sourced materials will be favoured.

Water Consumption: all buildings must minimise the use and disposal of water through the use of high efficiency fittings including dual flush toilets and spray tap fittings; provide rainwater butts to each property with a garden for rainwater harvesting.

Health and Well-being: providing daylight levels to kitchens and habitable rooms in accordance with BS 8206 Pt.2; party walls are to achieve a minimum of 53db while party floors are to achieve a maximum of 54db.

Sustainable Urban Drainage System (SUDS): this can be introduced by developers in areas of new housing. It is a more natural way of managing rainfall in a sustainable way that will not contribute to problems associated with flood risk and assists in promoting bio-diversity.

Information on other ways of achieving BREEAM targets can be found on www.bre.co.uk.

A summary of requirements is set out in Appendix 4.

4.5 Control of Construction Process

Undoubtedly a development of this scale will have an impact not only on the physical environment but on the lives of the existing and new community. It will be important that during this time the impact of the construction process is limited. As such, a number of measures are proposed.

- Take action to minimise and control any nuisance arising from construction traffic by using measures such as controlling vehicle speeds, wheel washing of HGVs upon departure from the site, controlling times and routes and keeping all site entrances clean.

- Minimise the impact of construction traffic on surrounding neighbourhoods and road network by careful on-site management and reducing the need to import/export materials/spoil.

- Provide a dedicated haul route for construction and delivery traffic visiting the site throughout the construction period with a view to minimising impact on adjacent communities.

- Provide a management framework within which construction traffic is segregated from residents/ employees' traffic as the development progresses.

- The development should also achieve certification from the Considerate Constructors Code (CCC) scheme through adherence to the scheme's Code of Practice, outlined below:

  - Consideration: All work to be carried out with positive consideration to the needs of all potentially affected parties and the environment in general.
  - Environment: Minimising noise from construction, use of local resources where possible, attention to waste management, avoidance of pollution and encouragement of recycling.
  - Cleanliness: The working site to be kept clean and in good order at all times.
  - Good Neighbours: Full and regular consultation with neighbours including adjacent traders and businesses regarding programming and site activities.
  - Respectful: Respectful and safe standards of dress shall be maintained. Lewd or derogatory behaviour will not be tolerated under threat of severe disciplinary action.
  - Safe: Construction operatives and site vehicle movements are to be carried out with great care and consideration for the safety and security of the general public and site personnel.
  - Responsible: Considerate Constructors will ensure that all site personnel and any other persons working on the site understand and implement the obligations of the Code.
  - Accountable: Posters relating to the scheme will be displayed around the site, giving names and telephone numbers of staff who can be contacted in response to issues raised by the general public or other persons affected by the site operation.

Full details can be found at www.ccscheme.org.uk.

- Put in place management procedures and working methods such as CCC scheme covering matters such as noise, dust and pollution to ensure that the construction works do not adversely affect those living in the surrounding areas. This will be managed through a formal Construction Environmental Management Plan.

- Set up a Local Liaison Group comprising the relevant Site Managers and representatives of local residents and the Local Authorities to ensure that local people are kept fully informed about all aspects of the work and have the opportunity to discuss any operational matters.

- Establish a complaints mechanism to ensure that any concerns raised are properly addressed, in line with the 'Accountable' section of the CCC outlined above.

Encourage recycling amongst the community

Increase use of public transport

Increase recycling opportunities

EcoHomes BRE

5. Access & Movement

5.1 Introduction

Aylesham is located in the south-east of England approximately 10km from Canterbury and 12km from Dover. It lies within the District of Dover on the border with Canterbury District. The primary transport networks in the area have evolved around the important communication links between Britain and the rest of Europe.

The historic movement patterns in this essentially rural area developed around the interaction between the Aylesham village and Snowdown Colliery approximately 1.5 kilometres away, with walking and cycling being the predominant mode of transport. Since the closure of the colliery, the locations of employment for Aylesham residents have become more dispersed and are focussed on the larger towns and Cities in the area, such as Dover and Canterbury. This has led to an increased reliance on the strategic movement corridors and in particular the use of the car.

With the expansion of Aylesham, there is the potential for the travel patterns of the new residents to become even more dispersed. A strategy to encourage new and existing residents to use alternative modes of transport to the car is therefore extremely important to the overall aim of the project to deliver a sustainable new community for Aylesham. The emerging proposals for new employment development on the Snowdown Colliery site also have the potential to make an important contribution to achieving this aim.

In addition, there is another major opportunity for transport and access to be provided by the expansion of Aylesham. This is the improvement of safety on existing routes within and around the village, with the potential to reduce the risk of traffic accidents and to improve security through enhanced surveillance and visibility.

In order to realise these major benefits a design philosophy has been taken in developing the masterplan based on:

- creating an environment in which pedestrians and cyclists can move safely and comfortably on streets designed to accommodate the car, but where highway design requirements do not dominate;
- aiming to improve accessibility by sustainable transport to improve modal split and reduce car journeys;
- providing a context in which the existing public transport offered in the village can improve and become a viable alternative to the car; and
- improving the range of local facilities close to people's homes and integrating the new development in such a way that walking and cycling links to these points are improved.

5.2 Strategic Highway Access

The road network in this area of Kent is geared towards movement between the South Coast and London. Aylesham is situated approximately 3km away from the A2, which is one of the two main routes (along with the M20) 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.

Aylesham is located to the south east of the B2046, and consequently there is little through traffic in the village. Aylesham is a small village with wide roads and is well connected to neighbouring villages by a network of narrow country roads.

Within this context the proposed new housing at Aylesham will be well located for access to the strategic road network via the B2046 and the A2. However, during the course of consultation with local residents, concerns have been raised about the impact of the traffic from development at Aylesham, and potential development at Snowdown Colliery site, on the road network around Aylesham. In particular the concerns relate to a perceived capacity issue on the existing link to the A2. This is perceived to contribute to problems of through traffic in nearby villages generally.

Strategic context

New cycle lanes like this will be included on existing and new village roads

In parallel with the development of the masterplan for Aylesham, a separate exercise has been ongoing to identify the requirement for offsite highway improvements to serve both the Snowdown and Aylesham developments. This commenced in July 2003 with traffic surveys being carried out on a cordon around Aylesham Village and Snowdown Colliery. These have provided an understanding of the existing distribution of traffic in the area, and to surrounding villages, and have also allowed a preliminary prediction of the likely distribution of traffic from the Aylesham and Snowdown developments to be made.

On the basis of this understanding discussions have been held with the Local Authorities (including Kent County Council, Dover District Council and Canterbury City Council), the Highway Agency and SEEDA regarding the scope of the required offsite highway improvements. Following these discussions an outline traffic management strategy for the two developments has been agreed with the authorities and this is illustrated in Figure 16. The basis of this strategy is an increase in capacity on the B2046 from Aylesham to the A2 through junction and carriageway improvements to increase the attractiveness of this route whilst reducing speeds and improving safety. This will be supplemented by traffic management measures in surrounding villages to deter traffic from these routes. In addition, safety improvements across the network will be identified and implemented at locations where an increase in capacity is not necessarily appropriate.

Through analysis of the preliminary prediction of traffic distribution, and the discussions with the Highway Authorities, an initial understanding of the likely scope of measures that will be required to serve the Aylesham and Snowdown developments has been developed based on the strategy outlined above. This is illustrated in Figure 17. This work will be developed to define and provide outline designs for the improvements for

Figure 16: Strategic Highway Improvements

presentation as part of a Transport Assessment that will accompany the outline planning application for the Aylesham Development. It is important to note that at this stage significant further evaluation will be required, taking into consideration complex and inter-related issues such as land ownership, accident history, phasing and allocation of funding between developments, and further opportunities will be available for consultation on these issues through the planning process.

Concerns have also been raised about the impact of traffic from a redeveloped Snowdown Colliery site on the road network in Aylesham. These relate to the Local Plan route for heavy goods vehicles from this site to the A2 via Aylesham Road, Spinney Lane and Cooting Road. As part of the Aylesham development it is proposed that traffic calming be implemented on each of these routes, in addition to improvements to pedestrian and cycle facilities. The principles of these improvements are illustrated in Figures 18 to 20.

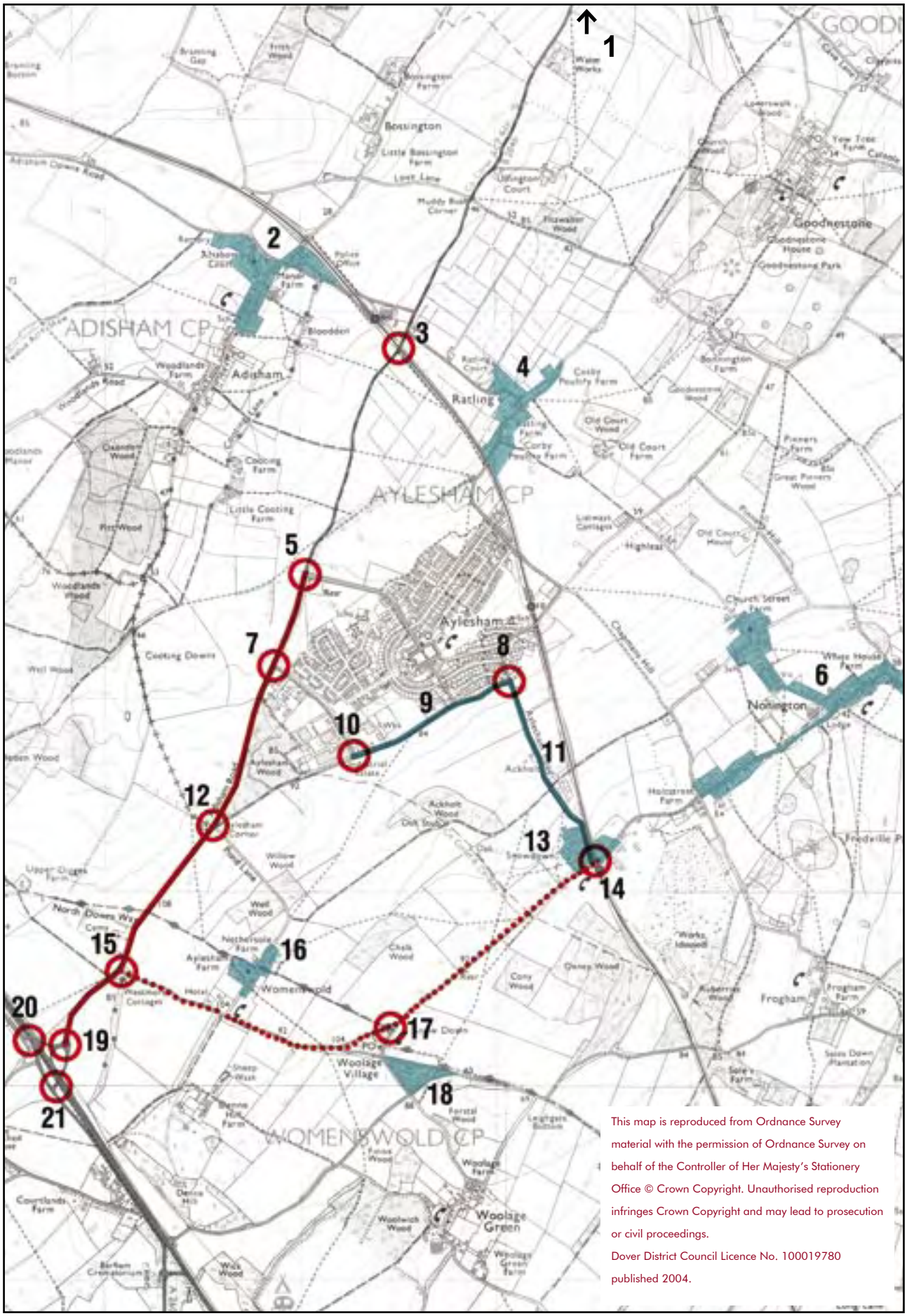


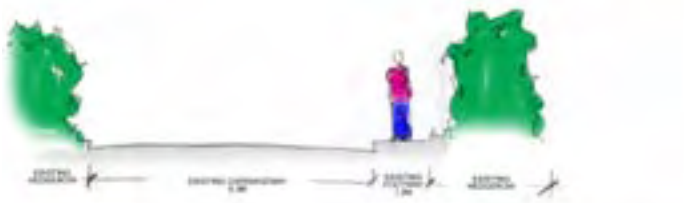
Figure 17: Preliminary offsite highway improvements

Key:

- JUNCTION UPGRADE
- CARRIAGEWAY UPGRADE TO INCREASE CAPACITY
- CARRIAGEWAY EDGE TREATMENT
- TRAFFIC CALMING
- VILLAGE TRAFFIC MANAGEMENT (Details to be defined through consultation with local residents)

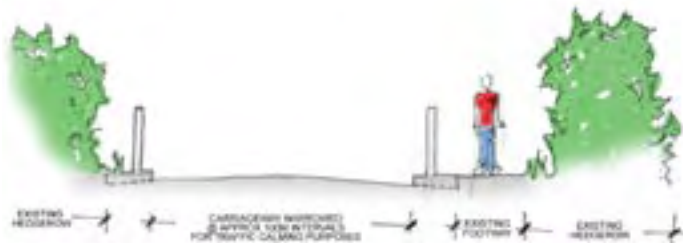
SCHEMES

1. Traffic Management Scheme in Wingham Village
2. Traffic Management Scheme in Adisham Village
3. Safety Upgrade : Skid resistant surfacing, improved signposting, flashing 'slow down' signs, visibility improvements
4. Traffic Management Scheme in Ratling Village (subject to hedgerows)
5. Junction upgrade - Improvements to junction to increase capacity (e.g. Roundabout)
6. Traffic Management Scheme in Nonington Village
7. Junction upgrade - Right turn lane to increase capacity
8. Junction upgrade - Mini-roundabout to increase capacity & redefine priority (design to take into consideration Abercrombie's plan for roundabout)
9. Traffic management on Spinney Lane to improve safety
10. Junction upgrade - possibly change in priority to reduce flow on Spinney Lane to B2046
11. Traffic management to improve pedestrian and cycle links to Snowdown
12. Safety upgrade : Junction improvement to remove or restrict conflicting movements, skid resistant surfacing.
13. Traffic Calming Scheme in Snowdown Village
14. Bridge improvements and signalisation of junction
15. Junction upgrade - Right turn lane to increase capacity
16. Traffic Management Scheme in Womenswold Village
17. Potential change in priority (for discussion)
18. Traffic Management Scheme in Woolage Village
19. Junction upgrade at A2/B2046 to improve safety
20. Upgrade sliproad on to A2 to improve safety & capacity
21. Junction upgrade - Roundabout or signalised to increase capacity



Existing situation

Option 1: Combined footway and cycleway on Aylesham Road (subject to land ownership)



Option 2: Main cycle route to Snowdown via regional cycle route 16, footway on Aylesham Road

Figure 18: Options for Improvements to Aylesham Road

* The schemes outlined above are provisional and will be subject to further consideration through the Transport Assessment that will accompany any detailed planning application. The improvements described above are those considered necessary if proposed development in Aylesham and the former Snowdown Colliery goes forward. Not all of the proposed transport improvements are related solely to new development at Aylesham (e.g. Schemes 6, 13 , 14, 16, 17 and 18).

The TA will also identify trigger points for highway measures. It is recognised that additional traffic may have an environmental impact on surrounding villages. Traffic calming will be designed to discourage use of routes through villages as alternatives to the primary network but where unavoidable, traffic calming will be designed to ensure that any additional traffic passing through villages does so safely.

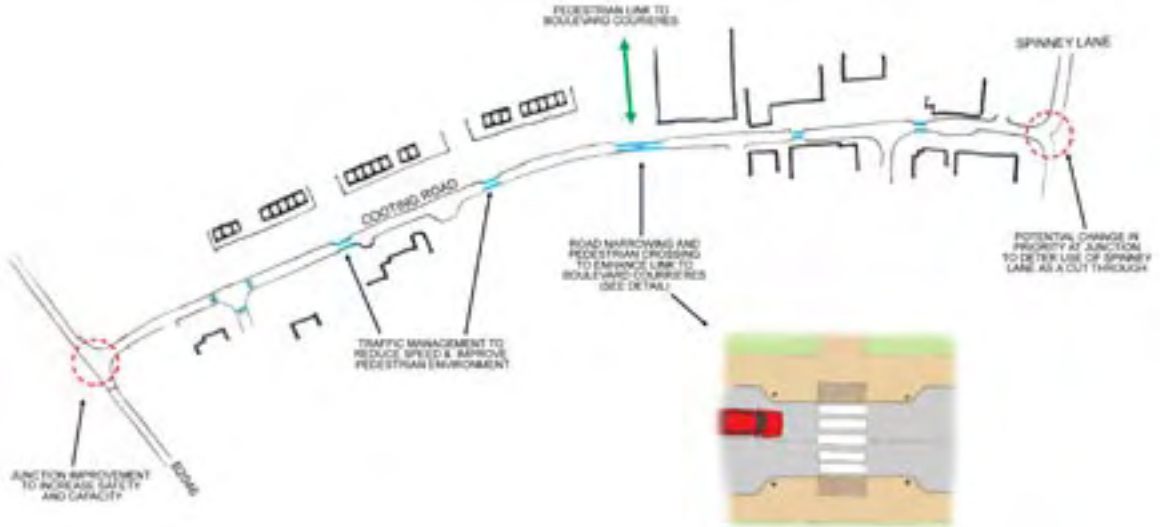


Figure 19: Proposed improvements to Cooting Road

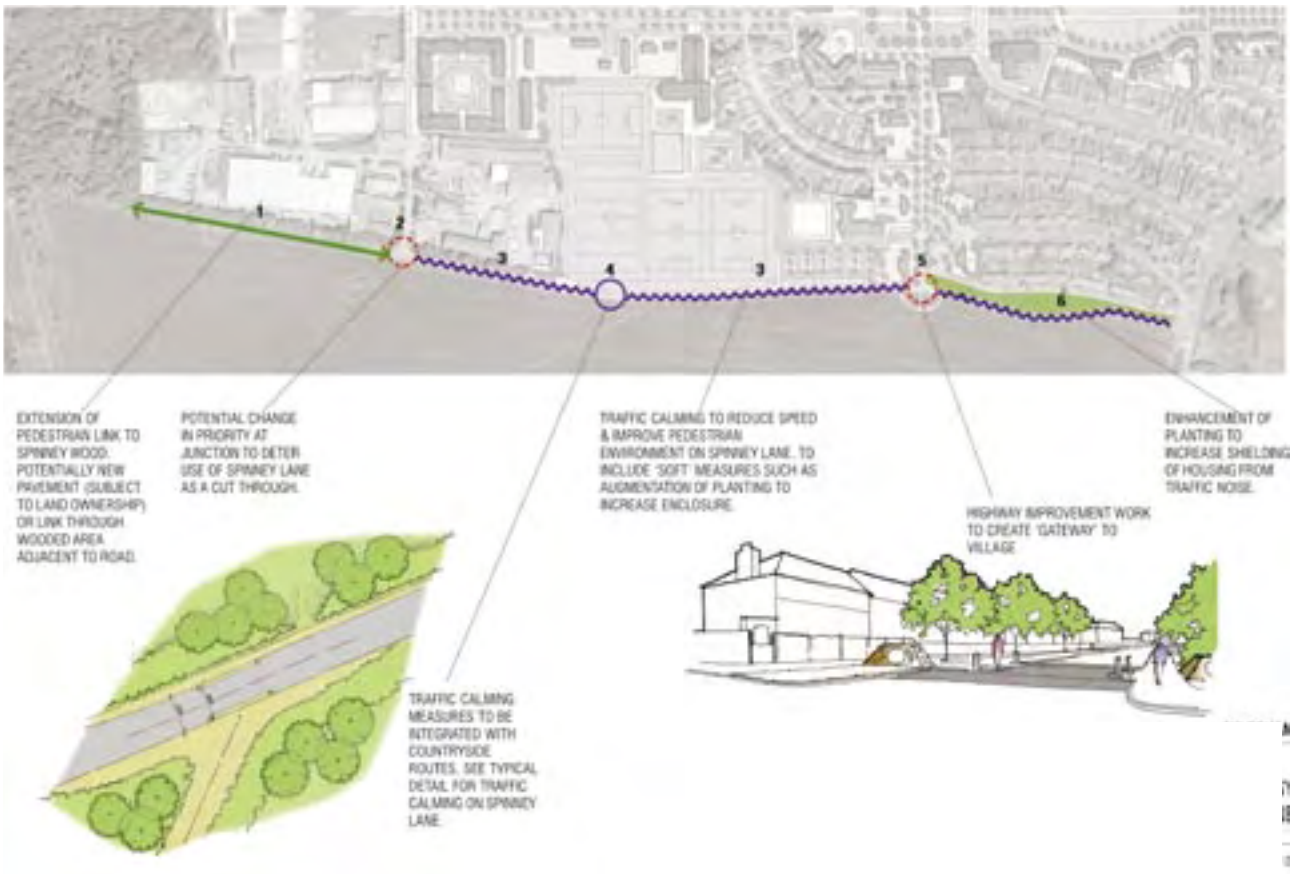


Figure 20: Proposed improvements to Spinney Lane

5.3 Village Access Strategy

Figure 22 illustrates the proposed village access strategy and the integration of the northern development parcel with the existing village.

A hierarchy of streets has been defined to serve the new areas of development. This will integrate with the existing streets and create a highly permeable and legible network of routes for pedestrians and cyclists whilst introducing a level of control of access for vehicles. Section 6 provides a full description of the guidelines for the design of these new streets which aim to create a low traffic speed environment where pedestrians and cyclists can move safely with traffic calming designed into the layout, not just an afterthought.

The low traffic speed approach taken in the design of the new streets will be extended to the existing areas. During the course of the consultation residents raised particular concerns about traffic speeds on a number of the existing streets. These problems were typically identified on the long, straight streets such as Dorman Avenue (North and South) and Cornwallis Avenue. Figure 21 illustrates an indicative design for traffic calming on streets such as Cornwallis Avenue. The principles adopted in developing this design can easily be adapted to generate similar ideas for other critical streets.

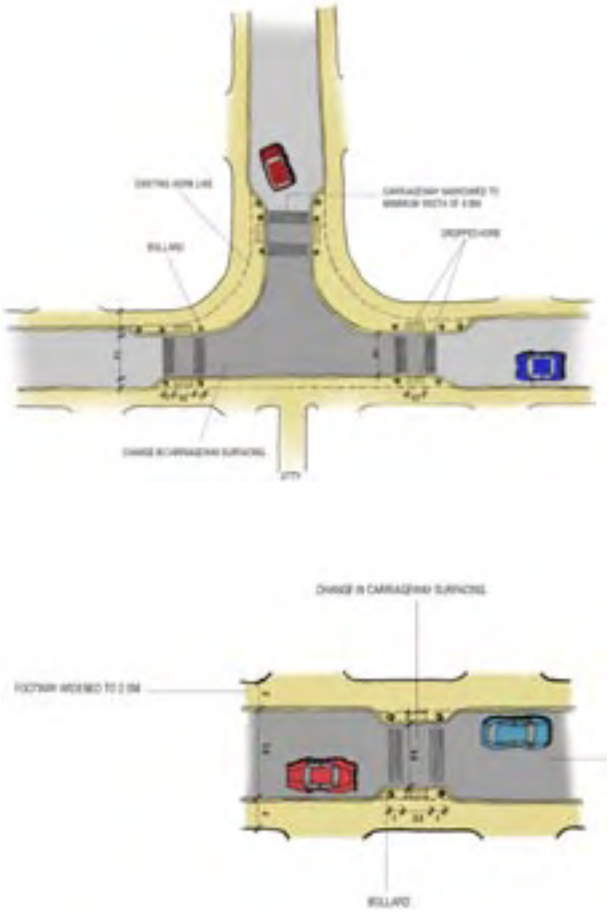


Figure 21: Proposed traffic calming of internal roads - Cornwallis Avenue

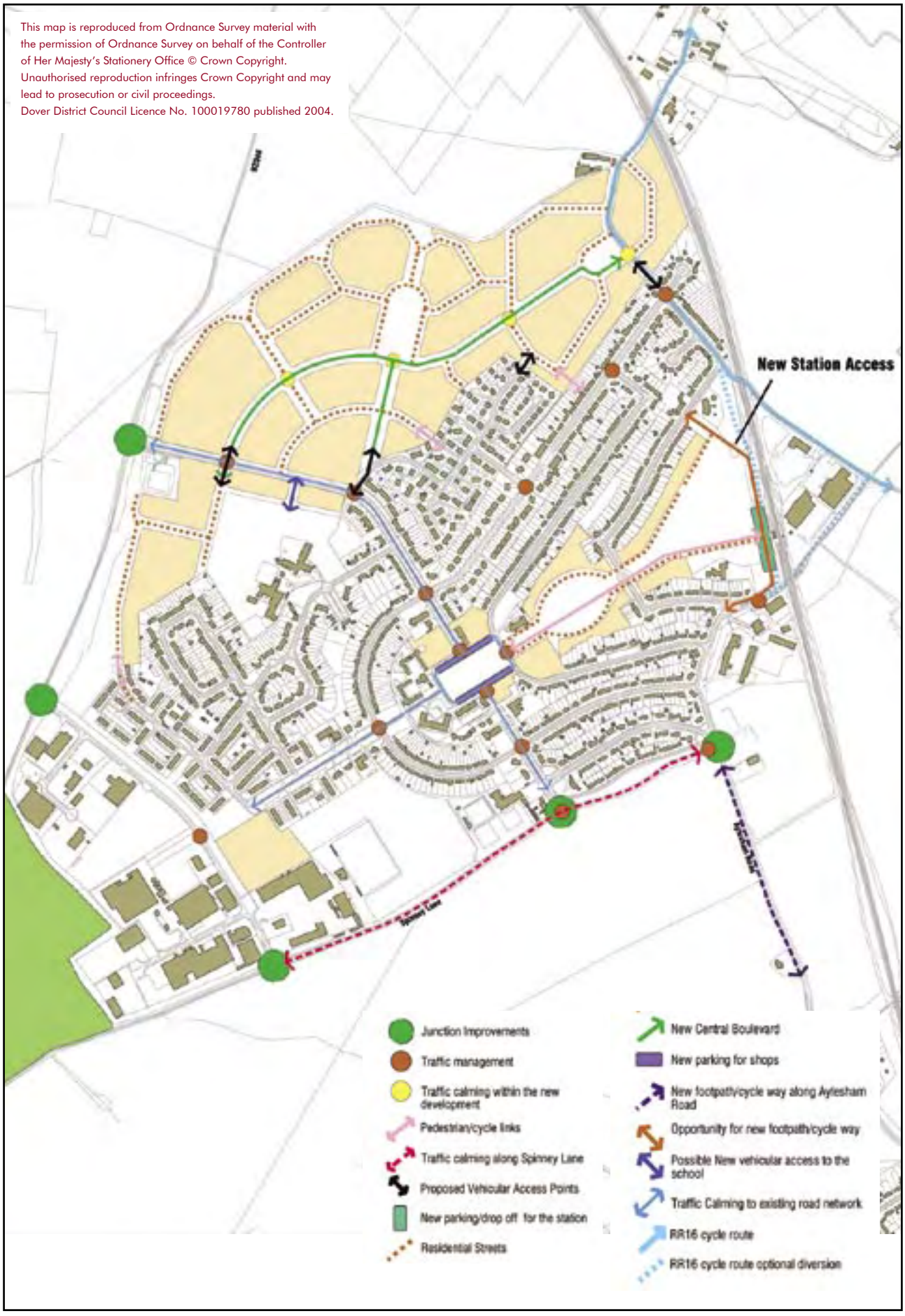


Figure 22: Village Access strategy

In order to improve the accessibility of the railway station and to increase the surveillance at the station for security, a new road is proposed running alongside the railway line at the eastern end of the Central Open Space. This would be designed in such a way that it can potentially be used by buses in the future if a suitable routing becomes viable. Figure 22 identifies the location of this link and also illustrates how it has been integrated with the existing street network to create a new direct link from the station to the Market Square. Implementation of the link will rely on the satisfactory resolution of the complex junction arrangement at the Ackholt Road end and with St. Joseph's School and the station. This wil be looked at in more detail at the next design stage.

