ASHFORD LOCAL PLAN 2030

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Ashford Borough Council

MAIN CHANGES TO REGULATION 19

SUMMER 2017

ASHFORD
BOROUGH COUNCIL

Main Changes to the Local Plan 2030 Public Consultation – July 2017

Part 1 – Amendments to text and content within Regulation 19 - June 2016 Version of the Local Plan 2030

Explanation of the Main Change is provided in italics. Changes to text are also expressed either in the conventional form of ~~strikethrough~~ for deletions and underlining for additions of text.

The page numbers, paragraph numbering and Policy references refer to the June 2016 Regulation 19 Version and do not take account of any other deletions or additions of text contained within these main changes. Please use the Main Change (MC) number reference when making comments, and please note that only Main Changes can be commented on during this consultation. Previous comments made on the June 2016 version of the Local Plan remain and do not need to be made again.

MC NO	Page Policy Para.	Change reason & Related Rep No.	Proposed Main Change (MC)
1	**Page 5 Para 2.4 - 2.26**	Admin; response to rep 2504	*Amendments to Introduction Section as follows:* *Add new sentence to the end of paragraph 2.4*: Once adopted, the Council's statutory development plan will consist of this Local Plan, the Chilmington Green Area Action Plan (2013) and any adopted neighbourhood plans. The Kent Minerals and Waste Local Plan 2013-2030 also applies. *Amend Paragraph paragraphs 2.8 and 2.9 as follows to reflect current Neighbourhood Plan position:* **Neighbourhood Plans** 2.8 This Local Plan ~~will~~ sets out the strategic context within which any Neighbourhood Plan will operate. They must comply with national policy, with EU obligations and human rights requirements and with the strategic policies of the local development plan. For the purposes of neighbourhood planning, all policies within this local plan are considered strategic, not just those within the strategic policies section. ~~Currently~~ As of mid-2017,the Borough has seven designated neighbourhood areas at Wye with Hinxhill, Rolvenden, Bethersden, Boughton Aluph and Eastwell, Pluckley, Hothfield, Charing and Egerton. The Neighbourhood Plans for these are at various stages in their evolution, with Wye with Hinxhill and Pluckley now adopted. ~~being the furthest forward having passed examination and with a referendum to take place later this year~~. Where Neighbourhood Plan Areas had been established early on in the preparation of this Local Plan, proposals to allocate sites within these areas fall to the neighbourhood plan, where they are non-strategic in nature. Rolvenden is committed to allocating land for 40 dwellings and this is therefore included within the Housing Trajectory. Hothfield, Charing and Egerton are more recent designations and it has therefore been necessary for the Local Plan to consider and make site allocations within those parishes, where appropriate. That should not exclude those parishes from considering additional ~~alternative~~ proposals for addressing the equivalent (or greater) amount of development through their Neighbourhood Plans. 2.9 The Borough Council intends to work closely with those parishes producing Neighbourhood Plans to ensure that such Plans are consistent with both government planning policy and ~~emerging~~ all policies contained within this Local Plan in order that they may pass the 'basic conditions' test that Neighbourhood Plans are subject to at their examination stage.

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1			*Administrative changes to the Key Evidence section (Page 6) as follows:* **Habitats Regulations Assessment ~~2016~~ 2017 (HRA)** This Plan has been subject to a Habitats Regulations Assessment which has examined all the policies of this Plan in order to ascertain whether they are likely to have a significant, adverse, effect on the integrity of European Sites, protected under international law for their wildlife and/or landscape importance, both within, and in vicinity of, the Borough. This is an updated version of the Habitat Regulations Assessment 2016 and is published alongside the Proposed Main Changes in 2017 . **Sustainability Appraisal and Strategic Environment Assessment (SA)** An appraisal of the economic, environmental and social impacts of the Local Plan, prepared from the outset of the preparation of the process. The approach and policies listed in this Local Plan have been appraised to ensure that the accord with the principles and objectives identified within the sustainability appraisal, which includes an SA addendum published alongside the Proposed Main Changes in 2017. This has included assessment of options in terms of the levels of development proposed, the strategic distribution of development and specific site allocations. The Environmental Report demonstrates that the approach set out in this Plan is the most sustainable options, when considered against the reasonable alternatives. **Strategic Housing Market Assessment 2014 ~~&~~ 2015, and 2017 (SHMA)** 2.13 The purpose of the SHMA is to develop a robust understanding of housing market dynamics, to provide an assessment of future needs for both market and affordable housing and the housing requirements of different groups within the population. The SHMA covers Ashford's Housing Market Area (HMA) and deals with the specific needs of the Ashford HMA. It provides a 'policy-off' assessment of future housing requirements, considering housing need and demand and also provides specific evidence and analysis of need and demand of different sizes of homes. In 2016, the Department for Communities and Local Government (CLG) published new 2014-based household projections which created the need for an update to the SHMA, which was undertaken and published in 2017. **Strategic Housing and Employment Availability Assessment ~~2016~~ (SHELAA)** 2.14 The SHELAA ~~2016~~ identifies and assesses the potential availability of land for new development in Ashford. It assesses the individual and combined potential capacity of sites that are considered to be deliverable or developable for housing and economic development over the plan period. This results in the identification of a future supply of land in the borough that may be suitable and available for development. The SHELAA is updated annually. **Infrastructure Delivery Plan (IDP) (2016)** 2.19 This iterative document sets out the infrastructure that is required to be delivered to support the planned development up to 2030. It has been informed by discussion with key providers and identifies (where known) how and when this infrastructure might be delivered and to what extent new development is directly reliant on its delivery as a means of prioritising the required infrastructure. The IDP has been updated to reflect the Proposed Main Changes 2017 *Amend paragraph 2.26 relating to reviewing the Local Plan as follows:* **Formal review of the Local Plan** 2.26 This Local Plan is intended to be formally reviewed, ~~by 2023~~ to ensure that the wider policy position is suitably up to date and the development envisaged - and supporting infrastructure - has been delivered. It is intended that the review will be adopted by 2025. This period of time provides the right balance between providing enough time to allow the policy framework to be implemented by the market and to give them certainty, with the inevitable need to respond to change as time goes by. However, should circumstances dictate, such as significant undersupply of housing delivery or the non-delivery of key infrastructure (namely Junction 10a) then an earlier formal review will be undertaken.

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2	**Page 11 'The Vision' paras 3.10, 3.11 and 3.13**	Factual update and Response to Reps 2681, 1373, 808	*Proposed changes to 'Vision' paragraphs in Chapter 3* *Paragraph 3.10* The other rural service centres of Charing, Hamstreet and Wye will remain important providers of local shops and services, ~~with care taken to conserve and enhance their historic centres~~, whilst delivering new development of a scale appropriate to the individual characteristics of the settlement. ~~and the delivery of limited development.~~ Smaller rural settlements will also provide smaller scale new development, to help sustain local communities, whilst conserving and enhancing historic centres and heritage assets. *Paragraph 3.11* The identity and attractive character of the Borough's rural area, with its range of attractive settlements, wealth of heritage assets and its expansive countryside, including the Kent Downs AONB to the north and the High Weald AONB to the south, will be ~~protected~~ conserved and enhanced. *Paragraph 3.13* A positive approach to adapting to, and mitigating against the effects ~~the adaptation~~ of, climate change will be secured by promoting sustainable transport, sustainable energy technologies, and encouraging sustainable building design; avoiding development in areas at greatest risk of flooding; protecting and enhancing green networks; carefully ~~considered~~ considering the location, ~~new~~ layout~~s~~ and design~~s~~ of new housing ~~areas~~; ~~and~~ promoting sustainable drainage and challenging water efficiency standards.
3	**Page 12 POLICY SP1**	Response to Reps 1376; 2172	*Amend Policy SP1 – Strategic Objectives as follows:* **Policy SP1 - Strategic Objectives** **To deliver the Vision, a number of strategic objectives have been identified. They form the basis of this Local Plan's policy framework, as well as providing the core principles that planning applications are expected to adhere to.** **a. To focus development at accessible and sustainable locations which utilise existing infrastructure, facilities and services wherever possible and makes best use of suitable brownfield opportunities;** **b. To ~~protect~~ conserve and enhance the Borough's ~~historic and~~ natural environment including designated and undesignated landscapes and biodiversity and promote a connected green infrastructure network that plays a role in managing flood risk, delivers net gains in biodiversity and improves access to nature. ~~its built heritage and biodiversity~~** **c. To conserve and enhance designated and non-designated heritage assets and the relationship between them and their settings in a way that promotes distinctive places, proportionate to their significance. Place-based heritage will be a key principle underpinning design and spatial form of development;** **~~c.~~d. To create the highest quality design which is sustainable, accessible, safe and promotes a positive sense of place through the design of the built form, the relationship of buildings with each other and the spaces around them, and which responds to the prevailing character of the area;** **~~d.~~e. To ensure development is supported by the necessary social, community, physical and e-technology infrastructure, facilities and services with any necessary improvements brought forward in a co-ordinated and timely manner;** **~~e.~~ f. To promote access to a wide choice of easy to use forms of sustainable transport modes, including bus, train, cycling and walking to encourage as much non-car based travel as possible and to promote healthier lifestyles;** **~~f.~~ g. To provide a mix of housing types and sizes to meet the changing housing needs of the Borough's population, including affordable ~~and starter~~ homes, self build and custom build properties, specialist housing for older and disabled people ~~residents~~, accommodation to meet the needs of the Traveller community, ~~and~~ spacious, quality family housing and for newly forming and downsizing households;** **~~g.~~ h. To provide a range of employment opportunities to respond to the needs of business, support the growing population and attract inward investment;** **i. To ensure new development is resilient to, and mitigates against the effects of climate change by reducing vulnerability to flooding, promoting development that minimises natural resource and energy use, reduces pollution and incorporates sustainable construction practices, including water efficiency measures.**