5.4 Parking

It is important to recognise that in rural villages such as Aylesham the motor car will always be the most predominant form of transport and levels of car ownership are likely to be high. Adequate parking is therefore critical.

Parking for the existing housing in the village is provided predominantly on-street with some in-curtilage parking where this has been created by individual householders and built into the layout of more recent areas of housing. In places there are pressures on car parking facilities that lead to congestion and in some streets residents park on the grass verges. This is destructive to the overall quality of the environment in these streets.

In order to insure that the problems of car parking in the village are not exacerbated, an average parking provision of 2 spaces per dwelling has been proposed for the new dwellings with 1 and 2 bed apartments having 1 space per dwelling and larger family houses having more spaces. These will be accommodated in a combination of on-street parking bays, secure parking courts within development blocks, private garages and on plot parking. Chapters 6 & 7 deal with this in more detail.

During the course of the consultation local residents have also highlighted the problems associated with the car parking provision to serve local facilities. It is understood that these problems are particularly acute in the Market Square. The proposals for re-landscaping this area will increase the quality of car parking in this location to meet current Local Plan standards for both the existing and new facilities to be provided there.

The parking provision for the other proposed commercial uses in the village should also meet the Local Plan standards.

Cycle parking will be provided in the market square

New footpaths and cycle routes will be provided through the central open space

5.5 Pedestrian & Cycle Movement

Walking and cycling are the most sustainable forms of transport and are therefore crucial to the aim of delivering a sustainable new community for Aylesham. One of the major benefits of the village is that it is of a walkable and cycleable scale and has a topography that is generally amenable to these modes. Within the village there is an excellent network of links on the streets and also through the small jitties between buildings. Equally, surrounding Aylesham is an excellent network of public footpaths and bridleways linking to nearby villages and places of natural beauty.

Through discussions with local residents, the key issues affecting walking and cycling in the village are understood to be:

- good range of facilities within walking and cycling distances in the village;
- problems of safety of walking and cycling in and around the village due to high traffic speeds;

Figure 23: Pedestrian & cycle movement

- security of existing routes, in particular when using the jitties;
- lack of knowledge of existing routes to enable people to pass directly to their destinations; and
- general reliance on the use of the car, even for short trips.

The quality of the pedestrian and cyclist environment within the village has therefore been a high priority in developing the masterplan to encourage people to leave their cars at home whenever possible and also to promote these modes as a leisure resource.

Key walking and cycling destinations within the village are:

- the Market Square;
- the Railway Station;
- the Schools;
- the Sports Ground;
- the Aylesham Community Project and Business Centre; and
- the employment area on Boulevard Courrieres

The whole of the village can be reached within an approximate 10 minute walk and a 5 minute cycle ride from the Market Square (see Figure 23).

The layout for the proposed areas of new housing in the village has been designed to integrate and enhance existing walking and cycling routes to create a very permeable network of links. The proposed pedestrian and cycle network is also shown on Figure 23 and can be used to define both the nature of the new streets and priorities for improvements in the landscaping on the existing streets and public areas.

Within the village a strategy has been developed for low traffic speeds for both the new and existing roads which aims to give a priority to the safety of pedestrians and cyclists. For the new areas, this has been translated into a set of guidelines for the design of the new streets which is described later in the report. Improvements of this type should be focused on the approaches to the schools as part of a Safer Routes to Schools initiative. This should also include the setting up of a walking bus scheme and holding special events to promote the benefits to parents and children of walking to school.

In addition to the new links created by the masterplan and improvements to overall safety, a package of other complementary initiatives should be implemented to promote walking and cycling including:

- upgrading of the jitties with lighting and improved maintenance programs;
- signposting of key attractions with appropriate distances shown; and
- provision of a village map at key gateways and at locations within the village. This could also be circulated to local residents, both new and existing.

5.6 Strategic Walking & Cycling Links

As described above the countryside around Aylesham has an excellent network of public footpaths and bridleways linking nearby villages and places of natural beauty. Also, passing close by the village is Regional Route 16 of the National Cycle Network that runs between Canterbury to the north and Dover to the south. Most major destinations for day to day journeys are too far away to walk. However, these provide an extremely important leisure resource that should be promoted through the signposting and mapping initiatives. It would also be important to ensure that the facilities available in Aylesham are signposted from the Regional Route 16 as it passes through the village.

Three important walking and cycling destinations outside the village are Spinney Wood, the Aylesham Cemetery and Snowdown Colliery site, which is to be developed to provide employment uses. The proposed improvements to Spinney Lane and Aylesham Road described in Section 5.2 will improve these links.

A dedicated walking and cycling link to the Cemetery should also be provided although this may be more difficult to achieve due to the lack of existing footway alongside the B2046 and the difficulty of installing a footway due to land ownership constraints. This initiative should further be considered during detail design stages. However, the strategic highway access strategy has the potential to achieve a slight improvement in the walking and cycling environment on this route through the provision of crossing facilities at junctions and the potential for a reduction in traffic speeds through the choice of junctions.

Figure 24: Public transport improvements

5.7 Public Transport

Good quality public transport is extremely important to a socially inclusive transport network, providing for young people and those who do not have access to a car. In addition to reducing reliance on the motor car. However, in rural locations such as Aylesham it must be realised that it may be difficult to cater for everybody's needs.

As part of the masterplan, a strategy for public transport has been outlined that will use the increased patronage generated by the expansion of Aylesham to make improvements to the public transport infrastructure in the village.

Improvements to Train Station

One of Aylesham's major assets is the railway station that lies on the strategic line between Dover, Canterbury and London, with regular local services to Canterbury East and Faversham where there are connections further afield. The route has the potential to satisfy some of the main strategic desire lines for journeys from the village to Dover, Canterbury and London.

Aylesham station is served by 51 services per day Monday to Friday, 36 services on Saturday and 31 services on Sunday (weekday peak hour services operate approximately every 30 minutes with hourly services operating off peak). 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 most areas of the village.

The current range of facilities provided at the station is limited and the station is located in a relatively remote location to the rest of the village with poor access for pedestrians and cyclists who have to cross the central open space, which has no formal footpaths or lighting, to reach other parts of the village. Access and drop-off facilities for private cars and taxis are also poor.

A number of improvements are proposed, including:

- opportunity to develop a bus/rail interchange at the station (in collaboration with the local bus operator);
- a new access road, parking and drop off areas to encourage more patronage;
- improvements to the station fabric as an important gateway to the village, with new seating, lighting and shelter; and
- improved pedestrian and cycle access to the station (including secure cycle parking).

Discussions with the main bus operator have indicated that a bus route via the station is unlikely to be commercially attractive and in their view a bus rail interchange is unlikely in the short term. There is the potential however, for an alternative bus operator or Community Bus Service to take this role – see below.

In order to improve security for users of the station it is fundamentally important to increase the level of activity at this point. It is therefore proposed that a new road be provided to run alongside the railway on the eastern edge of the Central Open Space that will also improve the overall accessibility of the rail service.

The proposals for the Central Open Space include new foot and cycleways to the station providing connections to the Market Square as well as areas of housing surrounding this space. In addition, an important aspect of the proposals for new housing on this area is to provide a level of surveillance to improve security for people travelling to the station.

Following discussions at the Enquiry by Design event, Transport Regeneration Limited (a consultancy working on behalf of Kent County Council to co-ordinate work with the local train operator and Network Rail) have suggested a package of improvements to the station. This includes:

- a new station building and shelters;
- re-landscaping of the station surroundings to better define the pedestrian and vehicular accesses;
- provision of access facilities for the disabled; and
- better information and security systems.

Bus Routes

Considering its rural location Aylesham is reasonably well served by the existing bus network with three routes serving the village centre. The X90 running between Canterbury and Aylesham is the only frequent service at 30mins intervals during the daytime between Monday and Saturday. However, it fails to provide an adequate service during the evenings and on Sundays.

The X90 is supplemented by two less regular services; the 542 only runs once a week on a Thursday, giving passengers 2 hours in Sandwich before returning, and the K10 which is a thrice daily service to Monkton. Again these services do not run in the evenings or on Sundays.

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

One of the major user groups of the bus service is students travelling from the village to the secondary schools and colleges in Canterbury, Dover and Sandwich. Although journeys to Dover and Canterbury are relatively easily made, journeys to Sandwich Technology College are more difficult requiring a bus change in Canterbury.

The proposed expansion of Aylesham may lead to increased patronage of the bus services in the village and this may contribute to their continued viability. Through discussion with the bus operator however, it is understood that the provision of new services or an increase in the frequency of the existing services are unlikely to be viable. Therefore, the development should 'pump-prime' new services from an early stage, so that the bus can be established as a viable alternative form of transport.

It is proposed that the X90 will be diverted along the main street in the Northern Development Parcel in order to fully capture the increase in patronage from the new housing – see Figure 24. This will enable improvements to the bus stop infrastructure to be made, which might include the provision of better information at existing bus stops and new shelters, subject to funding availability. In addition, Stagecoach and Kent County Council are currently implementing realtime information systems on parts of the bus network and it is understood that there is the potential for this to extend to Aylesham in the future.

The potential to add a bus link on the new road to the edge of the Central Open Space will help to improve public transport integration in Aylesham. The design of this route will be such that buses will pass through the space slowly and as un-intrusively as possible.

Community Bus

Taking into consideration the limitations of the commercial bus services in the village, there is a great potential for a Community Bus Service to enhance the public transport offered in the village. Community Bus Services typically involve the operation of a small bus or people carrier by a group of local volunteers to provide regular, local services on a non-profit making basis.

Bus service in the village will be improved

The major benefit of a Community Bus Service is that it can provide targeted services to suit the needs of specific groups within a community. For example, this might include evening services for young people to enable them to attend after school activities and to socialise with their school friends in the wider area or providing days out for the elderly.

In addition, in Aylesham there may be a role for a Community Bus Service to provide a regular service within the village to deliver the aspiration for an integrated bus/rail service in the village and to be utilised to transport students in the village to schools and colleges that are less accessible on the commercial public transport network.

6. Street Hierarchy

6.1 Introduction

The Partnership considers the use of design-code approach to be particularly important for Aylesham. It is a key means of insuring that the various developments meet the aspirations of the community for a high quality sustainable place of which they can be proud.

Detailed design codes will be produced at a later stage, but this chapter provides outlines as to the scale, character, architectural and public realm qualities being sought for the development.

The street hierarchy and associated character areas will be the defining and structuring element for the built form, establishing street character and spatial form through the definition of carriageway, cycleways, pavement and front garden widths, on street parking and traffic calming arrangements in addition to building heights and set backs. This chapter should be read in conjunction with Chapter 7: Block Principles & Building Types and Chapter 8: Public Realm Quality, within which a more detailed description of the housing and parking layout, density and character required within development plots is provided. The development has been designed around a hierarchical network of streets, squares, courtyards and mews providing maximum permeability for the pedestrian whilst controlling and limiting the movement and speed of vehicles.

The hierarchy of routes is illustrated in Figure 25 and relates to the function, location and character of adjacent development and comprises:

- Dorman Avenue (North);
- New Central Boulevard;
- Residential Access Streets;
- Streets with SUDS;
- Streets around Neighbourhood Parks;
- Village Edge;
- Market Square; and
- Central Open Space Frontage.

The location of the central boulevard, streets with SUDS and the neighbourhood park frontages are fixed and will form part of the advanced infrastructure around which the new development will be built. Whilst there is flexibility in the exact location of the remaining streets, the fundamental sequence cannot be altered. The specification and design of the news/courtyards is also included within this section. Although these are not strictly streets, and they will fall within the perimeter block, it is appropriate to consider them here as the quality and character of these areas are important to the structure of the development.

The following pages describe the character of each of these streets setting out the defining distances of the carriageway, pedestrian and cycle routes, tree planting, building set backs, boundary treatments and access arrangements for plots and courtyards. These codes have taken into consideration the design principles set out in 'Kent Design: A Guide to Sustainable Development' and the associated Technical Appendix.

Through the provision of street sections and descriptions it is possible to define the inherent character of the scheme and indicate the form that the development will take. This will provide the basis for the development's design, acting as a design code against which detailed applications for housing layouts will be measured.

Examples of different styles of housing

Figure 25: Street hierarchy

6.2 Dorman Avenue North

The northern end of Dorman Avenue will be the primary vehicular access point to the new development off which the new central boulevard will be accessed.

The Avenue will be lined with new residential properties. They will typically be 3 storeys but possibly 4 (if apartment blocks). A distinctive gateway building should be located at the junction of the B2046 and Dorman Avenue North. Four storey development will be considered only in specific key locations:

- the junction of Dorman Avenue North and the new Central Boulevard;
- corners (if apartment blocks); and
- Market Square mixed use development.

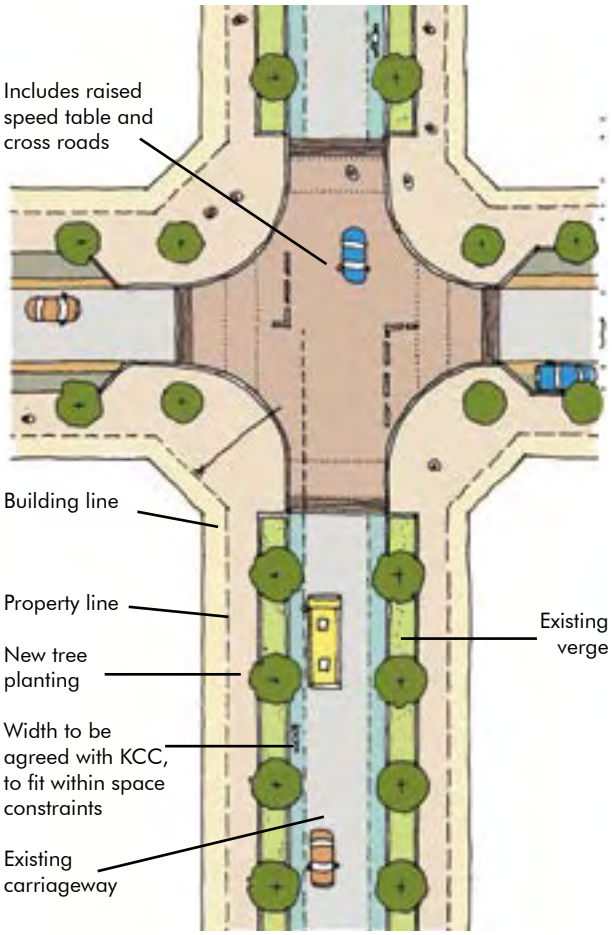
Four storey development consists of three storey houses or buildings with use of roofspace or the addition of dormer windows.

Development will front onto the Avenue with all primary entrances and principle rooms overlooking it. Buildings will be set back a maximum of 2m from the back of the pavement to create spatial definition and provide natural surveillance.

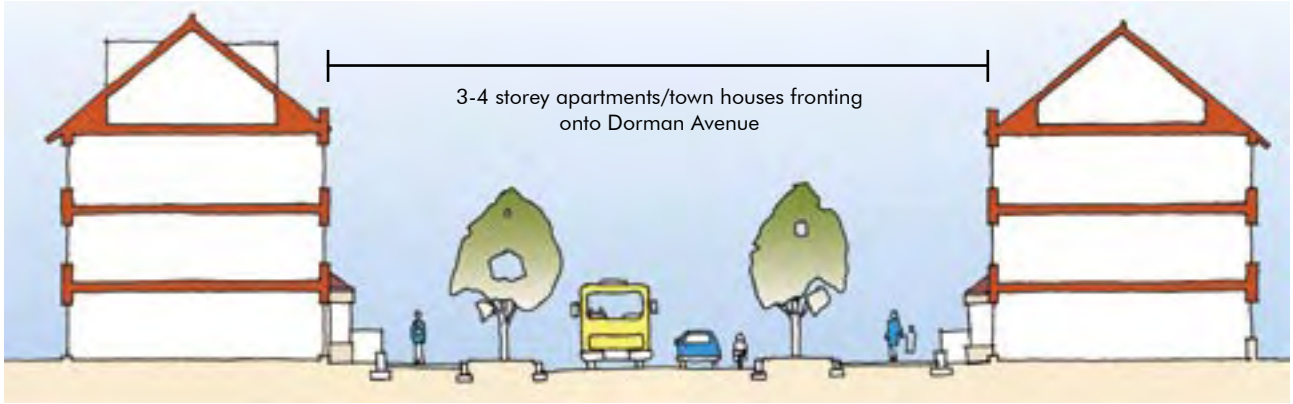
The new central boulevard will be access directly from Dorman Avenue North providing a new 'Gateway' to the development. Whilst much of the existing carriageway and pavement will be retained, new street tree planting will be provided to recreate the boulevard character intended in the original Abercrombie vision and a new dedicated cycle path will be provided within the carriageway.

Traffic calming in the form of raised speed tables will be provided at all new and existing junctions to calm traffic speed to a maximum 30mph.

Table 1 and associated plan and section summarise the specific design requirements for the Avenue.



Typical plan of Dorman Avenue North and Junction with new Central Boulevard



Typical section through Dorman Avenue North

TABLE 1: DORMAN AVENUE NORTH		
GENERAL REQUIREMENTS		
Road Type*		Local Distributor
Maximum no. Dwellings Served		Not restricted
Type of Traffic		All
Target Design Speed		KCC Standard - 30mph
Public Transport		Yes
Shared Surface		Not permitted
Traffic Calming Required		Yes
STREET DIMENSION & CHARACTER		
Maximum Carriageway Width		As existing
Minimum Footpath Width		As existing
Cycleway		Yes, a standard to be agreed with the Highways Authority and fitting within the existing space constraints
Verge		Yes, as existing, with alterations at new traffic calming events
Maximum Front Garden		2.0m
Building Height*		Typically 3 storey for houses; Maximum 4 storey for apartments
PUBLIC TRANSPORT		
Bus Access		Yes, as existing
Bus Stops		Yes, as existing
STREET DESIGN DETAILS		
Distance between Traffic Calming Events		At existing and new junctions
Type of Traffic Calming		Raised tables at existing and new junctions
Parking	Casual on Street	No, will conflict with cycle lane
	Formal on Street	No
Residential Frontage Access		Not permitted
Junction Visibility	"x" Distance	KCC Standard Min 4.5 m Desired Aylesham Standard min - 2.4m
	"Y" Distance	KCC Standard Min 70 m Desired Aylesham Standard min – 33m
Junction Spacing	Adjacent	60m min separation between junctions on same side of highway
	Opposite R/L	KCC Standard – 15m Desired Aylesham Standard - Crossroads permitted
	Opposite L/R	KCC Standard – 30m Desired Aylesham Standard - Crossroads permitted
Radii		KCC Standard - min 10.5, Desired Aylesham Standard – min 6.0m
MATERIALS		
Footpath Surfacing		As existing
Parking Zone		As existing
Kerbing		As existing
Carriageway		As existing
Traffic Calming		As existing
Cycleway		To be confirmed with KCC
TREES		
Street Trees		Yes, Acer Platanoides 'Obelisk' at 10m spacing along existing grass verge. Extra heavy standards

* The layout of the proposed development has been designed in accordance with the proposed Kent Design Guide, currently under consultation at Kent County Council. Detail design and highway layout will be designed in consultation with KCC Highways Department.

6.3 New Central Boulevard

The new central boulevard will be the primary circulation route and focal point through the heart of the new development and the location of this route is fixed. It will accommodate the majority of the vehicular traffic, the public transport route and dedicated cycle paths. It will have a spacious feel, be tree lined and have adequate room for pedestrian movement.

The boulevard will be lined with 2 storey linked residential terraces (minimum 4 units per terrace); these will be set back a maximum of 2m from the back of the pavement (property line) providing clear edge definition to the street. Terraces should be linked with an arched gateway where access is provided to mews and courtyards to provide a continuous frontage (See Chapter 7).

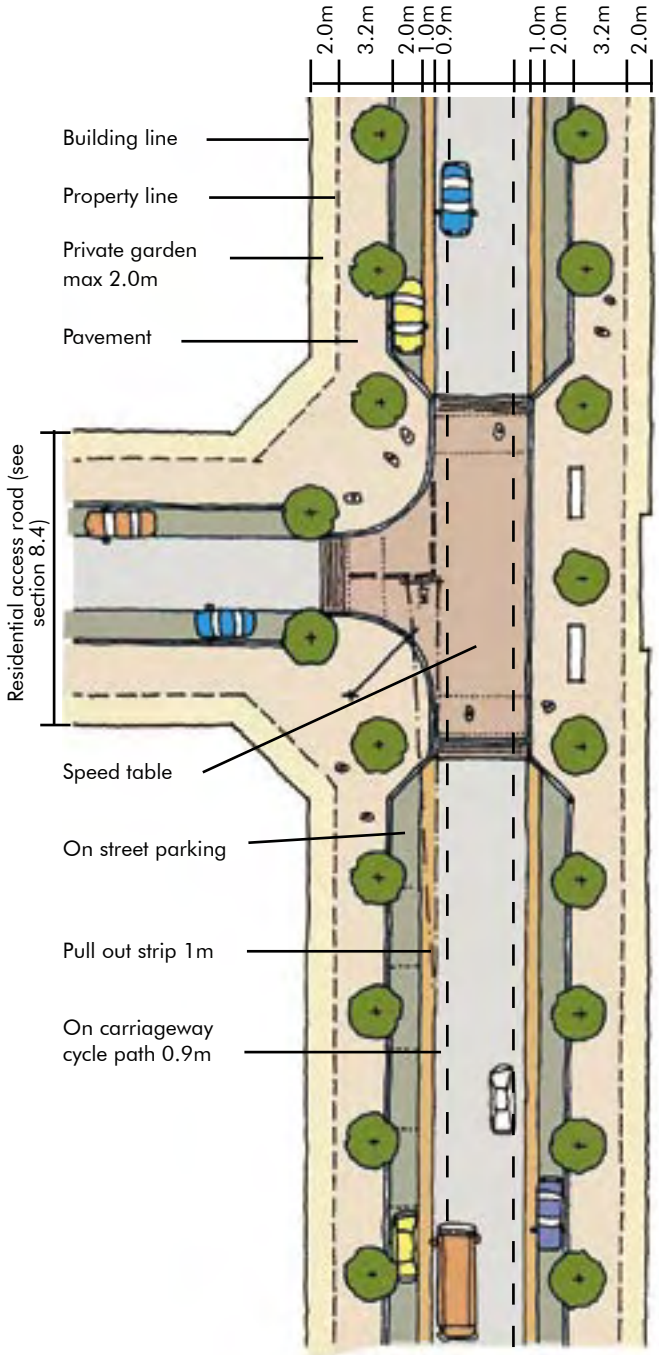
All buildings will front onto the street with primary entrances and principle rooms overlooking the boulevard.

A high quality public realm, including good quality materials, paving and street furniture will be provided setting the quality standard for the whole development and emphasising its importance.