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4	**Pages 12 to 22 Paras 3.15 to 3.80 and Policy SP2**	Update to Strategic Approach	*Delete all existing paragraphs within Strategic Development Requirements (paras 3.15 – 3.80) and Policy SP2 - The Strategic Approach to Housing Delivery, and replace with the following text and new policy:* **Strategic Development Requirements** The starting point for the approach is the National Planning Policy Framework (NPPF) and the guidance contained within the national Planning Policy Guidance (PPG). At its core, the NPPF sets out that there is a presumption in favour of sustainable development. Although paragraph 14 of the NPPF defines what this means in overall terms, there are a number of references throughout the NPPF and PPG, which taken together are relevant to how this ambition is achieved. These include social, economic and environmental factors; access to infrastructure and services (or the ability to suitably provide such provision); ensuring that development can be delivered and is viable and ensuring that development is phased in an appropriate way. The role of this Local Plan is to provide a policy framework that reflects all of these factors – effectively setting out what sustainable development is within the context of the borough. This includes specifically planning to meet the objectively assessed housing needs of the borough with flexibility. These considerations have been applied as a series of layers and have been informed by the evidence base that supports the Plan. **Objectively Assessed Housing Need** The NPPF and the supporting PPG set out that local planning authorities are required to identify their own objectively assessed housing need (OAN). It stipulates that a Strategic Housing Market Assessment (SHMA) should be the primary vehicle by which to determine the OAN figure. In 2014, the Council commissioned consultants who prepared an NPPF compliant SHMA. This work was updated in 2015 and more recently in 2017 to take account of new and more up to date demographic projection data – an approach that is consistent with PPG. The SHMA identifies the scale and mix of housing and the range of tenures that the local population is likely to need over the plan period to meet household and population projections, taking into account migration and demographic changes and addressing the need for all types of housing, including affordable housing. It identifies that: ○ Ashford has a relatively contained housing market area that largely reflects the borough boundary, ○ a total of 14,934 dwellings are needed between 2011-2030 to cater for the 2014 sub-national population projections, ○ around 45% - 50% should be affordable housing. **Market signals** The National Planning Practice Guidance sets out that upward adjustments should be made to housing need figures where affordability is an issue – as is the case in Ashford. There is no nationally identified standard as to what this uplift figure should be. The 2017 SHMA takes this into account and suggests that a 5% uplift is appropriate for Ashford based on an assessment of market signals, affordability, past delivery rates and likely future delivery rates. This equates to an OAN of 15,675 dwellings being identified between 2011 and 2030, equating to 825 dwellings per annum. **Economic considerations** Another key consideration in the formation of the OAN is the relationship between housing and job creation. In 2012, the Council commissioned economic forecasting work to establish the likely growth in job numbers over the Plan period and the sectors most likely to experience expansion of employment opportunities in the local area. The forecasting reflected both macro-economic factors and more localised issues. It identified four potential economic scenarios for the borough, ranging from a 'downside risks' scenario at the lower end to an 'enhanced performance' scenario at the top end.

MC NO	Page Policy Para.	Change reason & Related Rep No.	Proposed Main Change (MC)
4			The initial assessment that a 'downside risks' scenario was most likely (reflecting a reduced rate of job growth in the borough over the Plan period) has since been reassessed by the Council based on the national economic recovery towards modest but sustained economic growth. As a consequence, a job creation rate based on a 'baseline' trajectory (i.e. a continuation of job creation in the borough at rates that are largely pre-recession) was considered to be the most robust and realistic scenario. The 2017 SHMA OAN figure reflects a housing target beyond that needed to fulfil this economic ambition. **Finalising a Housing Target for the Local Plan** The NPPF and supporting PPG establishes that a range of factors need to be taken into account to determine the eventual housing target for the area, to be identified through a Local Plan. The text below explains how the housing target for this Local Plan has been established. **Future proofing** The SHMA outcomes set out above already take account of some future in-migration flows to Ashford from London. However, advice received from the Council's consultants suggests that demographic modelling for additional migration flows from the capital, of 34 dwellings per annum, could also be applied from 2017. This reflects the current prediction by the Greater London Authority that out-migration from London will return to pre-recessionary levels soon and therefore districts with accessible links to London such as Ashford should plan for this rebalancing back to what were 'normal circumstances'. This is considered a sound aspiration for this Plan given Ashford's HS1 links to London. These additional dwellings do not form part of the OAN figure. They are also not seeking to meet any unmet need from London. However, the Council considers that it is a sound planning approach to add these additional 442 dwellings to the overall housing target for the Local Plan. **Duty to Co-operate** As mentioned elsewhere, the Council has fully engaged neighbouring Districts in the preparation of this Plan, recognising the proposed housing development strategies in the emerging Local Plans in those districts. In particular, the proposed Plans in Canterbury and Maidstone Districts, where there are very minor geographical housing market overlaps with Ashford borough, are intending to meet, at least, their respective OAN housing requirements. At the time of publishing this Local Plan, no other District has an outstanding request to this Council to assist meeting any unmet housing need in their area. Therefore, there is no need for the housing target in this Plan to be adjusted to reflect an unmet housing need from either within the Housing Market Area or beyond. **Viability and deliverability** Although viability and deliverability are linked to aspects of social, environmental, economic and other relevant considerations (such as infrastructure provision), the NPPF makes it very clear that these are significant considerations in their own right. This includes a reasonable assessment of market conditions – both at a macro-scale and of the local housing market, including land and sales values in different parts of the borough and for varying forms of residential development, plus analysis of how different types of sites may be able to come forward for development. The policies and strategic site allocations within this Local Plan have been assessed within the context of whole plan viability to ensure that they do not place an undue burden on developers and therefore can realistically be delivered. Flexibility is also applied within the policy framework through a policy approach which gives schemes the optimum opportunity to still come forward where viability can be independently verified as a constraint to development occurring. In reaching an appropriate housing target for the Plan, the viability evidence supporting the Plan is clear that seeking to meet the proportion of the OAN figure that the SHMA indicates is 'affordable housing need' would not be viable as a policy requirement and would render residential development in the borough undeliverable. In order to fully meet the affordable housing requirements identified in the SHMA through site allocations would necessitate an increase in the housing target of over 6,000 dwellings. In turn, this would require housing delivery hugely in excess of any annual level of housing completions the market has ever achieved in the