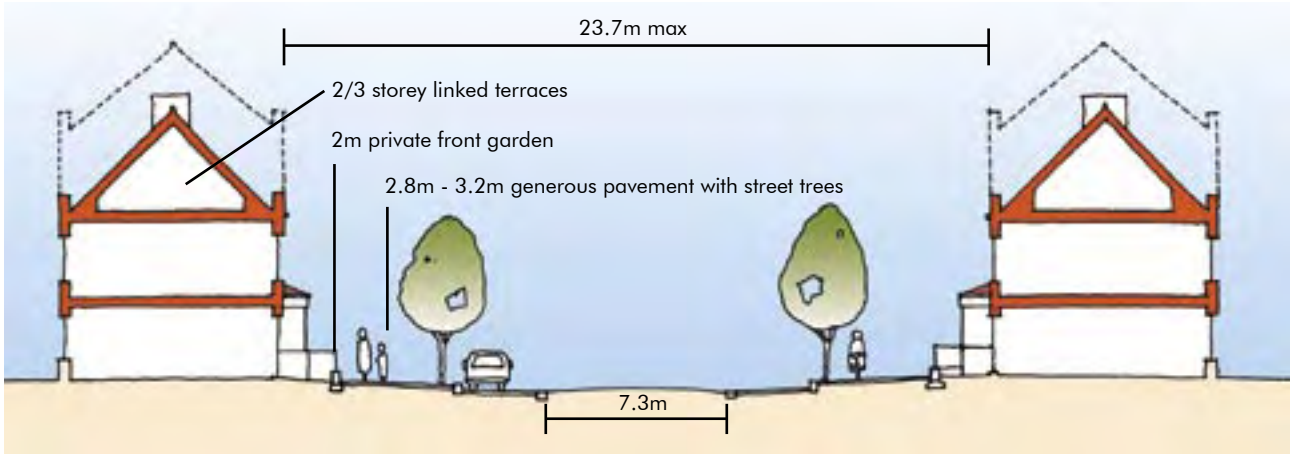
Special road design 'events' will be created along the route providing a variation in character and traffic calming features. These 'events' will occur at the junctions between the boulevard and streets with SUDS and around the neighbourhood parks. The traffic will be calmed to ensure a maximum speed of 20mph.

The pavement will be generous up to 3.2m wide allowing for street tree planting. The carriageway will be a maximum of 7.3m (including cycle lanes). In most locations on street parking bays will be created providing residential and visitor parking. The majority of parking for residential properties however will be provided within the block in dedicated mews and parking courtyards. No private access to residential properties will be permitted from the boulevard.

Table 2 and associated plan and section summarise the specific design requirements for the boulevard.



Typical plan of new central boulevard and junction with residential access road



Typical section through new boulevard

TABLE 2: NEW CENTRAL BOULEVARD		
GENERAL REQUIREMENTS		
Road Type*		KCC Standard – Local Distributor
Maximum No. Properties Served		Not restricted
Type of Traffic		Main traffic route, bus and low HGV
Target Design Speed		KCC Standard – 30mph, Desired Aylesham Standard - 20mph
Public Transport		Yes
Shared Surface		Not permitted
Traffic Calming Required		Yes
STREET DIMENSION & CHARACTER		
Maximum Carriageway Width		7.3m incorporating on carriageway cycle routes
Minimum Footpath Width		2.8m – 3.2m including tree planting
Cycleway		Yes – 1.2m each way dedicated on carriageway
Verge		KCC Standard – 2.0m, Desired Aylesham Standard - No
Maximum Front Garden		2.0m
Building Height		Typically 2 storey terrace & linked terrace, maximum 3 storey
PUBLIC TRANSPORT		
Bus Access		Yes
Bus Stops		Yes at 350m intervals in each direction
STREET DESIGN DETAILS		
Distance between Traffic Calming Events		KCC Standard - Features at 150m (Max). Desired Aylesham Standard – Features at 60m – 80m c/c
Type of Traffic Calming		Parking, trees, formal crossings, events, rumble strips and changes in surfacing at junctions
Parking	Casual on Street	No
	Formal on Street	Yes in 2m X 6m parallel bays + 1m pull out strip
Residential Frontage Access		Private driveways not permitted. Access to Communal mews/courtyards permitted
Junction Visibility	"x" Distance	KCC Standard Min 4.5 m, Desired Aylesham Standard min - 2.4m
	"Y" Distance	KCC Standard Min 70 m, Desired Aylesham Standard min – 33m
Junction Spacing	Adjacent	KCC Standard – 60m Desired Aylesham Standard - 30m min separation between junctions on same side of highway
	Opposite R/L	KCC Standard – 15m Desired Aylesham Standard - Crossroads permitted
	Opposite L/R	KCC Standard – 30m Desired Aylesham Standard - Crossroads permitted
Radii		KCC Standard - min 10.5, Desired Aylesham Standard – min 6.0m
MATERIALS		
Footpath Surfacing		1. Natural grey, pre-cast concrete paving flags, 63mm thickness staggered joint, 600X450mm
Parking Zone		2. Natural Grey tumbled pre-cast concrete paviors 80mm thickness stretcher bond
Kerbing		3. 225mm wide natural grey square edge exposed granite aggregate pre-cast kerb 150mm high. Drop kerb required at access to mews/courtyards
Carriageway		4. Black-top
Traffic Calming		5. Speed table (to be confirmed)
Cycleway		6. To be confirmed
Tree Pits		7. 1.2m X1.2m edges with 150mm wide square top exposed granite aggregate pre-cast kerb 75mm high.
Pedestrian Crossings		8. Stainless tactile studs inserted into paving.
TREES		
Street Trees		Yes, (Species to be decided, Extra heavy standards) at approximate 10m spacing, varied to fit proposed junction arrangement.

* The layout of the proposed development has been designed in accordance with the proposed Kent Design Guide, currently under consultation at Kent County Council. Detail design and highway layout will be designed in consultation with KCC Highways Department.

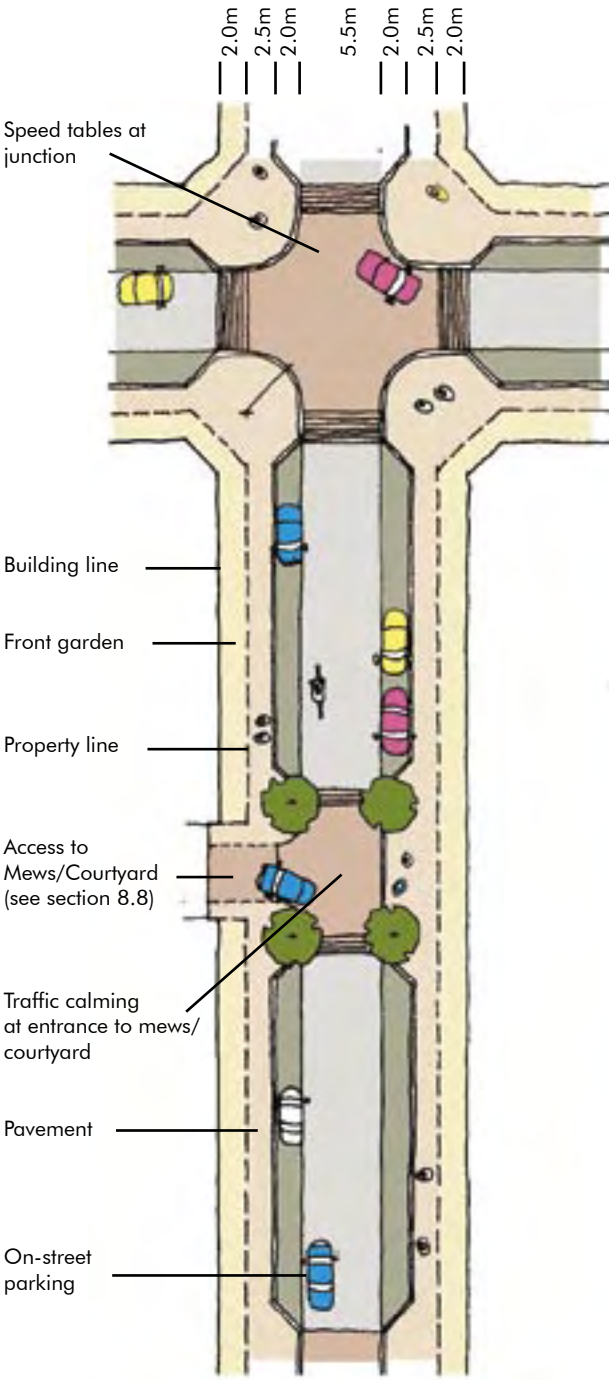
6.4 Residential Access Street

The main form of circulation within the new development will be provided by streets and the exact location of these streets is flexible but they must remain within the same hierarchy, ie accessed from the boulevard and providing access to mews and courtyards. The general principle being that a main residential street will run parallel to the boulevard.

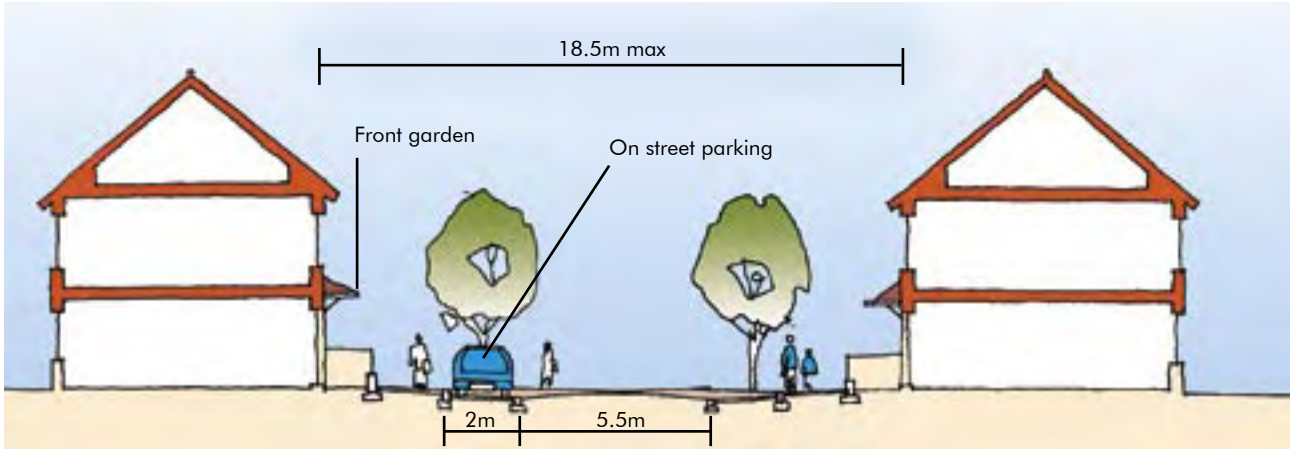
These streets will be fronted by 2 storey development in a mix of terraces and semi detached properties. They will be set back a maximum 2m from the propertry line. On street parking will be provided for terraces with on plot and integral garages permitted for semi detached units.

Table 3 and associated plan and section summarise the specific design requirements for the streets.

Houses set back a maximum of 2m from back of pavement on a typical residential street



Typical plan of residential access road



Typical section through access street with terraces

TABLE 3: RESIDENTIAL ACCESS STREET		
GENERAL REQUIREMENTS		
Road Type*		Major Access Road
Maximum No. Properties Served		Max 300 (Typically 60)
Type of Traffic		KCC Standard – Bus Access Desired Aylesham Standard - Cars, refuse vehicles, delivery vehicles – no buses
Target Design Speed		KCC Standard – 25 mph, Desired Aylesham Standard - 20mph
Public Transport		KCC Standard – Yes, Desired Aylesham Standard - No
Shared Surface		Permitted at crossing points and junctions
Traffic Calming Required		Yes
STREET DIMENSION & CHARACTER		
Maximum Carriageway Width		5.5m
Minimum Footpath Width		2.5 m
Cycleway		KCC Standard – Consider shared use footway, Desired Aylesham Standard - No formal cycleway, cyclists share carriageway
Verge		No
Maximum Front Garden		2.0m. Where private garage access permitted garages must be set back a min. of 5m from property line
Building Height		Typically 2 storey terraces & semi detached. Cross reference to Section 9 Block Principles
PUBLIC TRANSPORT		
Bus Access		KCC Standard – Bus Access, Desired Aylesham Standard - No
Bus Stops		KCC Standard – Yes, Desired Aylesham Standard - No
STREET DESIGN DETAILS		
Distance between Traffic Calming Events		KCC Standard 80 – 120m Desired Aylesham Standard - -60 - 80m
Type of Traffic Calming		Parking, trees, formal crossings, events, rumble strips, changes in surfacing at junctions and carriageway pinch points (4.1m minimum)
Parking	Casual on Street	No
	Formal on Street	Yes in 2m X 6m parallel bays
Residential Frontage Access		Private driveways permitted. Access to Communal mews/courtyards permitted
Junction Visibility	"x" Distance	KCC Standard – 2.0m
	"Y" Distance	KCC Standard – 60m, Desired Aylesham Standard - 33m
Junction Spacing	Adjacent	30m min separation between junctions on same side of highway
	Opposite R/L	KCC Standard – 15m Desired Aylesham Standard - Crossroads permitted
	Opposite L/R	KCC Standard – 15m Desired Aylesham Standard - Crossroads permitted
Radii		KCC Standard – 6.0m Desire Aylesham Standard – 4.0m
MATERIALS		
Footpath Surfacing		1. Natural grey, pre-cast concrete paving flags, 63mm thickness staggered joint, 600X450mm
Parking Zone		2. Natural Grey tumbled pre-cast concrete paviors 80mm thickness stretcher bond
Kerbing		3. 225mm wide natural grey square edge exposed granite aggregate pre-cast kerb 150mm high. Drop kerb required at access to mews/courtyards
Carriageway		4.Black-top
Traffic Calming		5. Speed table (to be confirmed)
Tree Pits		7. 1.2m X 1.2m edges with 150mm wide square top exposed granite aggregate pre-cast kerb 75mm high
Pedestrian Crossings		8. Stainless tactile studs inserted into paving
TREES		
Street Trees		Yes, (Species to be decided, Extra heavy standards) at junctions and traffic calming events

* The layout of the proposed development has been designed in accordance with the proposed Kent Design Guide, currently under consultation at Kent County Council. Detail design and highway layout will be designed in consultation with KCC Highways Department.

6.5 Residential Access Street with SUDS

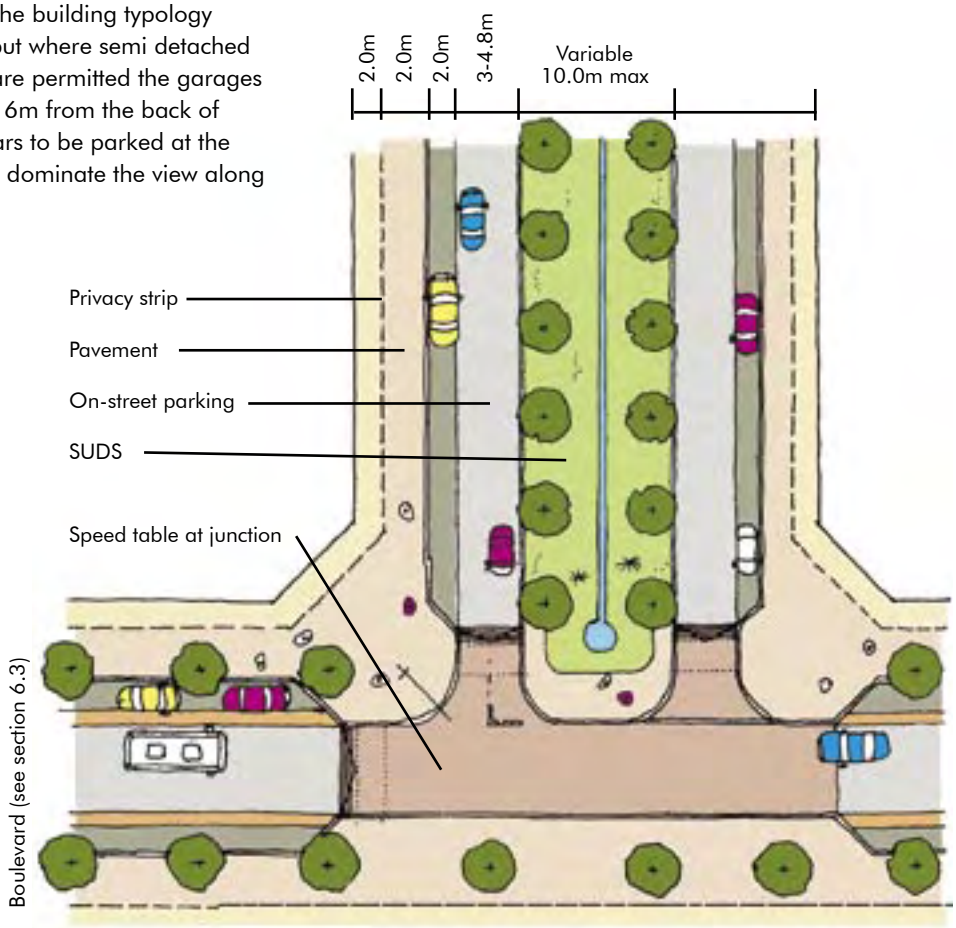
The Sustainable Urban Drainage System (SUDS) within the development will be a fundamental element of the infrastructure and the village structure and their location is fixed. In addition to forming a drainage resource they provide visual and physical links to the surrounding countryside, existing hedgerows and link together the open spaces within the development.

The SUDS system itself will be incorporated within the central linear park providing a recreation and visual amenity for the adjacent residents. The route will be fronted onto by residential development of 2 storeys, with houses being set back a maximum of 2m from the back of the pavement. All primary entrances and principle rooms will overlook the street. The building typology will primarily be short terraces but where semi detached properties with linked garages are permitted the garages must be set back a minimum of 6m from the back of pavement line. This will allow cars to be parked at the side of the house so they do not dominate the view along the street.

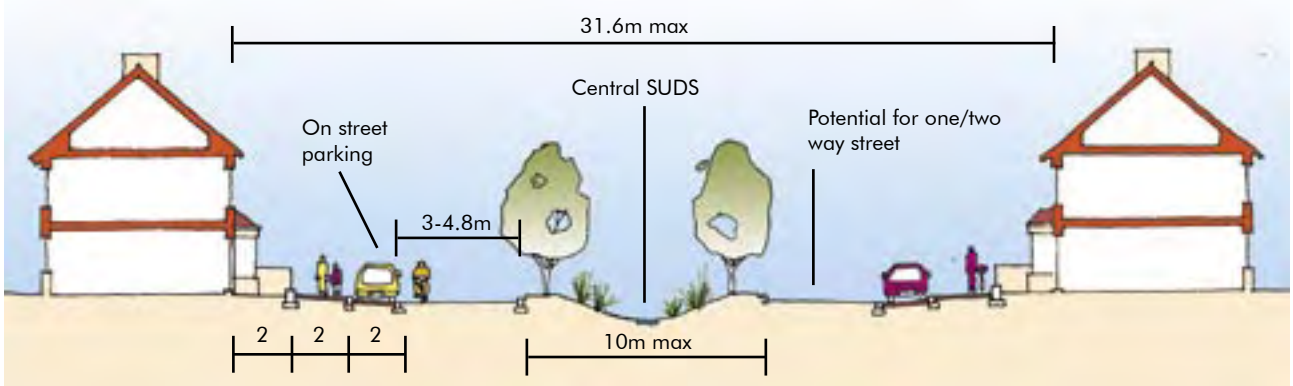
These routes will comprise two carriageways of 3-4.8 meters wide on either side of the central green space. It is intended that they will be one way streets. Dedicated on street and courtyard parking bays will be provided with the majority of the parking will be provided for terraces with on plot and integral garages permitted for semi-detached. These streets form part of the residential access road network and perform a similar function to residential access roads.

Table 4 and associated plan and section summarise the outline design requirements for the SUDS. The design may be subject to change once detailed requirements of SUDS have been considered.

How the SUDS systems might look



Typical plan of junction between boulevard and SUDS street



Typical section through SUDS street

TABLE 4: RESIDENTIAL ACCESS STREET WITH SUDS		
GENERAL REQUIREMENTS		
Road Type*		Major Access Road (1 way in each direction), Potential variation - two way
Maximum No. Properties Served		Max 300 (Typically 60)
Type of Traffic		KCC Standard – Bus Access Desired Aylesham Standard – Cars, refuse vehicles, delivery vehicles – no buses
Target Design Speed		KCC Standard – 25 mph Desired Aylesham Standard - 20mph
Public Transport		KCC Standard – Yes Desired Aylesham Standard - No
Shared Surface		Permitted at crossing points and junctions
Traffic Calming Required		Yes
STREET DIMENSION & CHARACTER		
Maximum Carriageway Width		3.0m Potential variation - 4.8m (Two way)
Minimum Footpath Width		2.0 m
Cycleway		KCC Standard – Consider shared use footway, Desired Aylesham Standard -No formal cycleway, cyclists share carriageway
Verge		No
Maximum Front Garden		2.0m. Where private garage access permitted garages must be set back a min. of 5m from property line
Building Height		Typically 2 storey terraces & semi detached. Cross reference to Section 9 Block Principles
PUBLIC TRANSPORT		
Bus Access		KCC Standard – Bus Access, Desired Aylesham Standard - No
Bus Stops		KCC Standard – Yes, Desired Aylesham Standard - No
STREET DESIGN DETAILS		
Distance between Traffic Calming Events		KCC Standard 80 – 120m Desired Aylesham Standard - 60 - 80m
Type of Traffic Calming		Parking, trees, formal crossings, events, rumble strips, changes in surfacing at junctions and carriageway pinch points
Parking	Casual on Street	No
	Formal on Street	Yes in 2m X 6m parallel bays
Residential Frontage Access		Private driveways permitted. Access to Communal mews/courtyards permitted
Junction Visibility	"x" Distance	KCC Standard – 2.0m
	"Y" Distance	KCC Standard – 60m, Desired Aylesham Standard - 33m
Junction Spacing	Adjacent	30m min separation between junctions on same side of highway
	Opposite R/L	KCC Standard – 15m, Desired Aylesham Standard - Crossroads permitted
	Opposite L/R	KCC Standard – 15m, Desired Aylesham Standard - Crossroads permitted
Radii		KCC Standard – 6.0m, Desired Aylesham Standard – 4.0m
MATERIALS		
Footpath Surfacing		1. Natural grey, pre-cast concrete paving flags, 63mm thickness staggered joint, 600X450mm
Parking Zone		2. Natural Grey tumbled pre-cast concrete paviors 80mm thickness stretcher bond
Kerbing		3. 225mm wide natural grey square edge exposed granite aggregate pre-cast kerb 150mm high. Drop kerb required at access to mews/courtyards
Carriageway		4. Black-top
Traffic Calming		5. Speed table (to be confirmed)
Tree Pits		7. 1.2m X 1.2m edges with 150mm wide square top exposed granite aggregate pre-cast kerb 75mm
Pedestrian Crossings		Stainless tactile studs inserted into paving.
TREES		
Street Trees		Yes, street trees (Species to be decided, Extra heavy standards) at junctions and traffic calming events
Feature Planting		Planting within SUDS to be confirmed

* The layout of the proposed development has been designed in accordance with the proposed Kent Design Guide, currently under consultation at Kent County Council. Detail design and highway layout will be designed in consultation with KCC Highways Department.

6.6 Neighbourhood Park Frontage

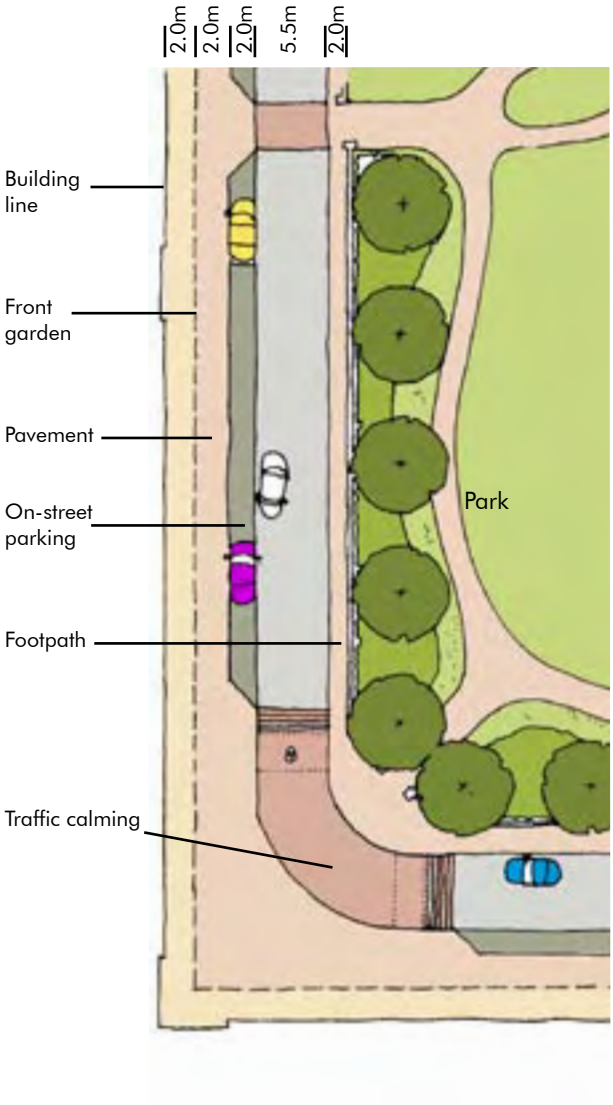
Two new neighbourhood parks will be provided within the development and combined with the SUDS system they offer activity and physical focal point to the development.

All surrounding buildings will front onto the parks and have their primary entrances and principles rooms overlooking them. Buildings will be typically 2-3 storey terraces forming a continuous frontage to define the space and will be set back a maximum of 2m from the back of the pavement. On street parking will be provided in dedicated parking bays and access to mews and courtyards will be permitted.