MC NO	Page Policy Para.	Change reason & Related Rep No.	Proposed Main Change (MC)
4			borough. This is not a realistic or deliverable scenario, notwithstanding the significant environmental implications of this scale of growth over such a relatively short period of time. **Constraints and Context** The PPG sets out that an understanding of the strategic constraints and context of an area is relevant to the setting of an individual LPA's housing target in a Local Plan. Ashford's previous role as a regional Growth Area in the now revoked South East Plan was predicated on extensive improvement of the town's infrastructure, most notably in strategic highway capacity. Key infrastructure has been delivered in recent times (e.g. the upgrade to M20 junction 9 and Drovers roundabout). However, there remain critical constraints to strategic growth in the short term at both M20 Junction 10 and along the A28 corridor to the west of the town that directly impacts upon the scale of development that can be safely accommodated on the strategic highway network. There are clear proposals to bring forward schemes to alleviate these constraints (see Infrastructure chapter) but the ability to bring forward some developments in Ashford in the short term is affected. Therefore, in the short to medium term, there are limitations to the scale and rate of development that can be delivered in and around Ashford – the Borough's principal town and most sustainable location. This clearly influences the Council's strategy for development in this Plan in terms of the phasing of housing delivery – this is covered in more detail below. Crucially, these constraints do not mean that the overall housing target established for this Local Plan cannot be met over the Plan period, merely that there is a need to properly phase development over the early years of the Plan (see section below). In environmental terms, the Borough enjoys a wide range of environmental 'assets' that contribute greatly to its overall character and attractiveness. Two Areas of Outstanding Natural Beauty are complemented by large areas of unspoilt countryside which, although without a formal landscape designation, are rightly valued in their own right. Watercourses across the Borough provide examples of rich areas for biodiversity whilst also providing natural areas for flooding along their lengths. Natural environmental assets are complemented by the quality of the built environment with a number of attractive settlements, hamlets and farmsteads contributing to the overall character of the area. In addition, 43 Conservation Areas, over 3,000 Listed Buildings and numerous other heritage assets help to create the Borough's rich character. All of these environmental factors have been taken into account when determining the housing target and strategy for growth in this Local Plan. **Identifying a housing buffer** In preparing this Local Plan, the Council has liaised with landowners, developers and house-builders on a number of key sites within the Borough to ascertain their intentions on likely housing delivery rates on those sites. This is reflected in the housing trajectory Appendix 5 which supports this Local Plan. However, these intentions relate to current market conditions and these can fluctuate over the plan period. Given this, the Local Plan identifies a supply of housing land that is additional to that needed to deliver the housing target set out below. Identifying a 'buffer' provides choice and competition for the market across the whole plan period, whilst remaining within the wider umbrella of sustainable development as a whole. The housing buffer helps to provide greater certainty that the overall housing target can be delivered. It does not relate to meeting any wider unmet need, nor should it be considered part of the Council's OAN figure. It sits outside of this figure and as such should not be used as the figure on which to base any future 5 year housing land supply calculations.

MC NO	Page Policy Para.	Change reason & Related Rep No.	Proposed Main Change (MC)
4			**Housing Windfalls** Paragraph 48 of the NPPF allows unidentified windfall sites to be taken into account based on the Strategic Housing and Employment Land Availability Assessment (SHELAA), historic windfall delivery rates and future expected trends. With regards to the SHELAA, over 700 sites were assessed following a 'call for sites' exercise in 2014, with over 200 sites progressing to the final stage of assessment. Completions data over the last 10 years show a strong and consistent rate of windfall housing delivery with an average of 167 dwellings completed each year. It is highly likely that this consistent rate of delivery will continue and indeed may well be exceeded. There are a number of reasons for this: - the various extensions to permitted development rights via the prior approval process to allow conversions on various property types to residential use; - the NPPF's presumption in favour of sustainable development; and - the Local Plan's proposed windfall development policy which is more permissive than the equivalent policy in previous Local Plans. Based on these factors it is assumed that an additional 900 units will be delivered from windfall sites between 2021 and 2030, at an annual rate of 100 dwellings per year, well below the historic trends for windfall completions. This is in addition to the 680 housing windfalls that currently have planning permission. Within the context of the issues discussed above, the Sustainability Appraisal of the Plan has tested different levels of housing growth to assist in the determination of a housing target. This evidence shows that the full housing need of the Borough can be met through a housing target (plus a reasonable buffer) figure that is at an overall level that can still be considered sustainable within the context of social, environmental and economic factors. **The Housing Target** Based on the factors above, an overall Housing Target for the Borough of 16,120 dwellings to be delivered between 2011 and 2030 has been established. Factoring in completions since 2011, this figure is reduced to 12,943 between 2017 and 2030. The overall breakdown of this figure can be viewed under table 1 below. **Table 1 – The overall housing profile** Objectively Assessed Need: 15,675 Future Proofing: 442 **The Housing Target (2011-2030): 16,120** Delivered since 2011: 3,177 **Residual Requirement: 12,943** Extant commitments (sites with permission - previously allocated sites): 2,870 Extant windfalls*: 649 Chilmington Green: 2,500 Future Windfalls: 900 Proposed Allocations**: 7,110 **TOTAL: 14,029** Contingency buffer: 1,086 **Those not started have been reduced by 25% to account for potential non-delivery* ***Including assumed contribution from Neighbourhood Plans.*