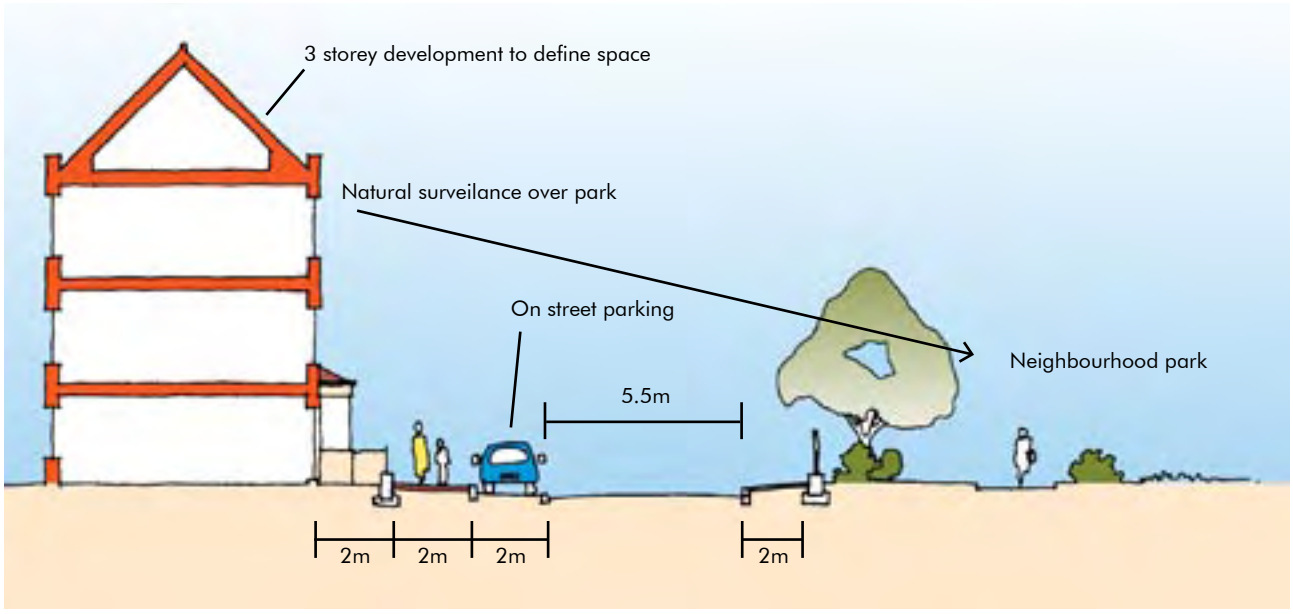
The edge of the parks will be clearly defined by a low wall and railings at a minimum of 1.2 m.

Table 5 and associated plan and section summarise the specific design requirements for the streets.

An example of a neighbourhood park overlooked by housing in London



Typical plan of neighbourhood park access road



Section through neighbourhood park

TABLE 5: NEIGHBOURHOOD PARK FRONTAGE		
GENERAL REQUIREMENTS		
Road Type*		Minor Access Road
Maximum No. Properties Served		Max 300 (typically 60)
Type of Traffic		Cars, refuse vehicles, delivery vehicles – no buses
Target Design Speed		KCC Standard – 25 mph Desired Aylesham Standard - 20mph
Public Transport		KCC Standard – Yes Desired Aylesham Standard - No
Shared Surface		Permitted at crossing points and junctions
Traffic Calming Required		Yes
STREET DIMENSION & CHARACTER		
Maximum Carriageway Width		5.5m
Minimum Footpath Width		2.0 m
Cycleway		No formal cycleway, cyclists share carriageway
Verge		No
Maximum Front Garden		2.0m
Building Height		Minimum 3 storey terraces apartments. Cross reference to Section 9 Block Principles
PUBLIC TRANSPORT		
Bus Access		No
Bus Stops		No
STREET DESIGN DETAILS		
Max Distance between Traffic Calming Events		KCC Standard 80 – 120m Desired Aylesham Standard - 60 - 80m
Type of Traffic Calming		Parking, trees, formal crossings, events, rumble strips, changes in surfacing at junctions and carriageway pinch points (4.1m min)
Parking	Casual on Street	No
	Formal on Street	Yes in 2m X 6m parallel bays
Residential Frontage Access		Private driveways not permitted. Access to Communal mews/courtyards permitted
Junction Visibility	"x" Distance	2m
	"Y" Distance	KCC Standard – 60m Desired Aylesham Standard - 33m
Junction Spacing	Adjacent	30m min separation between junctions on same side of highway
	Opposite R/L	KCC Standard – 15m Desired Aylesham Standard - Crossroads permitted
	Opposite L/R	KCC Standard – 15m Desired Aylesham Standard - Crossroads permitted
Radii		KCC Standard – 6.0m Desired Aylesham Standard 4.0m
MATERIALS		
Footpath Surfacing		1. Natural grey, pre-cast concrete paving flags, 63mm thickness staggered joint, 600 X 450mm
Parking Zone		2. Natural Grey tumbled pre-cast concrete paviors 80mm thickness stretcher bond
Kerbing		3. 225mm wide natural grey square edge exposed granite aggregate pre-cast kerb 150mm high. Drop kerb required at access to mews/courtyards
Carriageway		4. Black-top
Traffic Calming		5. (to be confirmed)
Pedestrian Crossings		6. Stainless tactile studs inserted into paving.

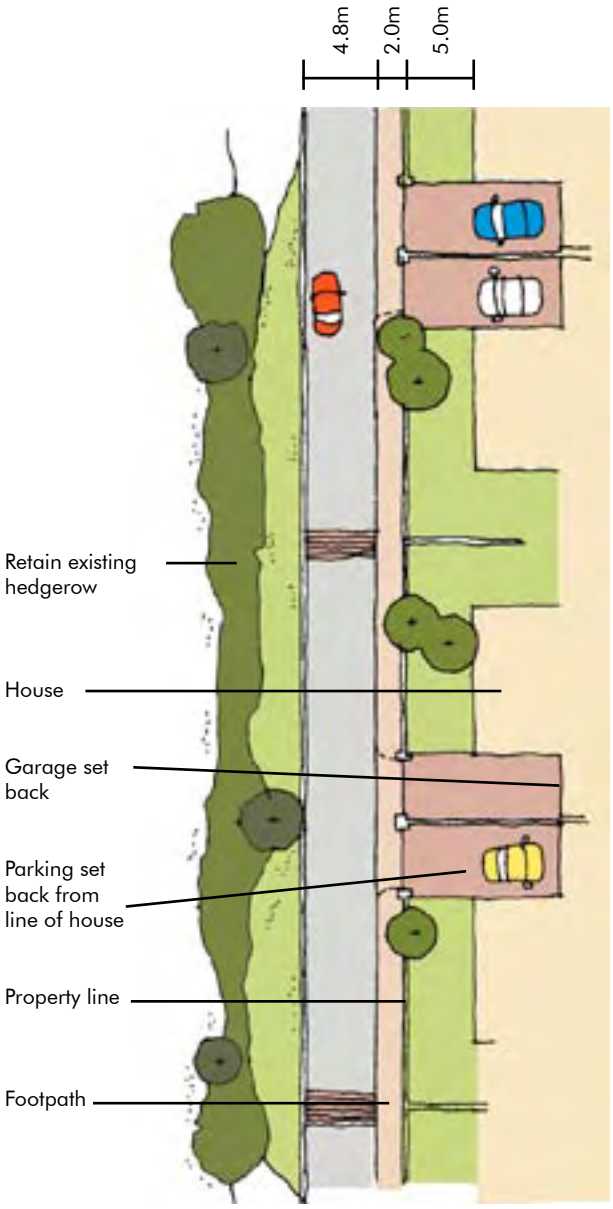
* The layout of the proposed development has been designed in accordance with the proposed Kent Design Guide, currently under consultation at Kent County Council. Detail design and highway layout will be designed in consultation with KCC Highways Department.

6.7 Village Edge

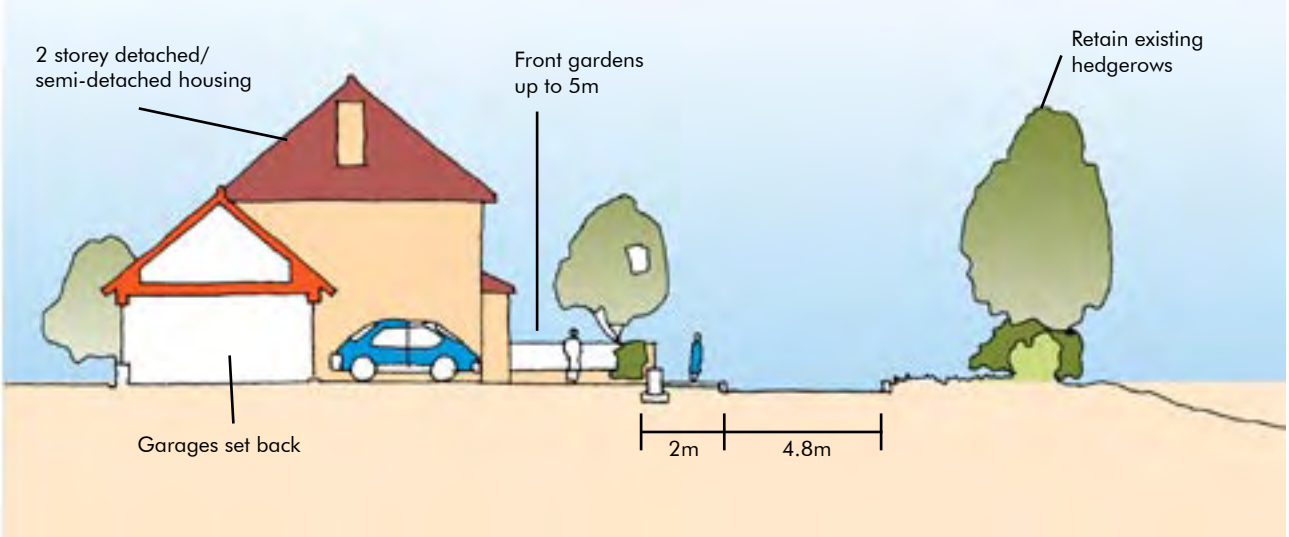
The edge of the development is clearly defined by the existing hedgerow that must be retained. As this will provide the new village edge a perimeter street will be provided. This will be fronted onto and provide access for the residential properties. Development will only be provided on one side of the street. Buildings will typically be maximum 2 storeys comprising larger semi-detached and detached properties the majority of which will have private on plot parking and integral garages. The building frontage should be set back from the pavement a maximum of 5m but preferably 2m. The range of setbacks gives the village a softer edge. Additional casual on street parking will be provided on the opposite side of the street in a different material such as a reinforced grass verge surface.

Table 6 and associated plan and section summarise the specific design requirements for the streets.

Village edge properties



Typical plan of village edge



Typical section through village edge

TABLE 6: VILLAGE EDGE		
GENERAL REQUIREMENTS		
Road Type*		Minor Access Road
Maximum No. Properties Served		50
Type of Traffic		Cars, refuse vehicles, delivery vehicles – no buses
Target Design Speed		KCC Standard – 20 mph Desired Aylesham Standard - 10mph
Public Transport		No
Shared Surface		Permitted at crossing points and junctions
Traffic Calming Required		KCC Standard – Possibly Desired Aylesham Standard – Home Zone approach
STREET DIMENSION & CHARACTER		
Carriageway Width		Min 4.8m (6.0m opposite garages and parking area (Variable kerbs, tracked)
Minimum Footpath Width		2.0 m development side only
Cycleway		No formal cycleway, cyclists share carriageway
Verge		Yes, 2m min on non development side. Existing hedgerow retained
Maximum Front Garden		5.0.m
Building Height		Maximum 2 storey. Cross reference to Section 9 Block Principles
PUBLIC TRANSPORT		
Bus Access		No
Bus Stops		No
STREET DESIGN DETAILS		
Max Distance between Traffic Calming Events		KCC Standard 60m Desired Aylesham Standard - Home Zone approach
Type of Traffic Calming		Parking bays, narrow space for vehicles, variable kerbs
Parking	Casual on Street	Yes
	Formal on Street	No
Residential Frontage Access		Private driveways permitted. Access to Communal mews/courtyards permitted
Junction Visibility	"x" Distance	2m
	"Y" Distance	KCC Standard 33m Desired Aylesham Standard - 23m
Junction Spacing	Adjacent	30m min separation between junctions on same side of highway
	Opposite R/L	KCC Standard – 15m Desired Aylesham Standard - Crossroads permitted
	Opposite L/R	KCC Standard – 15m Desired Aylesham Standard - Crossroads permitted
Radii		KCC Standard – min 4.0m Desired Aylesham Standard 2.0 – 4.0m
MATERIALS		
Footpath Surfacing		1. Natural grey, pre-cast concrete paving flags, 63mm thickness staggered joint, 600X450mm
Carriageway		2. Natural Grey tumbled pre-cast concrete paviors 80mm thickness stretcher bond
Kerbing		3. 225mm wide natural grey square edge exposed granite aggregate pre-cast kerb 150mm high. Drop kerb required at access to mews/courtyards
Traffic Calming		4. (to be confirmed)

* The layout of the proposed development has been designed in accordance with the proposed Kent Design Guide, currently under consultation at Kent County Council. Detail design and highway layout will be designed in consultation with KCC Highways Department.

6.8 Parking/Courtyards

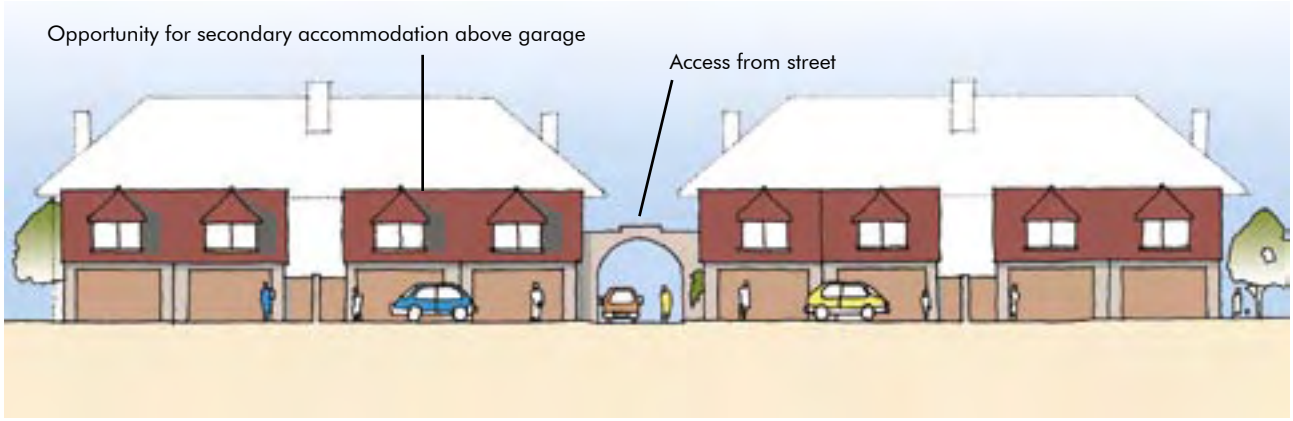
These will provide the tertiary vehicular access to residential plots and will provide the main areas for private garages and courtyard parking. They will have a shared surface throughout and will vary in width from a minimum of 6 metres depending on the configuration of the block.

Although mews and courtyards will not form part of the adopted street system, they will form an important element of the private residential movement system and are therefore considered along with other areas within the street hierarchy. Each courtyard will vary in character depending on the density of the development they serve (refer to Chapter 7), and will comprise a variety of parking including private garages and surface parking.

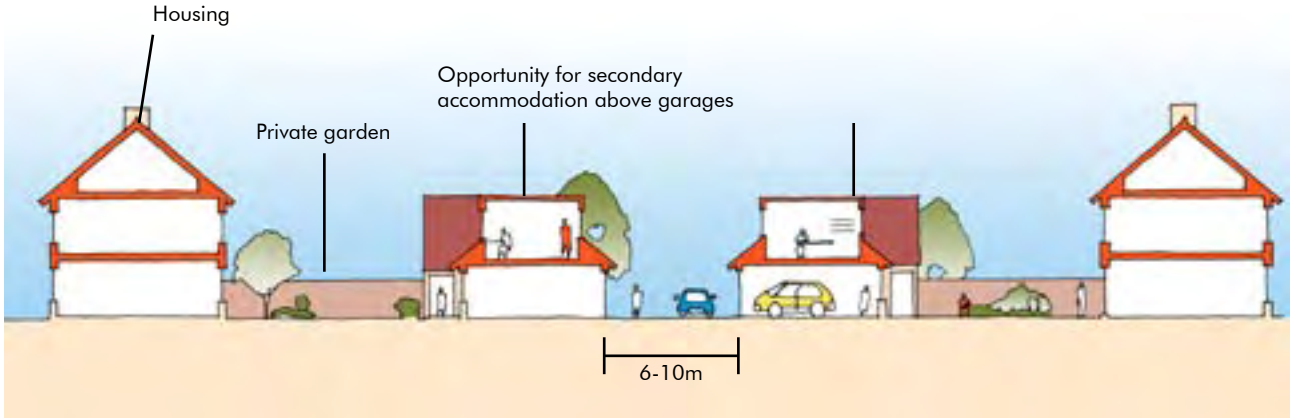
In addition opportunities are being explored for provision of additional accommodation above garages, for extra residential or home working accommodation, which would add significantly to the attractiveness and liveliness of these areas. This is subject to overlooking concerns and planning considerations at the detailed design stage.

It is intended that these areas will be secured by gateways and will not form part of the general public pedestrian hierarchy, they will be accessible to residents who have a dedicated parking area within them. In order to improve security each courtyard should provide access to no more than 15-20 homes, with the exception of apartment blocks when up to 30 flats may be accessed.

How a garage courtyard might look



Typical elevation to mews/courtyard



Typical elevation to mews/courtyard

TABLE 7: MEWS/GARAGE COURTYARDS		
GENERAL REQUIREMENTS		
Road Type*		Homezone
Maximum No. Properties Served		15 for houses, 30 for apartments
Type of Traffic		Cars Only
Target Design Speed		KCC Standard –10mph Desired Aylesham Standard -5mph
Public Transport		No
Shared Surface		Yes
Traffic Calming Required		KCC Standard – Possibly Desired Aylesham Standard – Home Zone approach
STREET DIMENSION & CHARACTER		
Maximum Carriageway Width		KCC Standard – min 4.1m Desired Aylesham Standard – 3.7-6.0m opposite garages and parking (2.7m tracked)
Minimum Footpath Width		N/A
Cycleway		cyclists share carriageway
Verge		No
Maximum Front Garden		N/A
Building Height		Minimum 1 storey garages +option for 1 storey accommodation above. See section Block Principles
PUBLIC TRANSPORT		
Bus Access		No
Bus Stops		No
STREET DESIGN DETAILS		
Distance between Traffic Calming Events		N/A
Type of Traffic Calming		Parking bays, narrow space for vehicles, variable kerbs, landscaping and planting
Parking	Casual	No
	Formal	In private garages and in designated bays 2.5X5m for end on parking, 2 X 6m for parallel parking
Residential Frontage Access		Vehicular access to private garages, pedestrian access to rear gardens
Radii		KCC Standard – min 4.0m Desired Aylesham Standard 2.0 – 4.0m
MATERIALS		
Shared Surface		1. Natural Grey tumbled pre-cast concrete paviors 80mm thickness stretcher bond
Traffic Calming		2. 5 rows of 100mm X 100-250mm cropped granite setts.
Tree Pits		3. 1.2m X1.2m edges with 150mm wide square top exposed granite aggregate pre-cast kerb 75mm high.
Parking Bays		Delineated by clay paviours
TREES		
Street Trees		Yes, (Species to be decided, Extra heavy standards)

* The layout of the proposed development has been designed in accordance with the proposed Kent Design Guide, currently under consultation at Kent County Council. Detail design and highway layout will be designed in consultation with KCC Highways Department.

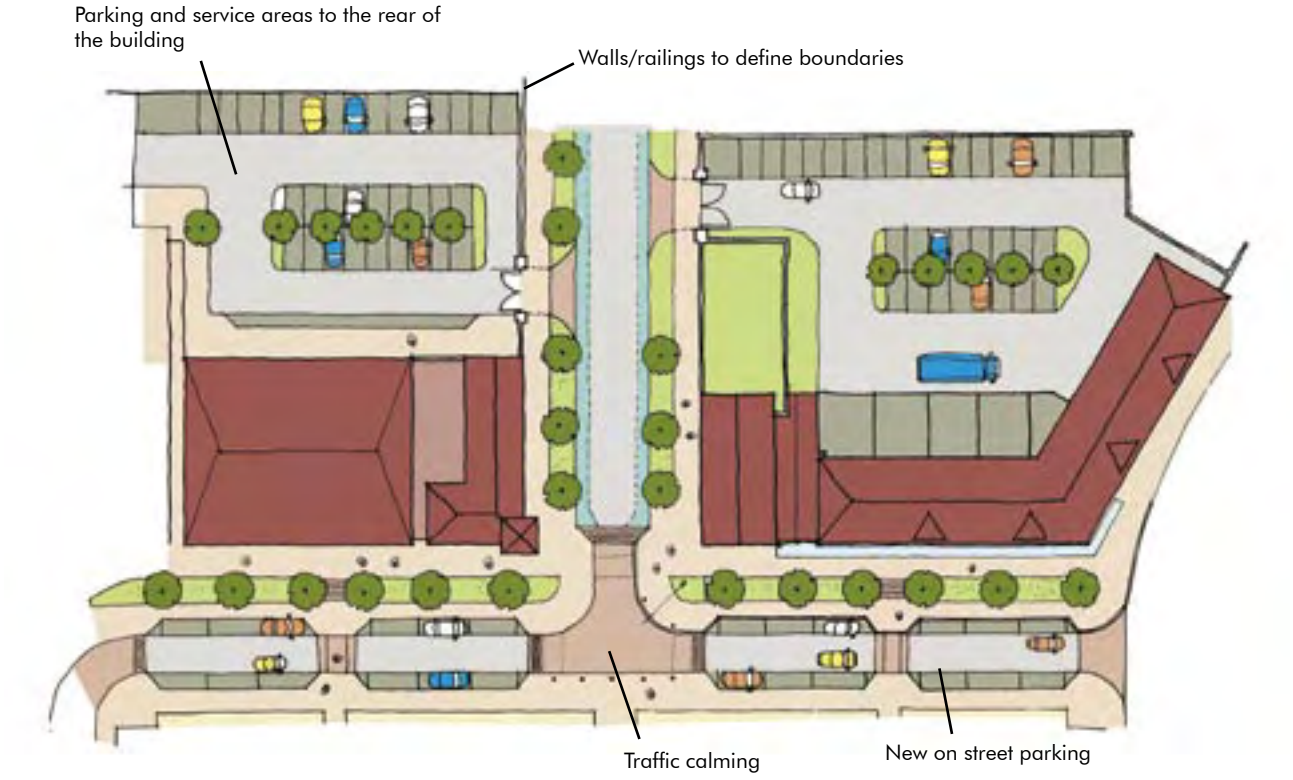
6.9 Market Square

The Market Square is to be refurbished as the physical and commercial heart for the village with two development parcels on the northern side of the square.

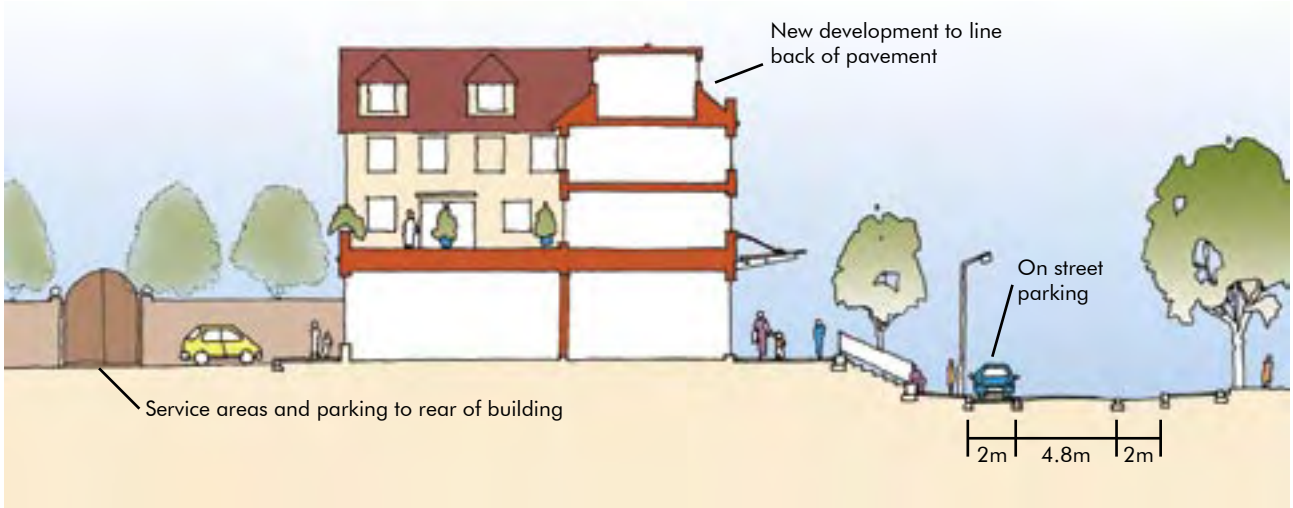
Where new development is created on the northern side of the market square it shall be a minimum of 3 storeys and a maximum of 4 storeys. Buildings will be built to the back of the pavement line with all primary entrances and active frontages accessible directly from the pavement. All parking servicing and storage areas will be provided to the rear of the block and enclosed by a wall and railings 1.8m high.

In principle all ground floor development will be active uses such as neighbourhood shops, café/restaurant, offices and community facilities with up to 3 levels of residential development above.

Table 8 and associated plan and section summarise the specific design requirements for the streets.



Typical plan of Market Square



Typical section through Market Square development

TABLE 8: MARKET SQUARE		
GENERAL REQUIREMENTS		
Road Type*		Major Access Road
Maximum No. Properties Served		N/A
Type of Traffic		KCC Standard – Bus Access Desired Aylesham Standard - Cars, refuse vehicles, delivery vehicles, bus
Target Design Speed		KCC Standard – 25 mph Desired Aylesham Standard - 20mph
Public Transport		KCC Standard – Yes Desired Aylesham Standard - Yes
Shared Surface		Permitted at crossing points and junctions
Traffic Calming Required		Yes
STREET DIMENSION & CHARACTER		
Maximum Carriageway Width		5.5m
Minimum Footpath Width		2.5 m
Cycleway		KCC Standard – Consider shared use footway, Desired Aylesham Standard - No formal cycleway, cyclists share carriageway
Verge		Yes existing grass bank will need to be retained, but with new steps
Maximum Front Garden		N/A no residential
Building Height		Minimum 3 storey, Cross reference to Section 9 Block Principles
PUBLIC TRANSPORT		
Bus Access		KCC Standard – Bus Access, Desired Aylesham Standard - Yes
Bus Stops		KCC Standard – Yes, Desired Aylesham Standard - Yes
STREET DESIGN DETAILS		
Distance between Traffic Calming Events		KCC Standard 80 – 120m Desired Aylesham Standard - At junctions and crossing points around square
Type of Traffic Calming		Parking, trees, formal crossings, events, rumble strips, changes in surfacing at junctions and carriageway pinch points (4.1m minimum)
Parking	Casual on Street	No
	Formal on Street	Yes in 2m X 6m parallel bays, disabled parking bays (on southside of Market Square) to be at least 3m x 6m (or 3.6m where they do not share an unloading area).
Residential Frontage Access		N/A
Service Access & Parking		All service and car parks to be located to the rear of the building
Junction Visibility	"x" Distance	KCC Standard – 2.0m
	"Y" Distance	KCC Standard – 60m Desired Aylesham Standard - 33m
Junction Spacing	Adjacent	As existing, no new junctions proposed
	Opposite R/L	As existing, no new junctions proposed
	Opposite L/R	As existing, no new junctions proposed
Radii		KCC Standard – 6.0m Desire Aylesham Standard – 4.0m
MATERIALS		
Footpath Surfacing		1. Natural grey, pre-cast concrete paving flags, 63mm thickness staggered joint, 600 X 450mm
Parking Zone		2. Natural Grey tumbled pre-cast concrete paviors 80mm thickness stretcher bond
Kerbing		3. 225mm wide natural grey square edge exposed granite aggregate pre-cast kerb 150mm high. Drop kerb required at access to mews/courtyards
Carriageway		4.
Traffic Calming		5. Speed table (to be confirmed)
Tree Pits		N/A
Pedestrian Crossings		8. Stainless tactile studs inserted into paving.
TREES		
Street Trees		None

* The layout of the proposed development has been designed in accordance with the proposed Kent Design Guide, currently under consultation at Kent County Council. Detail design and highway layout will be designed in consultation with KCC Highways Department.

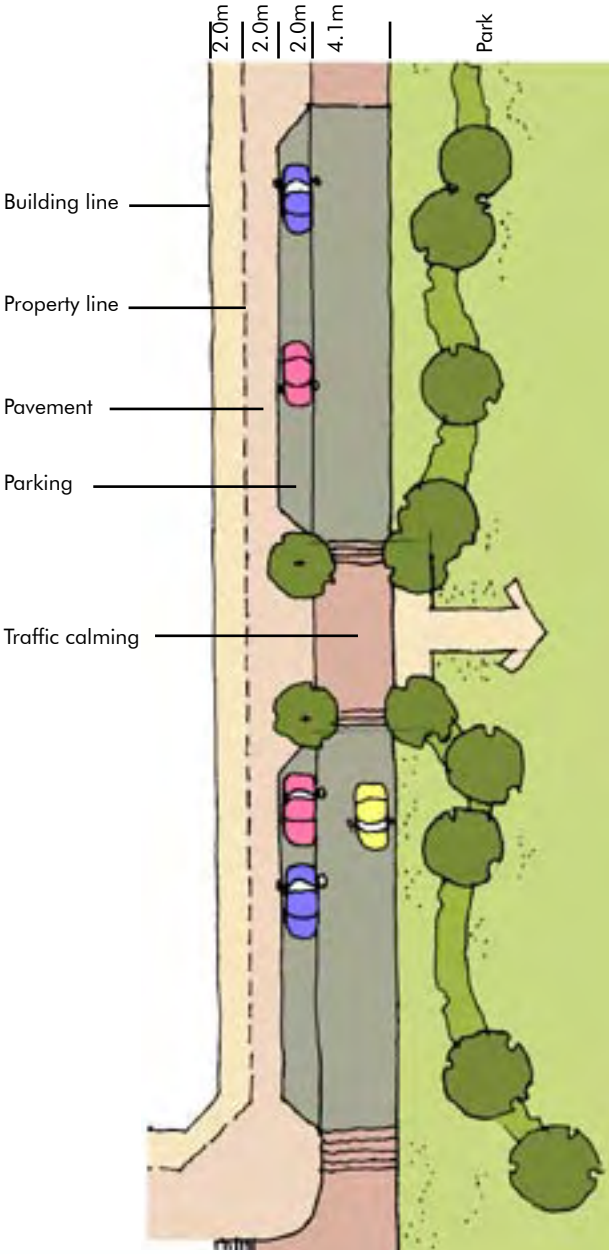
6.10 Central Open Space Frontage

It is proposed that the central open space is to be refurbished to create a high quality park.

A single row of new development is proposed around the majority of the edge of the park. Buildings will be a maximum of two storeys and will front onto the central open space. They will be set back a maximum of 2m from the back of the pavement (property line).

An example of the scale of housing that might overlook the central open space

An example of a new footpath through the central open space



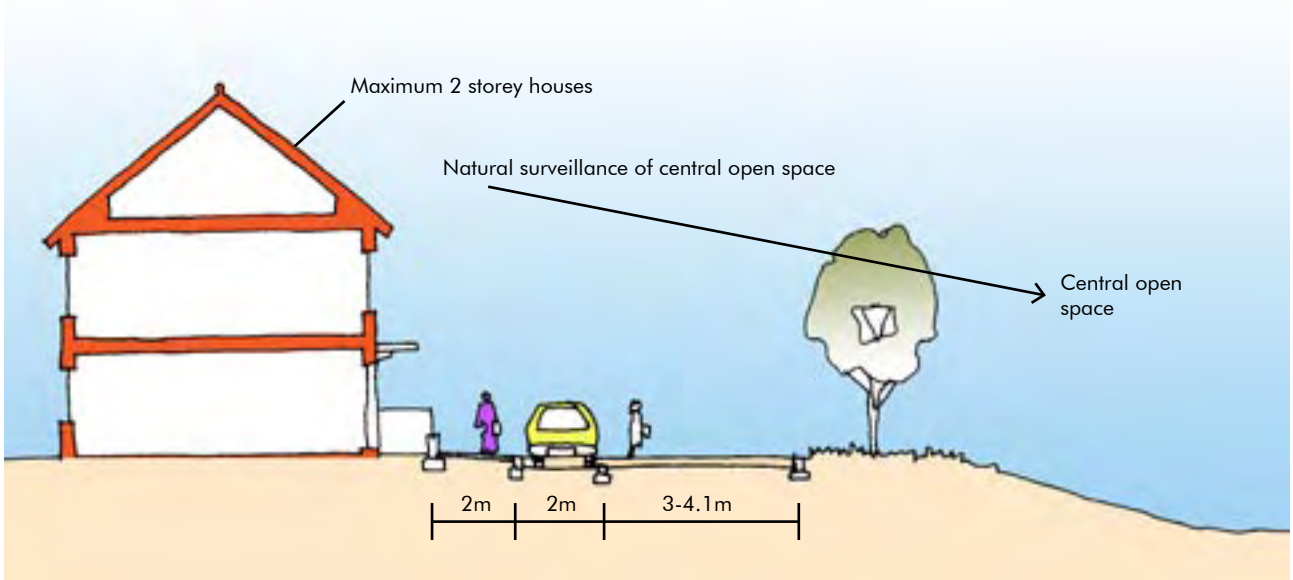


TABLE 9: CENTRAL OPEN SPACE		
GENERAL REQUIREMENTS		
Road type*		Minor Access Road
Maximum No. Properties Served		Max 40 (typically 20)
Type of Traffic		Cars, refuse vehicles, delivery vehicles – no buses
Target Design Speed		KCC Standard – 10 mph Desired Aylesham Standard - 5mph
Public Transport		KCC Standard – Yes Desired Aylesham Standard - No
Shared Surface		Permitted at crossing points and junctions
Traffic Calming Required		KCC standard - possibly, Desired Aylesham Standard - Home zone approach
STREET DIMENSION & CHARACTER		
Maximum Carriageway Width		4.1m
Minimum Footpath Width		2.0 m
Cycleway		No formal cycleway, cyclists share carriageway
Verge		No, Park on one side
Maximum Front Garden		2.0m
Building Height		Maximum 2 storey linked terraces. Cross reference to Section 9 Block Principles
PUBLIC TRANSPORT		
Bus Access		No
Bus Stops		No
STREET DESIGN DETAILS		
Max Distance between Traffic Calming Events		KCC Standard 80 – 120m Desired Aylesham Standard - 40 - 60m
Type of Traffic Calming		Parking, trees, formal crossings, events, rumble strips, changes in surfacing at junctions and carriageway pinch points (3m min)
Parking	Casual on Street	No
	Formal on Street	Yes in 2mX6m parallel bays, disabled parking bays (on south side of Market Square) to be at least 3mX6m (or 3.6m where they do not share an unloading area)
Residential Frontage Access		Private driveways not permitted. Access to Communal mews/courtyards permitted
Junction Visibility	"x" Distance	2m
	"Y" Distance	KCC Standard – 60m Desired Aylesham Standard - 33m
Junction Spacing	Adjacent	30m min separation between junctions on same side of highway
	Opposite R/L	KCC Standard – 15m Desired Aylesham Standard - Crossroads permitted
	Opposite L/R	KCC Standard – 15m Desired Aylesham Standard - Crossroads permitted
Radii		KCC Standard – 6.0m Desired Aylesham Standard 4.0m
MATERIALS		
Footpath Surfacing		1. Natural grey, pre-cast concrete paving flags, 63mm thickness staggered joint, 600X450mm
Parking Zone		2. Natural Grey tumbled pre-cast concrete paviors 80mm thickness stretcher bond
Kerbing		3. 225mm wide natural grey square edge exposed granite aggregate pre-cast kerb 150mm high. Drop kerb required at access to mews/courtyards
Carriageway		4. To be agreed, possibly interlocking small element paving or spray and chip gravel.
Traffic Calming		5. (to be confirmed)
Pedestrian Crossings		6. Stainless tactile studs inserted into paving.

* The layout of the proposed development has been designed in accordance with the proposed Kent Design Guide, currently under consultation at Kent County Council. Detail design and highway layout will be designed in consultation with KCC Highways Department.

7. Block Principles & Building Types

In this chapter the design of the blocks is outlined together with principles for parking and servicing. Together with the street hierarchy, the design of the block form will establish the character of the development. Block principles should be read in conjunction with Chapter 6: Street Hierarchy and Chapter 8: Public Realm Quality.

The development is based around a perimeter block structure where there is a close relationship between buildings and the street to define street edges, clearly distinguish between public and private spaces and ensure natural surveillance of the street and minimise the visual dominance of private cars on the streetscape.

The layout of the blocks indicated in Figure 26 is indicative with the overall layout being driven by the location of the new boulevard, SUDS and the neighbourhood parks. Whilst there is room for flexibility with respect to the precise dimensions and boundaries, the total number of blocks and general form should be respected. Blocks cannot be combined to form larger blocks. In addition the street hierarchy set out in Chapter 6 must be respected for example, streets cannot be changed into mews.

7.1 A Typical Residential Block Structure

All development will comprise perimeter blocks of varying densities set within a hierarchical network of streets, squares and open spaces.

The key design principles of a perimeter block are:

- buildings should be placed around the outer edge of the development block fronting onto the street and forming a public façade;
- all private areas including communal and private gardens and secure parking courtyards should be included within the centre of the block;
- a regular rhythm of doors and windows must animate the street, provide visual interest and ensure formal surveillance;
- corners should be highlighted, for example by architectural detail, taller buildings, change in material or colour;
- central courtyards and mews will provide secure parking and rear access to homes, they will not be used for primary residential access; and
- the central mews/courtyards must be high quality environments that are places for children to play and for residents to park. These will be secured by a gate and no courtyard will service more than 15-20 homes.

A typical medium density residential perimeter block

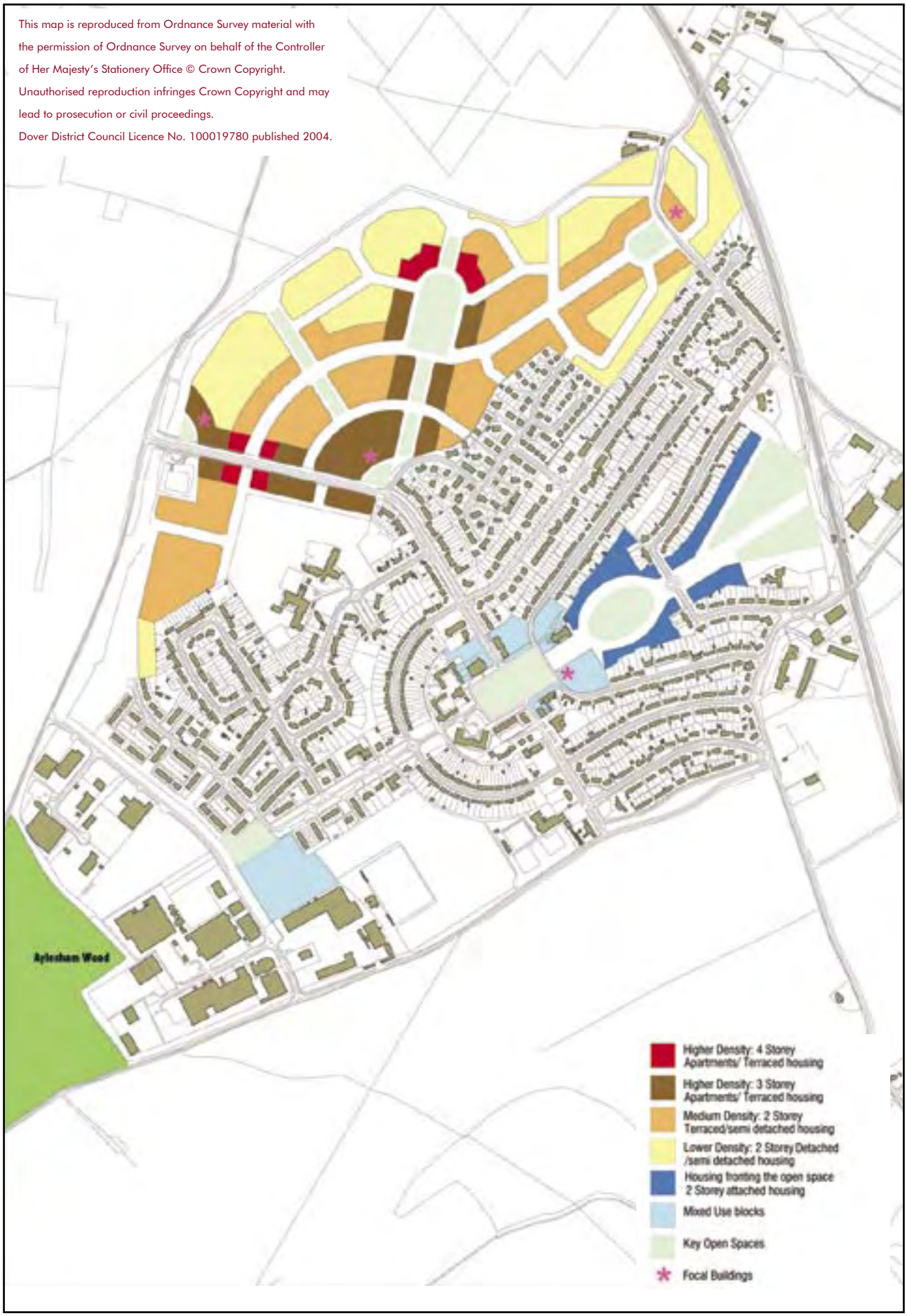


Figure 26: Block principles and building types

Table 10: Residential Densities			
Design Requirements	**Lower Density**	**Medium Density**	**Higher Density**
Number of Dwellings per Hectare	30 min	40 min	50-75
General Location	Village edge	New Boulevard, Residential Streets/SUDS	Dorman Avenue, & Neighbourhood North parks
Building Heights	2 (with option of dormer windows)	2-3	3-4
Building Type			
Apartments	x	x	√
Terraces	√	√	√
Semi Detached	√	√	x
Detached	√	x	x
Parking Provision			
Ratio	2-3 spaces per unit	2 spaces per unit	1-2 spaces per unit
On Street	Visitor parking only	√	√
Linked Garages access from street	√	x	x
On Plot	√	x	x
Surface in courtyards	x	√	√
On plot garages accessed from mews/courtyards	x	√	x
Boundary treatment	2-5m front garden 1.1m dwarf wall and railings	2m max front garden 1.1m dwarf wall and railings	2m max front garden 1.1m dwarf wall and railings

7.2 Residential Mix & Density

The existing village is relatively low density (around 24-38 units per hectare) with a distinctive layout based around long boulevards, traditional streets and predominantly 2 storey semi-detached houses within a generous open space framework.

Whilst national and local government guidance recommends much higher densities in new development the Dover District Local Plan recommends a minimum density of 30 units per hectare within Aylesham. Densities will vary across the site providing variety in the built form and creating a range of character areas. Densities will generally be higher towards the central boulevard with lower density development on the periphery of the site adjacent to existing hedgerows and open countryside.

The higher density residential areas along Dorman Avenue North shall be developed at a minimum of 50- 75 units to the hectare and will comprise primarily 3-4 storey buildings with 1 and 2 bedroom apartments particularly suitable for young singles and couples.

Medium density areas will be provided at the heart of the development at an average of 40 units per hectare and will comprise 2/3/4 bedroom 2 and 3 storey terraces and semi detached units. These will be located along the new boulevard.

Lower density areas will be developed to a minimum of 30 units to the hectare and will mostly comprise larger 4/5 bed semi-detached and detached family accommodation.

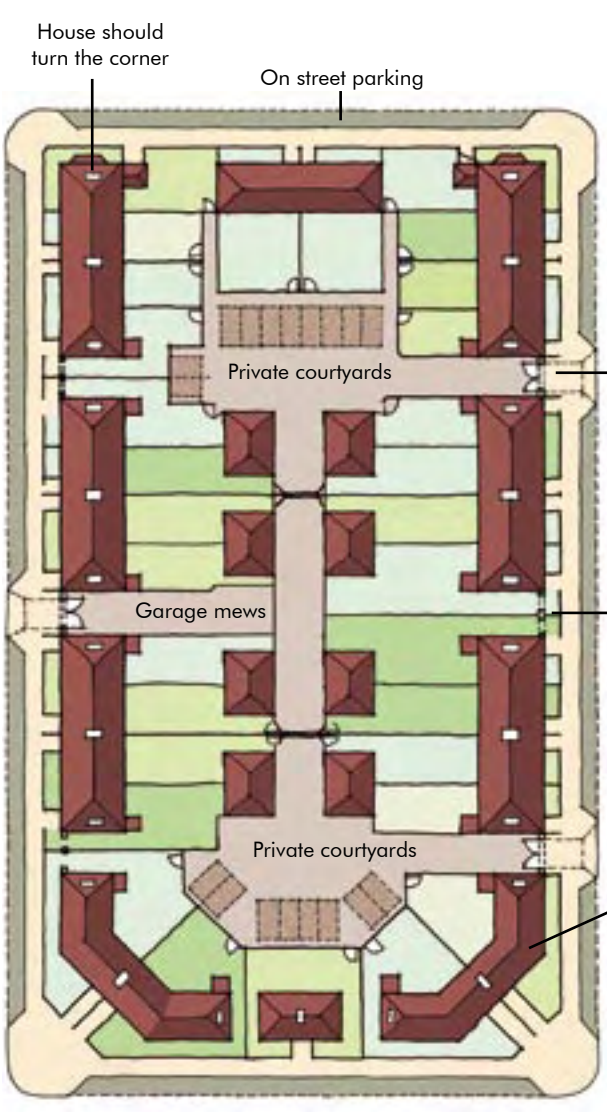
Table 10 sets out the design requirements for each density area. It is not intended however that the density designations result in clusters of the same style of properties. It is proposed that whilst each block may have a predominant building type the opportunity exists to comprise a range of unit types, albeit in varying proportions.

The illustrations on page 73 show a typical lower medium and higher density residential block to illustrate how the proposed development form and how, parking, public and private space will be provided.

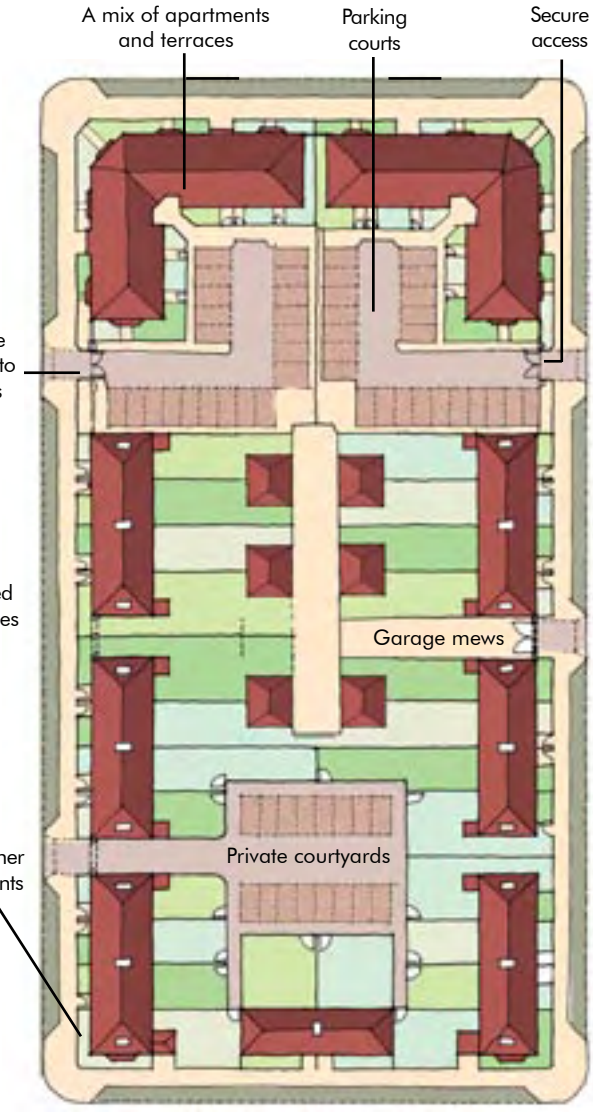
The parking would be provided in a combination of:

- dedicated on street;
- secure parking courtyards comprising open parking and access to garages at the rear of some properties; and
- linked garages.

Typical lower density block plan



Typical medium density block - plan



Typical high density block - plan

7.3 Building Height & Form

As set out in Chapter 6: Street Hierarchy, building heights will typically be 2 storeys and comprise a range of building heights including 2, and 3 storeys up to a maximum of 4 for apartments. Development will be a combination of terraces, semi-detached and detached buildings.

Building heights will relate to street widths to create enclosure with taller buildings used to define corners and terminate key views.

7.4 Aylesham Vernacular

Aylesham today comprises a variety of architectural styles from the 1930s, when construction started to some more recent, and less successful 1990's development. There are however, some good examples of the original Aylesham vernacular (as intended within the Abercrombie masterplan) particularly along Milner Crescent and in some key public buildings such as St Peters Church and the Greyhound Pub. It is these buildings that are most popular and that create a more intimate human scale streetscape and provide clear definition between public and private realm. These buildings demonstrate some key features of the intended architectural style and should form the basis of the new residential vernacular. Key features can be described as follows and are illustrated in the accompanying elevations and photographs in Section 2:

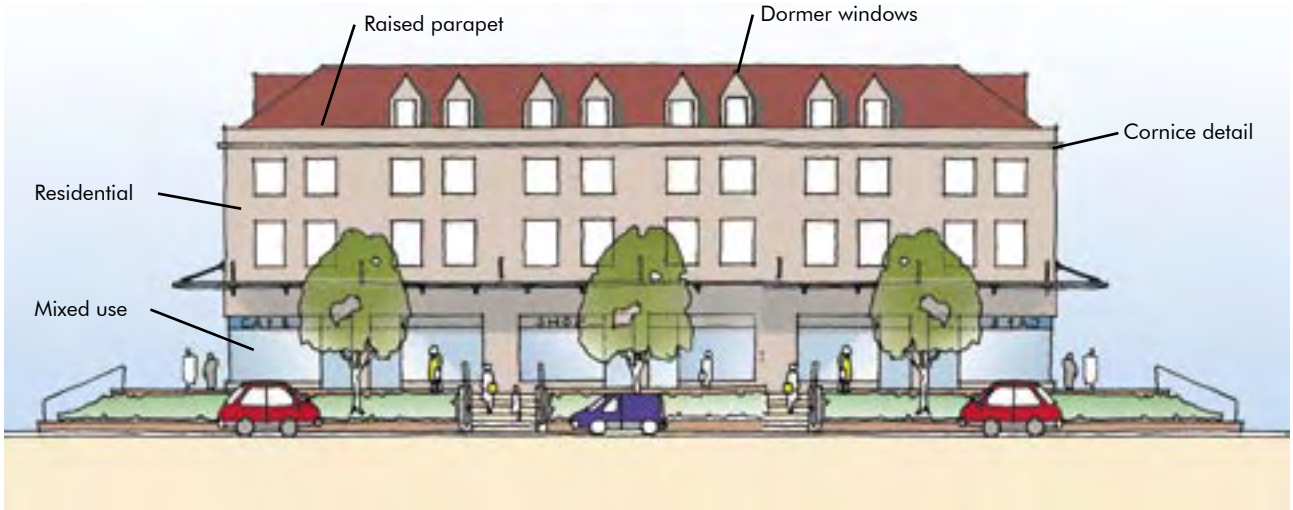
- predominant use of brick with some render;
- large overhanging eaves;
- raised parapets and set back pitched roofs on principle buildings;
- sash windows - vertical in proportions;
- integral cantilevered porches;
- terraces linked by archways;
- chimneys;
- buildings turning the corner with frontages addressing the street;
- short front gardens with buildings parallel to the street;
- on street or courtyard parking; and
- boundaries defined by hedges and or timber fencing with some areas of low brick walls and railings.

These design codes aim to promote these important design features.

7.5 Building Types

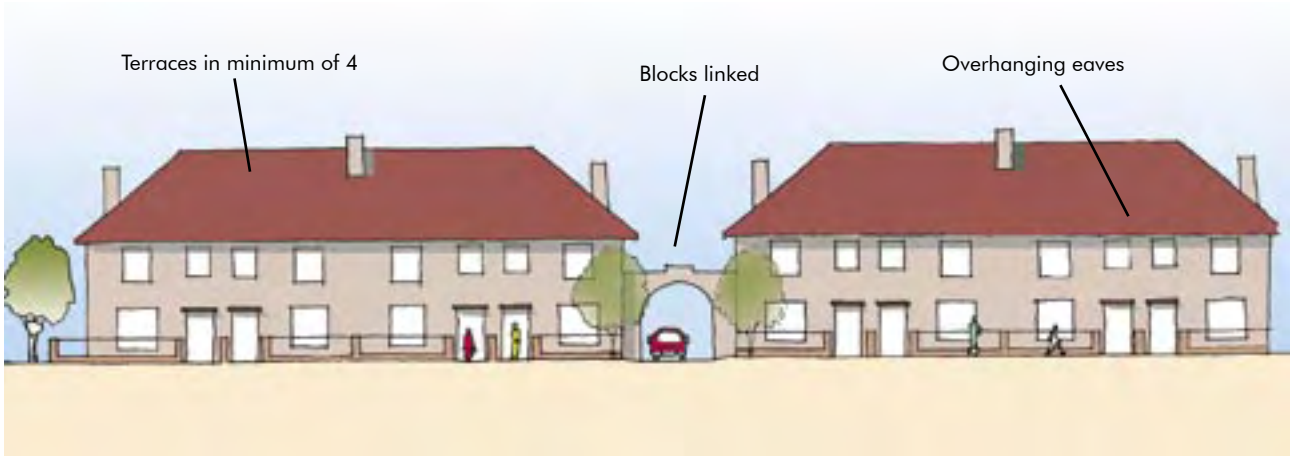
Aylesham is dominated by 2 storey semi-detached and detached 3 and 4 bed family housing with very little variety in terms of scale of density. The current demand however is for a broader mix of residential types from smaller 1 and 2 bed apartments up to larger 5 bed houses. In order to cater for this mix, a range of residential typologies are proposed including 3-4 storey apartment blocks, 2 and 3 storey linked terraces, 2 storey semi detached and 2 storey detached.

In order to reinforce the street hierarchy as set out in Chapter 8, and to create a range of character areas, certain building types and building features will be predominant within each density area. The following illustrative elevations highlight the key built form characteristics to be adopted and should be cross referenced with Chapter 6: Street Hierarchy and Table 10.

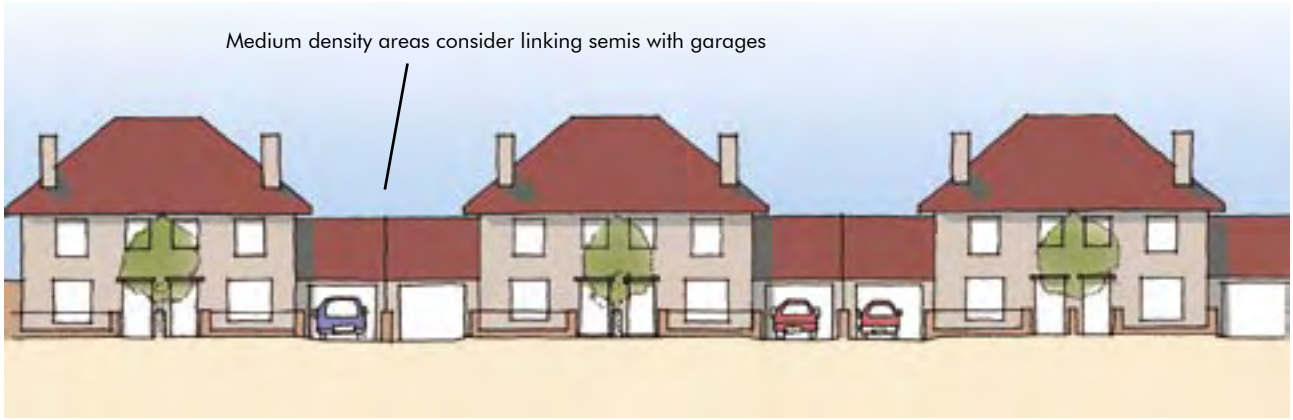


Mixed use development: Market Square

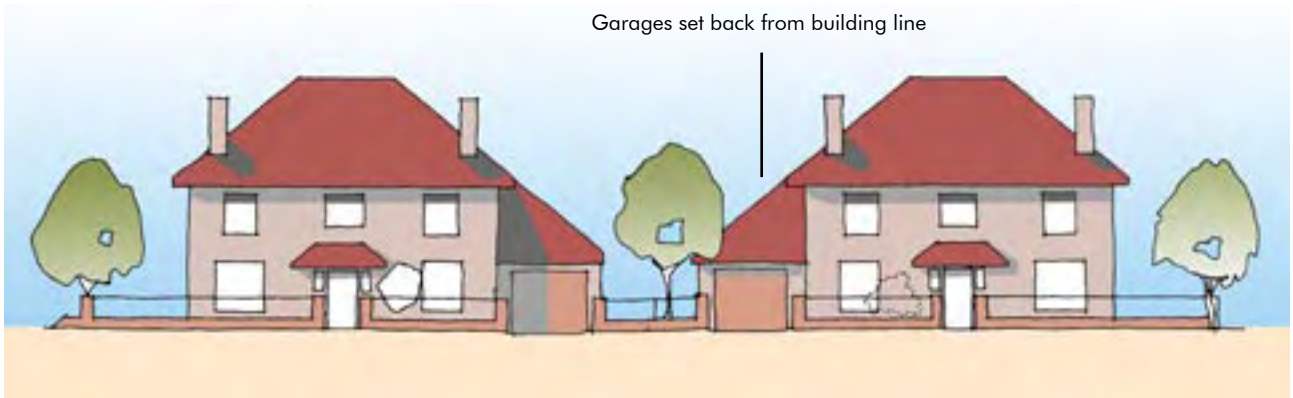
Medium density: Linked terraces along new central boulevard



Medium density: Linked terraces along residential access roads



Medium/lower density: Linked semi-detached blocks



Lower density: detached houses with integral garages

Medium density: Opportunities for resident or workspace above garages

Higher Density Areas

These will comprise 3-4 storey apartments and 3 storey terraces and are situated along Dorman Avenue North, along the principle SUDS route and around the larger of the two neighbourhood parks. Blocks will form continuous terraces and where entrance to mews courtyards are permitted these will de defined by an arched opening. Buildings will be parallel to the back of the pavement to a distance defined in Chapter 6.

The roofline to the front of the building will be characterised by a raised parapet with pitched roof behind, dormer windows will be permitted. Principle entrances should be defined by a cantilevered porch. Windows shall be vertical in proportion. End bays of buildings may step forward by up to 0.75m to define corners. Corners will be squared off, see 'Turning the Corner' in Section 7.6.

Medium Density Areas – New Central Boulevard

These will comprise predominantly 2 storey terraces and are situated along the new central boulevard. Blocks will comprise linked terraces, terraces will be grouped in a minimum of 4 maximum of 8 with each terrace being linked by an archway to provide a continuous frontage. Archways may be used to define access to private rear gardens or vehicular access to mews and courtyard areas. Buildings will preferably be wide, double fronted.

The roofline to the front of the building will be characterised by a raised parapet with pitched roof behind, dormer windows will be permitted. Principle entrances should be defined by a cantilevered porch. Windows shall be vertical in proportion. End bays of buildings may step forward by up to 0.75m to define corners and gable ends will be permitted. Corners along the Boulevard will generally be squared off with set back corners permitted one block back. See 'Turning the Corner' in Section 7.6.

Within the block, where private garages are provided, additional accommodation may be provided on top of the garage to create 2 storey mews buildings. Upper floor accommodation may be suitable for storage, workspace or residential use.

Medium Density Areas – Residential Access Roads and Streets with SUDS, Central Open Space

These will comprise predominantly 2 storey terraces and are situated one block back from the new central boulevard - linked semi-detached blocks will also be permitted. Linked terraces should follow the same principles as set out above and where semi-detached blocks are used each semi-detached unit should be linked by the integral garage block to provide a continuous frontage. Archways may also be used to define access to private rear gardens or vehicular access to mews and courtyard areas.

The roofline to the front of the building will be characterised by overhanging eaves, dormer windows will not be permitted. Windows shall be vertical in proportion. End bays of buildings may step forward by up to 0.75m to define corners and gable ends will be permitted. Corners may be either squared off or set back, see 'Turning the Corner' whatever treatment is chosen this must be consistent at each junction.

Within the block, where private garages are provided, additional accommodation may be provided on top of the garage to create 2 storey mews buildings. Upper floor accommodation may be suitable for storage, workspace or residential use.

Lower Density Areas – Residential Access Roads and Village Edge

These will comprise predominantly 2 storey semi-detached and detached and are situated around the village edge. Linked semi detached will also be permitted and should follows the guidelines set out above.

The roofline to the front of the building will be characterised by overhanging eaves, dormer windows will be permitted. Windows shall be vertical in proportion. Corners may be either squared off or set back, see 'Turning the Corner'. Whatever treatment is chosen this must be consistent at each junction.

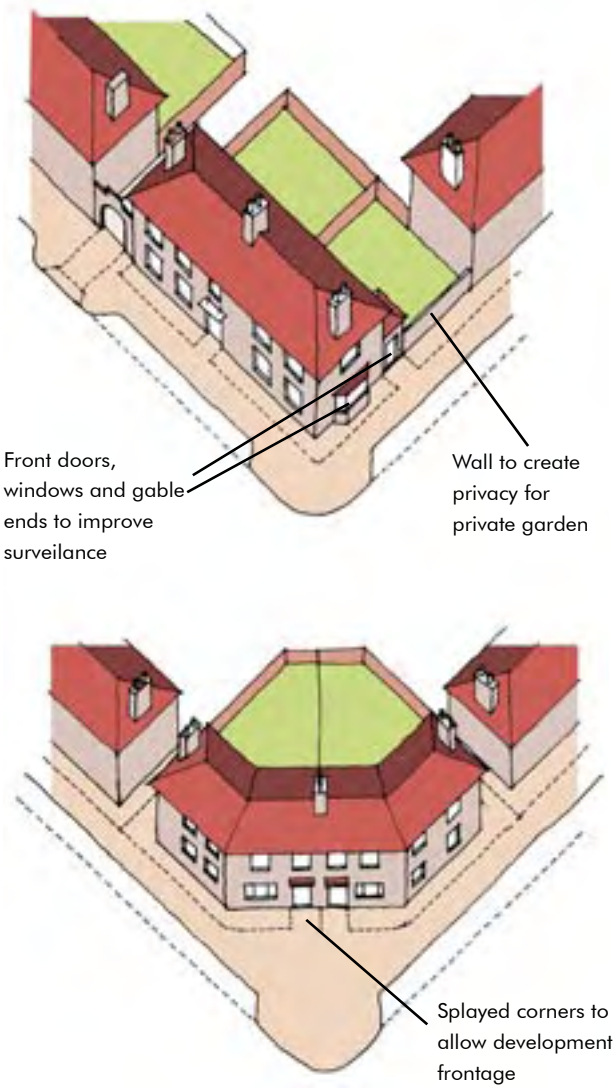
7.6 Design Features

Turning the Corner

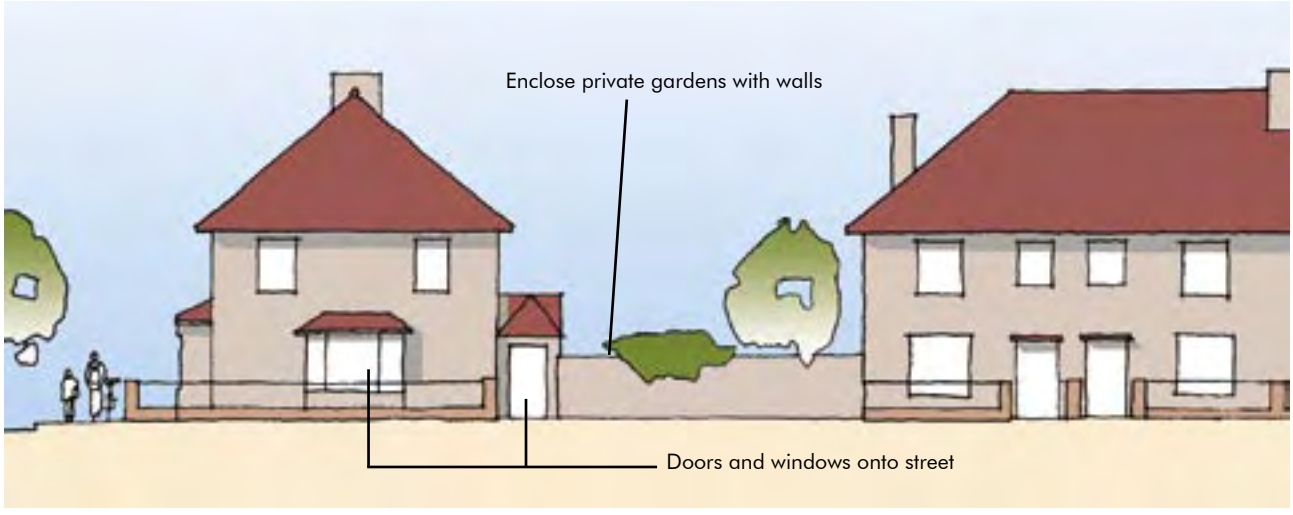
Corner sites are visually prominent and form an important part in the character of an area and can be used to aid orientation and legibility and provide visual interest. A number of design approaches will be adopted to deal with these corner sites:

- Locating taller buildings on corners;
- Projecting buildings forward either in plan or through the use of special treatments and entrance features;
- Special façade treatments, such as change of material or colour to add visual prominence;
- Forming a continuous street frontage with windows and entrances addressing both street frontages; and
- Placing principle entrances on or near the apex of the corner to add visual interest and activity.

The diagrams on this page illustrate corner treatments that may be appropriate within the Aylesham context.



Turning the corner



Corner elevation

Roofscape and Chimneys

As set out in building types, the roofscape will vary according to the development density and character area. In addition, to provide visual interest in the roofscapes the use of chimneys will be required.

Continuity and Enclosure

Continuous building lines along the block edge are more successful in providing good enclosure to the street, square or courtyard and in generating 'active frontages' with frequent doors and windows to animate the public realm.

This will be particularly important along Dorman Avenue North, the New Boulevard and around the neighbourhood parks. In these locations continuous frontages should be used as far as possible, and should adhere to a common building line. The intensity or length of continuous frontage will vary however, depending on the general density and character of the plot. The minimum continuous frontage will be 4 terraces and along the boulevard these terraces should be linked with an arched wall. This link piece will provide pedestrian and vehicular access to the mews courtyards.

Where a looser framework of buildings is required development should still comply with the perimeter block principle with building frontages set back a maximum of 2 metres from the edge of the plot. Projections and set backs from the building line may be used to add emphasis but the function of the resulting space must be clearly defined as public or private space. In these situations the spaces between the buildings along the street edge should be enclosed by walls, railings or fences.

7.7 Active Frontages Market Square

Making frontages 'active' adds interest, life and vitality to the market square. This means:

- all primary entrances and principle rooms overlooking the street;
- minimising blank walls - where gable ends abut the street these should be specially designed to provide additional windows adding visual interest and improving natural surveillance; and
- all public buildings fronting directly onto the street with principle entrances and lively internal activities clearly visible from the street

Semi detached housing

Detached housing

Active Frontages

Where public or commercial buildings are situated additional devices can be incorporated into the building façade so that a building interacts with the public realm. Views into a building provide interest to passers-by and make its function apparent, while views out provide additional 'eyes on the street' and contribute to safety. Adding visual interest and animation to façades should be done in a number of ways, including:

- using more windows and doors onto the public realm;
- using transparent glass for windows, where privacy allows, rather than mirror or frosted glass that only allows occupants to benefit from views out;
- enlivening edges with balconies, bays, porches, canopies or arcades that provide a more comfortable threshold in inclement weather, prolonging activities and allowing uses to overlap onto the street;

- clearly defining public entrances with canopies or porches allowing the passer-by to orientate themselves, entrances should also be well lit and not set back from the street; and

- where public activities are located, such as a café, pub or restaurant allowing room for activities to spill out onto the street such as outdoor seating and eating.

7.8 Adaptability

Flexible buildings offer occupiers the opportunity to modify and personalise their homes and workspaces. They can be altered to suit individual preferences, provide for a change of use and meet changing social and economic circumstances. All these will help prolong the viable life of a development.

A number of options for flexibility should be built into the design of homes and consideration should be given to;

- provision of additional floor space of garages, both stand alone and integral;

- consideration for future loft conversions;

- flexibility for future well designed residential extension; and

- provision of development plots for self builds units.

7.9 Access for All

Buildings and public spaces must address the needs of everyone, and especially those with pushchairs, people with disabilities and the elderly. Particular attention should be paid to the design of the building-street interface. All design should comply with Part M of the Building Regulations.

7.10 Respecting People's Privacy

The distance between the backs of properties needs to be carefully considered in terms of privacy and to prevent unacceptable overlooking of private gardens. A privacy distance of 20m back-to-back provides an approximate rule of thumb, but need not be applied too rigidly. Closer distances will be appropriate in contexts such as mews and where windowless gable ends overlook private gardens, where screen planting is provided or where private courtyard car parking is located. In the past these rules were strictly enforced and often led to a compromise in the design quality and layout. The intention is to be flexible and to assess each development plot on its individual design quality.

Housing set back a max of 2m from pavement

High quality parking courtyards

8. Public Realm Quality

The public realm comprises the areas around and between buildings such as streets, squares and neighbourhood parks. An important design objective within the development will be to create a place where the spaces around the buildings are as important as the buildings themselves. A successful public realm depends on its relationship/interface with the built form as much as the quality and arrangement of the individual materials i.e. paving, lighting, street furniture etc.

It will be important to 'design out' incidental open spaces. Every space should have a clearly defined function. 'Left over' areas which are often poorly maintained or vandalised can very quickly detract from the appearance of the development and are a costly maintenance item. As such the public realm within the development will:

- establish a clear distinction between public and private space that will help to improve safety and security and give people clear direction as to where they can or cannot go;
- create a positive interface with the built form e.g. building frontages, windows and entrances should face onto and overlook the street and open spaces;
- use high quality materials; and
- establish a comprehensive management and maintenance regime to look after all public realm areas.

Good quality materials and street furniture

Cycle parking

Well lit footpaths though open space

8.1 Streetscape

The streetscape is often characterised by a clutter of mismatched signage, lighting, street furniture and traffic control measures. These detract from the appearance of the public realm.

A more holistic approach is proposed involving a co-ordinated, design, installation, management and maintenance strategy – ensuring consistency of quality, style and colour. This will involve discussion with key stakeholders, such as KCC highways, local authority cleansing departments and utility companies. Key design issues will be:

- design the space so that the functions of its parts are clear and the need for superfluous signage, bollards and barriers are minimised;

- establish a comprehensive suite of materials and street furniture to be used consistently throughout the life of the development; and
- liaise with utility companies to identify the most appropriate location of inspection chambers, manhole covers etc.

It is proposed that good quality 'off the shelf' designs are used utilising the best in modern and contemporary design. This will not include pastiche 'heritage' type ranges.

Lighting should be designed with the comfort, safety and general ambiance of the pedestrian in mind and should not be selected purely for highway illumination purposes. This often results in out of scale, ugly fittings and poor lighting quality for the pedestrian.

Designs should be selected that minimise light pollution yet provide sufficient lighting to ensure pedestrian and vehicular safety, which are of paramount importance.

Litterbins

Bollards

8.2 Materials

With regard to surface treatments the emphasis will be on simplicity and quality of detailing. The mass usage of concrete block pavers will not be permitted. In general road surfaces and pavements will be in tarmac with higher quality, paving, kerbs and surface treatments utilised in key locations, such as the High Street, junctions and pedestrian crossings; around public open spaces and within mews and courtyards.

Benches

8.3 Parking & Servicing

Parking for private residential development will be provided at an average of 2 cars per dwelling over the whole of the development. This will comprise a combination of on-street, private courtyard, private garage and on plot parking.

In higher density areas of terraced housing and flats parking will generally be communal, on-street with some designated spaces in secure parking courtyards. For lower density areas garage courts or integral garages and on plot parking may be used.

Well detailed traffic calming

The manner in which car parking is arranged has a fundamental effect on the quality of the place. Vehicles will not be allowed to dominate the space or to inconvenience pedestrians or cyclists. The most appropriate place for off street car parking will be in secure rear courtyards, where these are well overlooked by adjoining buildings. Parking within the front curtilage is to be avoided as this breaks up the frontage, restricts informal surveillance and creates a fragmented and cluttered streetscape.

Keeping Cars in View

In residential areas a very careful balance will need to be struck between the expectations of car owners, in particular their desire to park as near their house as possible, and the need to maintain the character of the overall setting. To avoid parked cars dominating the surroundings there should generally be no more than 10-15 cars grouped in any one location.

Courtyard Parking

Communal courtyard parking will be provided within the centre of the residential block overlooked by adjoining development. Courtyards will comprise both open surface parking and garages. For convenience direct pedestrian access should be provided from the private parking court into individual properties via a back garden entrance. Vehicular access will be provided via a secure entrance. This entrance should be through the perimeter block with development 'bridging' over the opening. No general public access will be permitted through the courtyards.

On Plot Parking

For some of the larger properties it will be appropriate to provide on plot parking with integral garages. Where this occurs, garages and surface parking will be set back from the building line so no cars are projecting in front of the building line so as to retain the street elevation and minimise dominance of the car.

Cycle Parking

There should be two elements of cycle parking: public and private:

- Public cycle parking should be provided at locations likely to be destinations for cyclists, e.g. the station, the Market Square, the recreational ground, the community project and any future employment areas. The cycle stands should be covered and secure. The Local Cycle Forum should be consulted to agree the exact location of the public cycle parking.
- Private cycle parking should be provided for residential developments; on plot cycle parking should be built into the design of new houses. For flats, secure convenient cycle parking should be provided in communal areas in line with the minimum required parking standards for new developments.

8.4 Safety & Security

Safety and security are vital elements in any urban development. People feel more comfortable and confident using areas where there is good visibility and effective lighting and where people feel they can be seen and heard by others. There are essentially three key design principles for designing safety into the public realm, namely:

- ensuring natural surveillance and human presence, this is achieved by:
  - making buildings front onto the public realm;
  - putting 'eyes on streets' and minimising blank façades;
  - mixing uses, particularly at ground level, adding vitality at different times of the day and night;
  - designing an integrated network of streets; and
  - locating parking in front of buildings or in secure private courtyards.

A park bench

- minimising conflict – by providing safe routes and crossing points for pedestrians and cyclists; and

- community involvement – when people view spaces as their own they begin to take responsibility for them.

The design and management of the public realm significantly contributes to the safety and security of a development, and can contribute to crime prevention and minimising the fear of crime. Development should be designed in consultation with the Kent Police Authority. Development should have regard to Secured by Design Standards. Further details can be found on www.securedbydesign.com and Circular 5/94 "Planning Out Crime" (1994).

Development within Aylesham should conform to the following principles:

- Casual Surveillance: opportunities for casual surveillance should be created through the sensitive positioning of building entrances and car parking.

- Development to Front Streets and Open Space: all principal windows and entrances of development blocks should front onto streets and/or public open spaces.

- Active Frontages: public open space should be overlooked and bordered by active frontages to provide animation and natural surveillance of the public realm.

- Lighting: lighting schemes throughout the public realm should guide people to and along the major routes and minimise potential hiding places. Lighting schemes should be sensitive to the site's ecology, as well as to surrounding residential areas, and must avoid causing light pollution.

- Controlled Access: private areas of car parking and servicing should have controlled access.

9. Services & Utilities

9.1 Sewerage

The system of public sewers in Aylesham combines foul and storm drainage with an outfall from the village heading east via the central open space to the Dambridge Water Treatment Works approximately 5kms away. It is understood that the system collects foul sewerage from the buildings and storm water from the highways. Storm water from private areas is largely taken to private soakaways where it discharges to the chalk substrata. Southern Water is responsible for the drainage system in the village.

It is understood that there are problems of capacity in the existing network such that during periods of intense rainfall the drainage system floods as it runs through the central open space causing sewerage overflow into the open space. Through discussion with Southern Water we understand that this is due to the limited capacity of the sewer as it runs below the railway line and continues to the Dambridge Water Treatment Works.

The new areas of development will be served by separate systems of drainage with foul water being taken to the existing sewer system and stormwater for all areas discharged through soakaways that will form part of the Sustainable Urban Drainage System (SUDS). The additional foul sewerage will put additional pressure on the existing sewer network and could potentially exacerbate the problems experienced in the central open space.

Southern Water has indicated that increasing the capacity of the sewer linking to Dambridge would be prohibitively expensive. They have completed an initial, technical appraisal of potential alternative solutions. This has suggested that the optimum solution would involve the provision of a storage tank in the central open space to store any overflow during intense periods of rainfall and then discharge as the flows in the system decrease. Concern has been raised by the local community about the impact of such a tank on the amenity of, and environment within, the central open space.

In taking forward the design of a drainage upgrade, it must be demonstrated that the solution proposed:

- Does not harm the amenity of public areas within Aylesham Village;
- Takes adequate account of any environmental and visual impacts of the scheme;
- Provides a long term, sustainable solution to the problems of capacity in the system, taking into consideration the total drainage system, including the outfall; however, the Aylesham development should only be expected to finance works that would address the additional impact it causes and not to rectify an existing problem;
- Considers the appropriateness of the solution in terms of the total drainage system, including the sewer works and the final outfall;
- Takes account of the capacity requirements for the all foreseeable new development within the catchment of the total drainage system;
- Is cost effective; and
- Is deliverable within the timescale of the proposed development.

The proposed upgrade must be implemented in conjunction with the other proposals for the Central Open Space to minimise any disruption to the village residents and of the Space itself.

9.2 Electricity

EDF energy (previously Seeboard) are incumbent suppliers of electricity in Aylesham and want to provide a 'model network' for electricity supply to the village – in theory this means that no houses would ever be without electricity supply, because if there was a fault, remote access would allow energy supply to be switched to an alternative immediately without having to access the site.

It is understood that further capacity will be required for development in the area. A small site for a primary sub station will be required to serve future development, (this does not have to be within Aylesham). All electricity supply can then be provided underground. Further study and early consultation with all parties will be required.

Renewable energy resources are actively supported by EDF energy. Individual renewable resources for developments, such as solar panels for hot water systems in new homes, are something EDF considers should be made compulsory, as this can significantly reduce energy input to heating water.

Housing developers should be encouraged to design eco-friendly housing so that consumption of energy resources is minimised from the start.

9.3 Gas

Dover District Local Plan states that a medium pressure gas main runs along Ratling Road. It is understood to have sufficient capacity to serve the proposed development, though a small site will be needed adjacent to Ratling Road for pressure reduction equipment and governors. There is also understood to be 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 northern development parcel. Infrastructure costs will be funded from connection charges to new dwellings. Responses to enquiries to Transco on each of the development areas have been received and have identified points at which these areas can be served from the existing network and have indicated that some localised upgrade of the network may be required.

9.4 Water

Folkestone and Dover Water Services Ltd is responsible for the water supply network. Available information suggests that the existing capacity to serve new development is limited and it will be necessary to reinforce the off-site mains in order for water to be supplied to all of the new development without a reduction in pressure in the existing system. Further future developments within the area should be discussed between statutory supply companies as far as possible so upgrades can be incorporated into the work necessary for development at Aylesham, causing minimal disruption in the long term.

9.5 Telecommunications

It is understood from the Dover District Local Plan that British Telecom is able to extend its system to serve the new areas of development with new lines ducted alongside the road network. The ducting would also have the capacity to take other services, such as cable television. Infrastructure work would be financed by connection charges.

Figure 27: Utilities and Services

Appendix 1: Planning Policy Context

Key Planning Considerations

This section summarises the key planning considerations that arise from the national, regional and local planning policies that are relevant to the expansion of Aylesham. Particular attention is drawn to the specific requirements and conditions of Chapter 14 in the Dover District Local Plan 2002.

Planning Policy Summary

The Partnership and the design team have worked very closely with Dover District Council, Kent County Council, local stakeholders and the local community to prepare proposals that meet the aspirations of the local plan and the strategic policy context for the area. The Partnership believes that the proposals set out in this document will provide a high quality expansion to the village of Aylesham that will benefit from sustainable design principles and provide benefits for the existing and new community in terms of local amenities, employment opportunities and quality of environment. The proposed expansion has been considered in a holistic manner and new development has been sensitively designed to fit within the context of the existing village and aims to provide an integrated and seamless extension to it.

As such, the proposals and strategic principles set out in this document are considered to be fully in compliance with the policies set out in Kent County Council Structure Plan. The proposals are also largely compliant with the detailed policies set out in Chapter 14 of the DDC local plan. However some departures from these policies are being put forward for consideration and are summarised below. More detailed justification for these departures is set out in appropriate sections of this document.

National Planning Policy

The Government's recent policy statements have placed increasing emphasis on the need 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.

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; and

- 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 a 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.

Kent Structure Plan 1996 and Kent & Medway Structure Plan 2003

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 that will provide the policy context for the period to 2021. 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: protecting the countryside for future generations; reducing reliance on greenfield sites by recycling land for development; protecting and enhancing the natural and built environment; reducing the need to travel; encouraging high quality and innovative design; developing well functioning settlements with timely provision of housing, employment, infrastructure and community services; and responding to climate change.

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 will have significant impact on the county. Whilst it will benefit Ashford, it will also have a positive influence over Dover. Canterbury is considered to have a relatively healthy economy and its effects will be less important. 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."

The Kent and Medway Structure Plan carries forward these policy objectives with added emphasis to social regeneration in the East Kent Triangle (Dover, Canterbury and Thanet districts) in which Aylesham is situated. It promotes continued improvements to road access and supports the expansion of Manston Airport and the provision of CTRL domestic rail passenger services which will benefit the area.

Economic Land Policy

The Kent Structure Plan 1996 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 130,000m^2 for A2/B1 uses, 260,000m^2 B2/B8 uses, and for Canterbury City 120,000m^2 for A2/B1 and 80,000m^2 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."

In the Kent and Medway Structure Plan the emphasis is on implementation of existing employment land commitments of some 512,000 sq m in Dover District at 2001 including the re-use of former colliery sites rather than provision of new land.

Housing Land Provision Policy

The Kent Structure Plan 1996 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 in conjunction with 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 3,400 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).

The Kent and Medway Structure Plan proposes a similar average annual rate of housing development of 5,760 dwellings for the county between 2001 and 2006 in accordance with RPG9 extending at the same rate to 2016. It has revised the housing policy provisions for each district now requiring Dover District to provide 3,200 dwellings over the period 2001-2011 and 1,300 over 2011-2016. Up to 1,000 dwellings of this is intended for Aylesham which would go some way towards offsetting the restraint applied to the neighbouring Canterbury District.

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."

The Kent and Medway Structure Plan additionally gives greater recognition to the role of larger rural settlements which provide community facilities as well as jobs and hence reduce the need to travel to urban areas. Although not one of the 14 identified rural service centres, Aylesham is considered an exception from most villages in that it has been identified for housing (and employment with the nearby former colliery at Snowdown) development on a strategic scale to bring about an improvement in local services and infrastructure and improvements to the local environment and at the same time helping to revitalise the local community.

Masterplan Response to Structure Plan

The development proposals set out in this document are fully in accordance with the Kent & Medway Structure Plan (deposit draft) which reaffirms the proposal for mixed use expansion of Aylesham, a strategic development location, involving up to 1000 dwellings together with job opportunities, community services and infrastructure.

The new deposit draft of the Plan is operative for development control purposes in parallel with the adopted Structure Plan and as such is a material planning consideration. In the strategic planning context for Aylesham, as in all other areas of Kent, the new Structure Plan is important as it carries forward Government policy and Kent County Council's agenda for sustainability and quality of life. Many of the principles it contains are those that guide this SPG for Aylesham e.g:

- an overarching policy on the need for high quality development and design;
- improvement of the public realm;
- making more effective use of development land;
- mixed uses in central areas; and
- enhancement of the environment and infrastructure of existing communities.

In this regard, as well as meeting strategic requirements for new housing, development at Aylesham is seen as an essential part of regenerating the East Kent coalfield and helping the existing community to be more sustainable.

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 started in 2004.

The Plan 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 130,000m^2 of A2/B1 floor space and 260,000m^2 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 that the Aylesham Development Area will therefore provide a total of 10,400m^2 employment space.

The sites allocated in Local Plan Policy LE2 will contribute an estimated 189,800m^2 of B1 and 246,300m^2 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 & 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 those 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."

Policy AY9, with regard to the need for sports hall provision, identifies the Welfare Sports Ground as an appropriate location for a sports hall:

"Land at Snowdown Colliery Welfare Ground, shown on Sheet 3 of the Proposals Map, is allocated for an equipped sports hall."

Masterplan Response to Local Plan

Local Plan Allocation

As described in Chapter 2, a number of development "Opportunity Sites" have been identified in addition to the Local Plan Allocations. These were identified during the Enquiry by Design process and include:

- proposed residential development around the central open space;
- proposed residential development on Hill Crescent, immediately south of the reservoir; and
- proposed employment/live-work site at the western end of Boulevard Courrieres adjacent to the existing employment area, on Cooting Road.

It is considered that these areas are important to achieving a holistic expansion of the village and will:

- improve physical and visual integration between existing and new development;
- create a new pedestrian/cycle connection between existing residential development and employment uses on Cooting Road, whilst providing new types of employment space; and
- provide for improvements to the central open space and create a new pedestrian and cycle link between the station and the market square.

Policy AY6 Petrol Filing Station

Policy AY6 considers the demand for a petrol filling station on land adjacent to the reservoir at the

junction of the B2046 and Dorman Avenue North. The appropriateness of a petrol filling station in this location has been investigated both in terms of commercial viability and environmental concerns over its proximity to the existing reservoir. It is therefore proposed that this is not a suitable location in environmental terms nor is it commercially viable. As such, it is not proposed within the current masterplan.

Policy AY4 Employment Uses

Policy AY4 proposes that B1 and B2 employment uses will be permitted in the development area at the former Secondary School Playing fields. Within this document this area has also been identified for vocational education uses. The inclusion of a vocational education element was identified during the EbD process and is intended to address the desires and concerns of the local residents for the possible future provision of a secondary level educational establishment. Whilst the issue of secondary education for the village is outside the scope of this document this site was considered to be appropriate for such a use, being conveniently situated next to the facilities provided within the Aylesham and District Community Workshop. Further investigation will need to be undertaken to assess the viability of this and the impact it would have on availability of employment land. This will also need to be considered in relation to proposals being considered for the former Snowdown Colliery.

Policy AY7 Playing Fields

Policy AY7 states that proposals for the northern development parcel will not be permitted unless at least 3.7 hectares of formal playing fields is provided in the development area. The EbD process highlighted that this was not necessarily the best approach for the village for a number of reasons, these are summarised below with further justification set out in Chapter 5:

- there are currently comprehensive proposals to improve the existing and provide new sports pitches, in addition to a new sports hall, within the existing Welfare Recreation Ground on Spinney Lane;
- this facility will more than provide for the formal recreational needs of the new and existing community and can be reached within 5-10 minutes walk or a 5 min cycle of all existing or proposed development; and
- Aylesham has at present a surplus of open space, but suffers from a lack of quality or variety and it is considered that additional sports pitches would not improve the situation. However a number of alternative recreation facilities are being proposed.

Policies AY1& AY8 Expansion of The Primary School

Policies AY1 and AY8 state that the new development will justify expansion of the existing primary school and that 2 hectares should be provided for additional school buildings and new playing fields. It was considered during the EbD process that an allocation of 2 hectares may be an overprovision given the current projected needs of the primary school. It would also result in a physically isolated residential development on the northern fringe of the village. Detailed discussions were held with KCC education departments and their architects and the teachers in the school to ascertain what land the school would require. Details of these discussions are set out in Chapter 5 and it has been concluded that further detailed design work will be required to ascertain the preferred layout of the primary school and grounds.

Policy AY9 Welfare Ground Sports Hall

Policy AY9 identifies the need for a sports hall located within the existing sports facilities at the Snowdown Colliery Welfare Ground. This SPG has incorporated improved facilities at the Welfare Sports Ground, as well as a sports hall, into the masterplan.

Kent Design – A Guide to Sustainable Development

The layout of the proposed development has been designed largely in accordance with the objectives and design principles as set out in "Kent Design- A Guide to Sustainable Development". However, some minor departures to the detailed technical requirements for the highway design are being proposed, where these changes are considered they are clearly highlighted within Chapter 8 design codes. The acceptability of these changes has been discussed in principle with DDC and KKC Highways Departments.

Appendix 2: Public Consultation & Involvement

Introduction

This section sets out the public consultation process that was undertaken to inform the Aylesham Masterplan.

Government guidance emphasises the role of public consultation in the development of large strategic sites and in the preparation of Supplementary Planning Guidance (SPG). PPG1 Annex A states that the weight attached to SPG will be increased where it has been prepared in consultation with the public whose lives and work the development may effect.

As such, an extensive public consultation and involvement process was undertaken in relation to the expansion of Aylesham. The approach adopted is known as 'Enquiry by Design' (EbD) a process that was piloted in partnership between the DETR, CPRE, English Partnerships and The Prince's Foundation.

This is an intensive and collaborative process bringing together local communities, key stakeholders and interest groups, local authorities, developers and designers that allows local people to have a meaningful input into the decision making process and the future of the local environment.

Community Site Visits - February 2003

Community site visit – 22 February 2003. Fifteen members of the community (including representatives from the Youth Club) joined SEEDA and the Architecture Centre (Kent) for a coach trip to three new but very different housing developments in Hertfordshire (Bishops Stortford), Essex (Harlow) and Dartford (Greenhithe). The aim of the visits, organised and facilitated by the Architecture Centre (Kent), was to show and discuss with the Aylesham community different approaches to design, architecture, and public space in new housing developments. Those who took part agreed that the day was especially worthwhile and enabled them to participate more effectively in the subsequent Enquiry by Design processes in Aylesham.

Enquiry by Design 4 day event – 25-28th March 2003

Between 25-28th March 2003 a four-day EbD Event was held to discuss the future development and expansion of the village, the aim being to agree a set of strategic design principles and a conceptual masterplan.

The event took place at the Aylesham and District Community Workshop and was well attended by approximately 100-120 people over the four days. Attendees included local residents, partnership organisations and key officers from the County and District Councils along with representatives from local businesses, primary schools, the sports ground and public transport providers.

Village walkabout on day 1 of March event

Reporting back during workshop session

Illustrations prepared during workshop

A separate report 'Aylesham Enquiry by Design, March 2003: Summary Report' provides a full record of the key issues and outputs generated through the workshops, illustrating the emerging masterplan, potential design solutions and identifying the way forward. This report was widely distributed to participants and formed part of the briefing material for the technical stakeholder workshops.

One of the key outputs of the event was a set of strategic design principles and a conceptual masterplan. These were presented at a public open evening that concluded the 4 day workshop. The proposals were generally well supported.

One of the key issues debated at the event was the proposal to build new residential development around the edge of the central open space. This would go some way towards realising the original Abercrombie vision, complete the link between the market square and the railway station and improve the central open space. This proposal had its supporters and objectors, but it was agreed that it was worth pursuing as an option with more detailed plans to be drawn up for the second EbD event.

The strategic design principles identified during the workshop may be summarised as follows:

- the history of Aylesham should be the basis for its future and the underlying concepts set out in the Abercrombie masterplan should be reflected in the new proposals;
- new development should be of the highest quality reflecting established 'place making' principles whilst creating a mix of housing types and tenures;
- the Market Square should be reinforced as the physical, commercial and community heart of the village;
- the primary open space focus for the village will be the revitalised and improved central open space or "Abercrombie Gardens" creating a high quality park that provides a range of recreational opportunities for all and improving the visual and physical links to the station;
- a greater mix of facilities for the existing and new community should be provided including commercial, retail and employment uses as well as residential development, these should be integrated within the village fabric and not placed in single use zones;
- the public transport network within the village, to the railway station and the surrounding towns and villages should be improved;
- a sustainable approach should be adopted to local surface water drainage within the new development with proposals to improve the drainage problems in the existing central open space;
- a new sports centre and improved sports pitches should be provided at the existing welfare recreation ground on Spinney Lane;

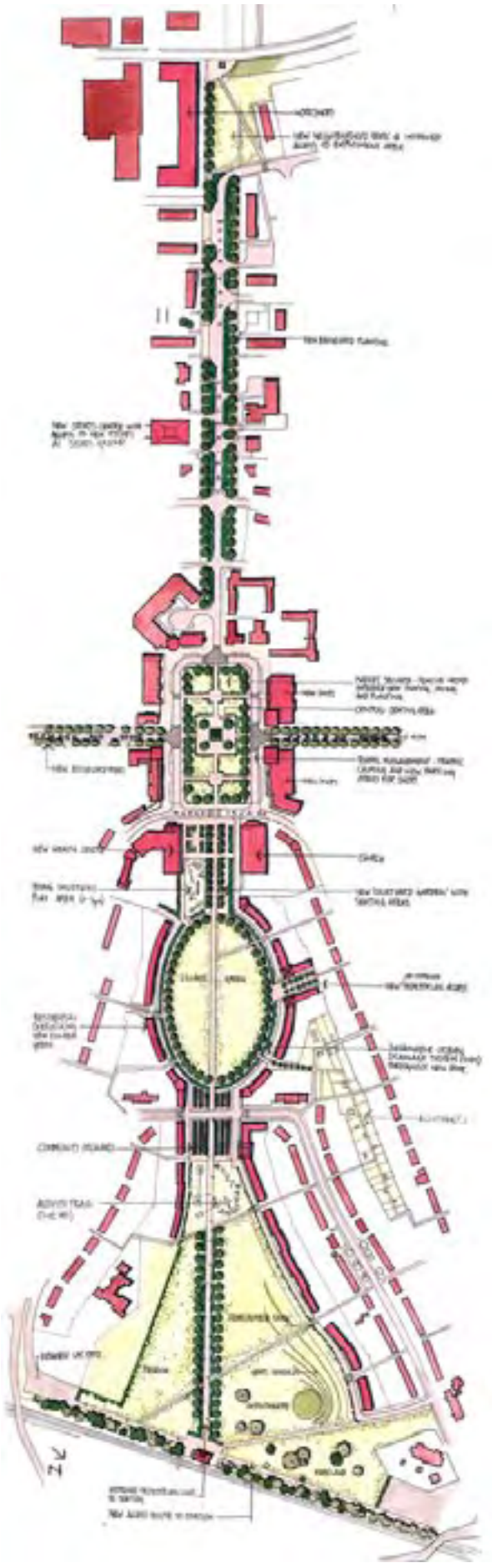
Design session at the workshop

Proposals for a new village green 'March Workshop'

A sketch view of a typical residential street

Concept Masterplan, March Workshop 2003

- an employment and vocational education hub focused around the Aylesham and district Community Project should be provided;
- pedestrian and cycle links to the Cooting Road employment area, Aylesham Wood and the railway station should be improved;
- a comprehensive extension to Aylesham County Primary School incorporating a new hall, classrooms and an outdoor sports facility should be provided;
- a new a multi-use games area (MUGA) and children's play area located next to the primary school should be provided; and
- a small business workshop and live/work cluster at the western end of Boulevard Courrieres should be provided.



Proposals for Boulevard Courrieres, March Workshop

Stakeholder Workshops – 2 Day Event 1st and 2nd June 2003

Four stakeholder workshops were held on the 1st and 2nd of June 2003 at the Aylesham & District Community Workshop. These were organised around four subject headings to discuss, in more detail, technical and design issues with smaller focus groups comprising specific professionals and partnership organisation. Each workshop was attended by around 15-20 people and in turn discussed:

- residential layout and design;
- transport and movement;
- open space and community facilities; and
- land assembly and delivery.

The outcome of each workshop helped the design team to prepare a more detailed masterplan for the second EbD workshop. Extensive debate took place over the two days and the following is a summary of the key issues and concerns raised:

- the relationship, and relative timing of, the Aylesham and Snowdown Colliery Projects and how they may impact on each other;
- the location and quantity of employment land to be provided in relation to the above;
- the type and quality of the jobs provided;
- potential traffic generation and highway improvement options and prevention of rat running through the village;
- the need for sustainable transport solutions;
- enhancements of the railway station and extended train services after the current 10.00pm final train;
- total number of houses to be built and when;
- a desire for 1.5 to 2 parking spaces per dwelling (including some garages) and the impact this will have on layout and design;
- a built form comprising mostly semi-detached, detached and short terraces of 2 storeys with opportunities to go to 3 to 4 storeys for apartments on primary access roads;

Design Issues Boards, Stakeholder Workshop June 2003

Design Issues Boards, Stakeholder Workshop June 2003

Design Issues Boards, Stakeholder Workshop June 2003

- the need to provide a range of residential house types to meet the needs of all – including 1-2 bed flats and up to 5 bed family homes;
- the percentage of affordable housing that should be provided and its integration with private sale housing;
- the character and scale of development on the central open space;
- a suitable solution to sewerage problems; and
- the importance of early delivery of some projects, including the Market Square.

The outcomes of the workshops were fully considered in the preparation of the detailed masterplan in time for the second EbD event on 30th June.

Second Enquiry By Design Event 30th June 2003

As the masterplan concept was emerging another EbD workshop was held on 30th June 2003. This was a one day event attended by approximately 50 people (largely made up of those who attended the first EbD) and concluded with a public open evening.

A series of display boards were prepared that explained the proposals at the centre of which was a more detailed masterplan, information on residential layouts and street sections, proposals for the central open space and strategic and local highway issues. Presentations were also made explaining the detailed design and, in particular, options for the central open space; financial viability and delivery issues, relationship to the Snowdown Colliery project and proposals for the health centre.

The event provided an opportunity to update the community and other stakeholders on the work that had been carried out over the previous 3 months and gave everyone an opportunity to be involved in the ongoing design process.

Two options for residential development around the central open space were discussed at length. The first being that presented at the March Workshop while the second proposed a short stretch of additional residential development around the Catholic Primary School completing the development down to the railway station. Again, these proposals had supporters and objectors and no conclusion as to the way forward was reached on the day. Concerns centred on:

- the amount of open space being taken up;
- proposals for housing around the St. Josephs Catholic Primary School;
- vehicular access requirements to the houses and the station;
- the height of the buildings; and
- retention of views to the countryside.

A separate report *'Aylesham Second Enquiry by Design Event, June 2003: Summary Report'* provides a full record of the key issues and outputs generated through the workshops.

Discussion Sessions Second EbD Event, June 2003

Exhibition Boards, June EbD

Question and answer session - Second EbD Event, June 2003

Central Open Space Event – 27th September

As the proposals for the central open space were causing some concern it was agreed to mark the area out indicating on the ground exactly where built development would take place. This gave people the opportunity to see how much open space would be taken up. The Partnership members and the consultant team were on hand to explain the proposals at an open afternoon.

Again there were those that were for and against the proposals and no final outcome was reached on the day. It was concluded that the proposals would remain in the SPG and go on for further public consultation.

Workshop presentation - Second EbD Event, June 2003

Consultation on Draft Supplementary Planning Guidance

Dover District Council adopted the Supplementary Planning Guidance for Aylesham after a six week period of consultation that ended on 10th May 2004. The consultation on the Draft Supplementary Planning Guidance included a public exhibition and surgeries at the Aylesham Parish Council Offices, leaflets and questionnaires, face-to-face interviews and youth surveys. A full report on the consultation was submitted to the Council for consideration prior to the adoption of this Supplementary Planning Guidance.

Workshop session - Second EbD Event, June 2003

Appendix 3: Sustainability Checklist

1 Outward Focus - Impact on the Wider Community

Water

Has the developer considered how the requirements on the sewage system will impact on the wider community?
What is the impact of additional demand?
What is being done to mitigate this?
Has the developer considered how the development will impact on the flood defence requirements of the wider community?
What is the impact of the additional demand?
What is being done to mitigate this?
Has the developer considered how the development will impact on abstraction requirements for water usage?
What is the impact of the additional demand?
What is being done to mitigate this?

Transport

Has the developer considered how the development will impact on the regional transport systems?
What is the impact of the additional demand?
What is being done to mitigate this?
Has the developer considered how the development will impact on the national transport networks?
What is the impact of the additional demand?
What is being done to mitigate this?

Energy

Has the developer considered how the development will impact on the energy supply system?
What is the impact of the additional demand?
What is being done to mitigate these?

Ecology

Has the developer considered how the development will impact on the wider biodiversity, habitats and ecology?
Are there any nationally significant habitats bordering on the development, which might be adversely affected?
What is the impact of the additional demand?
What is being done to mitigate this?

Community

Has the developer considered how the development will impact on the wider community in terms of:

- Integration and access?
- Social cohesion?

What is being done to mitigate any adverse affects?

Developer

Does the developer have a company environmental management system (EMS)? Is this accredited under either ISO 14001 or EMAS?
Will the developer use a EMS on the construction site?
Will this be accredited under EMAS?

2 Land Use, Urban Form and Design

2.7.1 Site Criteria

a) Does this site meet the requirements of the Development Plan or other strategic planning guidance?
b) Is the site free from any areas designated by the Environment Agency as 'at risk from flooding'?
c) Is the site free from mineral extraction?
d) Is the site free from sites earmarked by local authority for waste management?
e) Is the site free from sites of high ecological value or wildlife habitats – such as SSSI, AONB etc
f) Is the site free from heritage and archaeologically important sites etc?
g) Is the site free from high grade agricultural land (Grades 1 – 3a)?

2.7.2 Re-Using Sites

a) Does the development reclaim contaminated land?
b) Is the land decontamination method a sustainable option i.e. not 'excavation and disposal' or 'cover layer'?
c) Does the development use any brown field land?
d) Does the proposal involve the release of any brown field land for re-development?

2.7.3 Form of Development

a) Is the grain of the development appropriate for the needs and in context with the surroundings?
b) Does the layout of the connecting roads, pavements and spaces achieve a balance between good access into and through the development and the provision of interesting and useful spaces?
c) Is the proposed scale of development appropriate in terms of height and massing of the buildings?
d) Has the development been designed to be legible? Visual landmarks help the user to orientate themselves within a development.
e) Has the development been designed to encourage vitality ?

Buildings with active frontages to roads, paths and open spaces add interest to the street scene and create a sense of ownership and security. The developer must address the following:

- Clearly visible front doors
- Habitable rooms, particularly at ground level, visible from the street
- Elevations with projections such as bays and porches
- Corner plots used to emphasise and punctuate a change in direction

2.7.3a Design Process

Does the Local Authority have a design champion?
Has design guidance been prepared for the site or area?
Has the local community carried out an urban design audit, such as Placecheck?
Has the developer carried out context appraisals of the site and area?
Have appropriate processes of consultation and joint working been carried out in relation to the development proposal?
Have pre-application discussions on design been held between the applicant and the Local Authority?
Has a design advisory panel been used?
Has the applicant submitted a design statement with the planning application?
Have the negotiations between the Local Authority and developer involved people from all parties with adequate design skills?

2.7.4 Open Space/Landscaping

a) Have quality green space and landscaping features been provided throughout the development, including boundaries?
b) What percentage of the homes have access to public green space within 400m of their door?

2.7.5 Density

a) What is the dwelling density?
b) Has the density of the built environment been linked to public transport as recommended in Planning Policy Guidance Note 13?

2.7.6 Mix of Use

a) Does the mix of uses in the proposed development meet the requirements of the development plan?
b) Does the percentage of affordable homes provided meet the requirements of the Development Plan and housing need surveys?
c) Has the affordable housing been sensitively integrated with the rest of the development in terms of aesthetics and distribution?
d) Has a retail impact study been carried out?
e) What is the percentage of flexible buildings (out of the total number of buildings)?
f) Does the development contribute to the diverse mix of housing for the area, in terms of type, size, tenure and affordability? (BSDG)
g) What percentage of housing units will be accessible to disabled people? (BSDG)

2.7.7 Design Aspects

a) Does the appearance of the development in relation to the detailed building elements (e.g. roofscapes, window details etc) enhance and complement the local character, landscape and open spaces?
b) Is the appearance of the development, in terms of the choice of building materials, (i.e. colour form, variety and durability) attractive and does it enhance and complement the local character, landscape and open spaces?

3 Transport

3.7.1 General Policy

a) Does the development meet the requirements in the Local Transport Plan?
b) Is the development within an existing public transport corridor, growth point or node?
c) If yes, does the public transport corridor have spare capacity?
d) Has a Traffic Assessment been carried out?
e) Does the development provide a viable new major public transport node or interchange like a train station or bus station?

3.7.2 Public Transport Provision

a) What is the distance from major fixed public transport node (train, tube, tram) or regular link (every 10-15 mins) to major fixed public transport node for 50 percent of the footprint?
b) What is the distance from bus stop or other public transport node (new or existing), providing a regular service?
c) Has provision been made for a comfortable/safe bus shelter or waiting room near local activities?
d) What percentage of the bus stops and shelters have real time information systems?
e) Is environmentally friendly public transport to city/town centre provided? (e.g Bicycle, cycle rickshaw gas bus etc)? Is it a frequent service?

3.7.3 Parking

a) Have the transport needs been provided for by balancing the availability/charging of car parking with adequate public transport?
b) How do the car parking standards for the development compare with Local Authority requirements?
c) What percentage of car parks have been designed to be flexible?
d) Will there be a reduction of the visual impacts of parking by screening?
e) Has provision been made for off-road HGV unloading spaces or alternatives?

3.7.4 Facilities for Pedestrians and Cyclists

a) Will there be a network of safe pedestrian routes around the site and to local facilities?
b) Has provision been made for safe crossing points over all major roads near to facilities and at strategic points?
c) Is there a network of safe bike routes to local facilities near to and overlooked by roads and pavements?
d) Is secure bicycle storage at all local facilities and at strategic points provided?

3.7.5 Provision of Local Employment

a) For a development providing significant numbers of housing, what is the ratio (in %) of land occupied by easily accessible (within 1km radius) employment sites and housing?
b) For a development which is predominantly commercial in its use, what is the ratio (in %) of land occupied by easily accessible housing compared with employment sites?

3.7.6 Proximity of Local Facilities

Which of the following are within 400m of the development?
a) Shop selling food and fresh groceries
b) School: JMI = 20, Secondary = 10
c) Playground amenity area
d) Local meeting place
e) Medical Centre
f) Chemist
g) Leisure facilities including public house
h) Childcare facilities (nursery/crèche)
i) Post box/phone box
j) Religious building/place of worship
k) Contemplative features (water garden etc)
l) Cash point machine

3.7.7. Traffic Management

a) Is the development designed to ensure safe passage of vehicles through the development at an appropriate speed?
b) Does the development have 'Home Zones' in the residential areas?

4 Energy

4.7.1 Community Wide Energy Production

a) Has the site been assessed for its suitability for renewable energy production?
b) What percentage of energy is produced from a community-wide renewable scheme (e.g. wind farm, hydro scheme, photovoltaic bank, CHP operating on biomass or waste)?
c) What percentage of energy is produced from a CHP unit (running on fossil fuels), as a proportion of the total energy requirement?

4.7.2 Street Lighting and Light Pollution

a) Is there energy efficient street lighting with limited upward light transmission?
b) Has the lighting strategy been designed to minimise light pollution and disruption to neighbours?

4.7.3 Site Design

a) Has the development been designed to optimise passive solar design?
b) Has the development been designed to allow for retrofitting of active solar devices such as photovoltaics and solar hot water heating, where these are not fitted initially?
c) Has consideration been given to the potential future impacts of climate change in the design of the development?

4.7.4 Energy Infrastructure

a) Low environmental impacts:
   i) what proportion of materials have been specified which have a low environmental impact?
   ii) what proportion of recycled materials will be specified?
   iii) what proportion of materials are from a local source?
b) Has the system been designed to minimise the distribution losses in the electricity supply?
c) Has the system been designed to minimise the distribution losses in the heat supply (either directly of heat, or for the fuel, e.g. gas)?

5 Impact of Buildings

5.7.1 Meeting a Specified BREEAM/ EcoHomes Rating

What is the BREEAM/ EcoHomes rating for the proposed buildings?
a) Homes (EcoHomes)
b) Offices
c) Factories/light industrial units
d) Retail
e) Other (Bespoke)

6 Impact of Infrastructure

a) How much local reclaimed/low environmental impact materials will be used for road construction?
b) How much local reclaimed/low environmental impact materials will be used for pavement construction?
c) How much local reclaimed/green materials will be used for car park construction?
d) Low environmental impact materials:
   i) What proportion of materials have been specified which have a low environmental impact?
   ii) What proportion of recycled materials will be specified?
   iii) What proportion of timber is from well managed sources?
e) What processes have been put in place to minimise pollution to water, air and land, during construction and use?
f) impact of construction process:
   i) is the contractor using the Considerate Constructor's Scheme?
   ii) is the contractor taking steps to minimise the noise nuisance?

7 Natural Resources

7.7.1 Use of Locally Reclaimed/Green Materials

a) What effort has been made to specify locally available materials with low environmental impact?
b) Does the developer have a policy to use local materials suppliers with environmentally friendly supply chains?
c) For water supply and sewage systems;
   i) What proportion of materials have been specified which have a low environmental impact?
   ii) What proportion of recycled materials will be specified?
   iii) What proportion of locally sourced materials will be specified?

7.7.2 Air and Water Quality

a) What percentage of major roads/railway lines are intended to be screened from residential areas via tree covered embankments?
b) Are there any other sources of air contamination in or close to the development site and how have these been mitigated?
c) Are there any sources of water contamination and how have these been mitigated?

7.7.3 Water Conservation

a) What percentage of recycled grey water and rainwater is used in the development?
b) What percentage of grey water/rainwater collection is used for landscaping purposes?

7.7.4 Sustainable Drainage

a) Has a ground survey to determine the suitability for sustainable urban drainage been done?
b) If the ground survey has indicated suitable ground, what is the percentage of permeable surfaces used in:
   i) car parks
   ii) amenity areas
   iii) pedestrian pavements
   iv) other routes e.g. cycle ways/ bridleways
   v) swales and infiltration basins.
   vi) Permeable conveyance systems (swales and filter drains)
c) What is the percentage of passive treatment systems (detention ponds, reed beds)?

7.7.5 Refuse Composting

a) How close are the nearest composting/chipping facilities for green material?

7.7.6 Noise Pollution

a) Has the development been designed to minimise the sources of noise pollution, particularly relating to residential areas?
b) Where noise generators are present, have acoustic attenuation measures been put in place to minimise the impact of this on the development?
c) Have buildings been designed to reduce the impact of noise in terms of siting?(noise attenuation between dwellings is covered in section 5 – Impact of buildings)

8 Ecology

8.7.1 Conservation

a) Has a baseline survey of species, habitats and significant natural features been carried out?
b) What percentage of all natural habitats have been protected?
c) Has the Local Biodiversity Action Plan been consulted?

8.7.2 Enhancement of Existing Ecological Value

a) Has there been an increase in the natural habitats either by area or increased ecological value?
b) Have any additional ecological features like woodland or wetland been created?
c) Has a new wildlife corridor been added?

8.7.3 Planting

a) Has expert advice (e.g. from a qualified landscape architect/ecologist) been included in designing the development?
b) Will the development significantly increase the number of trees in the area (after deducting any destroyed by development)?
c) Has a mixture of locally occurring native deciduous and evergreen trees and shrubs been specified trees?

9 Community

9.7.1 Community Identity and Participation

a) Does the local community support the development?
b) Is there a continuing programme of community involvement in the development plans?
   i) For a site within an existing community is thedevelopment likely to integrate well into the existing identifiable community?
   ii) For a site with no existing community, will the development create a community with an identity?
c) Does the development significantly enhance the existing area?
d) Is the development likely to create a new community with a strong identity?
e) Has a householder's pack with information on the following local services and community issues been provided?
   - Public transport services
   - Local facilities/ amenities
   - Energy efficiency
   - Crime prevention
   - Water conservation
   - Refuse collection and composting

9.7.2 Measures Taken To Reduce the Opportunity For Crime

a) What percentage of housing has been designed to 'Secure By Design' standards?
b) Does the layout and form of the new buildings create well designed streets and places that are well connected and over looked?
c) What percentage of parking spaces and walkways have been designed to be 'overlooked' by housing or offices wherever possible?
d) What percentage of bus shelters are within 20m of public telephones?
e) What percentage of public places have security lighting and cameras?

9.7.3 Social Equity and Poverty

a) Has the development been designed to enhance the interaction between people?
b) In the plan for development, is provision being made for facilitating community networks?

9.7.4 Community Management

a) Is there the opportunity for setting up a community trust?
b) Has provision been made to ensure the maintenance of community facilities over the long term?
c) Does the development include community services to facilitate sustainable living such as:
   - Car club/ share scheme
   - Local organic food box scheme
   - 'Village Offices' (communal offices for working remotely)
   - (Other)

10 Business

10.7.1 Enhanced Business Opportunities

Does the development include a range of business premises to encourage both start up and expanding business?
Does the development provide for expansion in identified growth sectors?
a) Does the proposed development meet the general requirements of the economic strategy?
b) How high is the ability of development to attract inward investment?
c) Will the development increase the business base in the area?
d) Will the development help to maintain property values in and close to the development?
e) Will the development result in increased viability of existing businesses and public transport?

10.7.2 Employment and Training

a) What is the ability of the development to create permanent jobs?
b) Are there any proposals to train local unemployed as part of development process?
c) Will any new jobs created protect/manage the environment?

Appendix 4: BREEAM Standards

Residential Developments Ecohomes the Environmental Rating for Homes

Background

The BRE (Building Research Establishment) has been promoting sustainable development since 1991 through its BREEAM (BRE Assessment Method) certification scheme for a variety of building types. EcoHomes, sponsored by NHBC, is the residential version of BREEAM.

The initial range of schemes comprised BREEAM 2/91 for New Superstores and Supermarkets; Offices 1/93; New Industrial Units 5/93; and Environmental Standard Award for housing. BREEAM now leads the world in setting benchmarks for the environmental performance of building. It is independent, authoritative and based on many years of construction and environmental research carried out by BRE, the construction industry and Government. Environmental performance is expressed on a scale of Pass to Excellent, as below:

Pass *

Good **

Very Good ***

Excellent ****

	Rating	Average weighting points (max 188)
*	Pass	68
**	Good	90
***	Very Good	113
****	Excellent	132

BRE has a continuous programme for updating and developing the BREEAM awards. In September 1998 "BREEAM Offices 98" was launched and superseded the successful version "Offices 1/93" and similarly, in April 2000, Eco Homes superseded the Environmental Standard Award. These two schemes are now subject to annual reviews and updates, responding to industry and legislative developments. One consequence of this has been a slight re-naming so that the offices scheme is now known as "BREEAM for Offices" followed by the update, e.g. "Version 2002". The EcoHomes title will similarly refer to its update. Care should be taken to ensure that the current version is being considered for particular schemes.

Currently BRE is developing a new award for mixed use, multiple-building developments.

BREEAM rewards developers who improve environmental performance through good design, rather than high capital cost solutions. Benefits include:

- demonstrating sustainability credentials to planning authorities to assist a smooth passage through the planning process;
- demonstrating 'green' credentials to investors helps to minimise investment risk and increase the appeal to ethical investors;
- demonstrating superior environmental design to customers; and
- allowing developers to be one step ahead of regulation.

BREEAM Certificates are awarded at the design stage of a project. In addition, there is an option with all the BREEAM schemes for a Post Construction Review to be carried out to ensure that the project has been constructed in accordance with the design standards and specification, and a certificate is available at this stage also.

EcoHomes

EcoHomes is a straightforward, flexible and independently verified assessment method for rating the environmental impact of homes; it is an easily understood, credible label for new and renovated homes including houses and apartments. Demonstrating superior environmental design to customers leads to:

- reduced running costs through greater energy and water efficiency, and reduced maintenance;
- healthy, comfortable and flexible internal environments;
- access to local amenities; and
- less dependence on the car.

EcoHomes assessments can be carried out at the design stage in a similar way to a SAP rating. Every house type on site is considered, but the award is given for the whole development. This enables developers to use the result to promote whole sites – every house that is part of the development has the same rating.

EcoHomes considers the broad environmental concerns of climate change, resource use and impact on wildlife, and balances these against the need for a high quality of life, and a safe and healthy internal environment. All the issues in EcoHomes are optional, making it flexible and enabling developers to adopt the most appropriate aspects of sustainability for their particular development and market.

The issues assessed are grouped into the seven categories below:

- Energy
- Water
- Pollution
- Materials
- Transport
- Ecology and land use
- Health and well-being

Credits are awarded for features against each issue and weighted to provide the final rating. A checklist with approximate credit scoring is available to assist developers in preparing their initial strategies and specifications.

How to get an Assessment

Assessments are undertaken by licensed assessors, who are trained and monitored by BRE. A list of individuals and firms licensed to undertake EcoHomes assessments is available from BRE.

A workbook is issued for each development. The developer's workbook, illustrating the information required, is available from the BRE web site.

To complete an assessment, the developer enters information on the design and specification into the workbook and passes this to the assessor. The assessor checks that the relevant information has been provided, and completes the workbook, determining the rating achieved. This is then returned to BRE for quality assurance and certification. All EcoHomes assessments are covered by BRE's stringent quality management procedures adopted to ensure a consistent approach and level of service.

Different stages of assessment

As the housing sector makes extensive use of standard specifications and house types, the assessment process for the design can be carried out in three stages.

Stage 1 – Assessment of specification:

Many issues can be assessed from the general building specification provided that they are applicable to the whole development; eg. types of material used.

Stage 2 – Assessment of house types:

For standard house types other issues can be assessed once only for each house type; eg. energy efficiency.

Stage 1 and 2 can be carried out without reference to a specific site, so avoiding duplication on different developments, and keeping costs to a minimum.

Stage 3 – Assessment of development:

This stage completes the assessment as it covers all remaining issues, such as the ecological value of the site and transport.

Formal certification is carried out by BRE when all stages are completed.

Typical fees

Licensed assessors will be able to provide a quote for the assessment process, which will be dependent on the size and complexity of the site, specification or house types. The assessment does not include detailed advice on how to achieve the best rating, however assessors are able to provide this service for an additional fee and developers are encouraged to make use of this.

For a typical 40-unit housing development, with four different house types, which has not had the specification or house types assessed previously, the typical cost would be £1100 + VAT. A Post Construction Review will cost about an additional £400.00. This includes provision of official BRE certificates for the development, with originals being produced for each dwelling unit.

Although EcoHomes can be used at any time during the design stage, developers are encouraged to consider the issues at the earliest opportunity to maximise the benefits.

Seminars and training

EcoHomes seminars and assessor training courses are held regularly. For further information on those please contact BRE, the Centre for Sustainable Construction.

Further Information

For further information on BREEAM schemes and lists of accredited assessors, developers should contact the BRE as follows:

BREEAM Centre

BRE

Garston

WATFORD

WD2 7JR

T: 01923 664462

E: breeam@bre.co.uk

W: www.bre.co.uk

Publications

Publications associated with the different BREEAM versions, including EcoHomes (price: £25) and the Green Guide to Housing Specification (price: £35), can be purchased from the BRE Bookshop at:

www.brebookshop.com

T: + 44 (0) 1923 664262

F: + 44 (0) 1923 664790

E: bookshop@bre.co.uk

Residential Developments Ecohomes Rating Prediction Checklist

This pre-assessment prediction checklist allows a quick evaluation of the likely rating to be achieved under a formal EcoHomes assessment.

NOTE: This checklist is a simplified version of the full method and for this reason the final EcoHomes rating may vary from that obtained by using it. Advice should be sought from a Registered Assessor at an early stage in a project to ensure that the predicted rating will be obtained. BRE can provide a list of currently Registered Assessors.

Using the checklist

Complete the checklist by going through the points and marking those which have been achieved.

Sum the number of points achieved and compare the score with the table below.

Note: That this sheet only provides a rough estimate of how a development will score and must not be compared to the credits that an assessor will give the development. It will however give you a first indication of your final score.

Further Information

For further information about EcoHomes including a contact list of licensed assessors please contact:

The BREEAM Office

BRE

Garston

Watford

WD25 9XX

Tel: 01923 664462

Fax: 01923 664103

e-mail: ecohomes@bre.co.uk

Issue		Points available	Unit specific points	Location specific points
Energy			Points predicted	
A	Credits are awarded to achieve CO_2 emissions as follows: • EITHER: Less than or equal to 60 kg/m²/yr • OR: Less than or equal to 50 kg/m²/yr • OR: Less than or equal to 45 kg/m²/yr • OR: Less than or equal to 40 kg/m²/yr • OR: Less than or equal to 35 kg/m²/yr • OR: Less than or equal to 30 kg/m²/yr • OR: Less than or equal to 25 kg/m²/yr • OR: Less than or equal to 20 kg/m²/yr • OR: Less than or equal to 10 kg/m²/yr • OR: Less than or equal to 0 kg/m²/yr	2 OR 4 OR 6 OR 8 OR 10 OR 12 OR 14 OR 16 OR 18 OR 20	max 20	
B	Improving the performance of the building envelope compared with the relevant building regulations: If the development is built according to part L of the 1995 Building Regulations: • EITHER: 10% improvement • OR: 15% improvement • OR: 20% improvement • OR: 25% improvement • OR: 30% improvement OR If the development is built according to part L of the 2002 Building Regulations: • EITHER: 3% improvement • OR: 6% improvement • OR: 9% improvement • OR: 12% improvement • OR: 15% improvement	2 OR 4 OR 6 OR 8 OR 10 2 OR 4 OR 6 OR 8 OR 10	max 10	
C	Provision of secure drying space	2	max 2	
D	Provision of eco labelled white goods with the following energy ratings: • EITHER: All fridges, freezers, fridge-freezers with an A rating • PLUS: All washing machines, and dishwashers if supplied, with an A rating and washer dryers and dryers with a rating of C or higher • OR: No white goods provided but info on Eco labels	2 +2 2	max 4	
E	Provision of external lighting systems which are low energy: • EITHER: All feature external lighting and out building lighting to accommodate CFLs or fluorescent strips only • PLUS: Security/ safety lighting to accommodate CFLs or fluorescent strips only and all intruder lighting to have maximum wattage of 150 watts, and be fitted with appropriate controls	2 +2	max 4	
Total Number of Energy Points Achieved			max 40	

Issue		Points available	Unit specific points	Location specific points
Transport				
F	Developing a site with good access to public transport • EITHER: 80% of the development within 500m of a well served public transport node • OR: 80% of the development within 1000m of a well served public transport node	4 OR 2		max 4
G	Provision of cycle storage	2	max 2	
H	Proximity to local amenities: • Within 500m of a food shop and post box; • PLUS: Within 1000m of 5 of the following: post office, bank, chemist, school, medical centre, leisure centre, community centre, public house, children's play area • PLUS: Safe pedestrian routes to the local amenities	2 +2 +2		max 6
I	Provision of space, and services, for a home office	2	max 2	
Total Number of Transport Points Achieved			max 14	

Pollution				
J	Ensuring that no ozone depleting substances are used in the construction of the building, specifically: • Roof (inc. loft hatch) • Wall (inc. doors) • Floor (inc. foundations) • Hot water cylinder	4 +4 +4 +4	max 16	
K	The specification of boilers with low NO_x emitting burners: • EITHER: Less than or equal to 150 NO_x mg/kWh • OR: Less than or equal to 100 NO_x mg/kWh • OR: Less than or equal to 70 NO_x mg/kWh	4 OR 8 OR 12	max 12	
Total Number of Pollution Points Achieved			max 28	

Issue		Points available	Unit specific points	Location specific points
Materials				
L	Sustainably managed timber for basic building elements OR re-used timber OR timber products made from pre or post consumer waste streams: • EITHER: FSC certification; • OR: UKWAS, PEFC or equivalent scheme; • OR: Information of precise origin and confirmation that they are cut under government licence	6 OR 4 OR 2	max 6	
M	Sustainably managed timber for finishing elements OR re-used timber OR timber products made from pre or post consumer waste streams: • EITHER: FSC certification; • OR: UKWAS, PEFC or equivalent scheme; • OR: Information of precise origin and confirmation that they are cut under government licence	3 OR 2 OR 1	max 3	
N	Storage of recyclable waste: • EITHER: Provision of internal and external storage: • OR: Provision of internal storage only • OR: Provision of external storage only	6 OR 2 OR 2	max 6	
O	The following elements obtaining an A rating from the Green Guide for Housing: • Roof • PLUS: External walls • PLUS: Internal walls • PLUS: Floors • PLUS: Windows • PLUS: Hard landscaping • PLUS: Fencing	3 +3 +3 +3 +2 +1 +1	max 16	
Total Number of Materials Points Achieved			max 31	

Water				
P	Water consumption per bed space as follows: • EITHER: Less than 50 m^3 per bed space per year • OR: Less than 45 m^3 per beds pace per year • OR: Less than 40 m^3 per bed space per year • OR: Less than 35 m^3 per bed space per year • OR: Less than 30 m^3 per bed space per year	4 OR 8 OR 12 OR 16 OR 20	max 20	
Total Number of Water Points Achieved			max 20	

Issue		Points available	Unit specific points	Location specific points
Land Use And Ecology				
Q	Ecological value of land: • Building on a site which is of low ecological value • PLUS: Enhancing the ecological value of the site through consultation with an accredited expert • PLUS: Ensuring the protection of any existing ecological features on the site	3 +3 +3		max 9
R	Change of ecological value of the site: • EITHER: A significant decrease in ecological value • OR: A minor decrease in ecological value • OR: No change in ecological value • OR: A minor increase in ecological value • OR: A significant increase in ecological value	0 OR 3 OR 6 OR 9 OR 12		max 12
S	Making effective use of the building foot-print; • EITHER: 60% achieving over 2 storeys • OR: 80% achieving over 2 storeys	3 OR 6	max 6	
Total Number Of Land Use And Ecology Points Achieved			max 27	

Health And Well Being				
T	Provision of adequate daylighting, according to BS 8206:pt2 in: • In the kitchen • In other habitable rooms	4 +4	max 8	
U	Designed for improved sound proofing above the requirements of the Building regulations • EITHER: Party walls designed above Building Regs. requirements • OR: Party walls designed significantly above Building Regs. requirements • OR: Party walls designed well above Building Regs. requirements or where there are no party walls • PLUS: Party floors designed above Building Reg. requirements or where there are no party floors •OR: Where unit is a detached house	4 OR 8 OR 12 +4 OR 16	max 16	
V	Provision of private or semi private outdoor space	4	max 4	
Total Number Of Health And Well Being Points Achieved			max 28	

TOTAL POINTS	max 188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