MC NO	Page Policy Para.	Change reason & Related Rep No.	Proposed Main Change (MC)
4			**Distribution of Housing Development** Historically, larger scale residential development in the Borough has been targeted towards the town of Ashford. All recent iterations of previous Local Plans, County Structure Plans and the South East Regional Plan gave clear and distinctive spatial guidance that focused growth towards Ashford and its immediate surroundings whilst applying a policy of limited growth to Tenterden and the main villages in the borough. In some instances, such as the Core Strategy 2008, there have been separate and distinctive housing growth targets for Ashford and the 'rest of borough' respectively. This recognised both Ashford town's role as an economic hub in the wider south east region and the Borough, as well as the need to protect the more sensitive nature of the rural area. The abolition of regional planning and the introduction of the NPPF and PPG changes the higher level context fundamentally. There is no longer a higher level plan that pre-determines the amount of development each part of the Borough should deliver. However, it is clear that, in principle, the strategic spatial objectives of the previous approach are sound in planning terms and represent a policy approach that clearly resonates with the NPPF and its desire to deliver sustainable development. Various growth model scenarios have been tested through the sustainability appraisal. This evidence shows that:- - an appropriate balance of housing distribution is needed. Focusing most development towards Ashford and its periphery with proportionate development elsewhere provides the maximum benefits in terms of the social, environmental and economic factors; - moving away from the broad distribution strategy identified below can quickly lead to unsustainable development, imbalanced communities and harm to the environment; - the countryside is not a sustainable location for large scale development, unless certain exceptional criteria or circumstances apply which make it so within the context of the NPPF (e.g. garden cities or villages). With the above in mind – and taking into account a number of the considerations listed in the section above relating to overall housing numbers - the following distribution of housing development is proposed. **Development at Ashford** As the Borough's principal settlement, Ashford represents the most sustainable location within the Borough and therefore where most development should be located. Ashford is home to about half of the Borough's population and where a large proportion of local jobs are located and plans for future economic growth concentrated. There are a wide and full range of local services available within the town centre and the various neighbourhoods that make up the wider urban area and the town caters for its own residents' needs and those living in a wider rural hinterland. The town has expanded very significantly in recent years and plays an important role in the sub-regional economy of East Kent. Ashford has always been a well-connected town in Kent with rail connections in 5 directions but since 2009, its prime location on the HS1 rail link to London St Pancras has resulted in a step-change in reducing journey times to the capital via the major new growth locations at Ebbsfleet and Stratford. The town straddles the M20 motorway with two junctions providing quick access to the national motorway network and London or to the coastal towns, and also to the Continent via Dover and the Channel Tunnel. The Eurostar rail service provides direct international rail connections from Ashford International station to Paris, Brussels and other Continental destinations. Connectivity within the town via the regular bus services and extensive pedestrian and cycleway network is also a major attribute for new development to benefit from and contribute towards. Aside from a limited number of development opportunities in the Town Centre (policy SP5 of this Plan), the existing urban area of Ashford provides relatively few opportunities for development on a significant scale. The major available brownfield sites in the town have been identified for redevelopment in the existing development plans, and many have planning permission or are under construction. Existing green open spaces within the urban area play important recreational

MC NO	Page Policy Para.	Change reason & Related Rep No.	Proposed Main Change (MC)
4			and environmental roles in those neighbourhoods and so would not be suitable for allocation unless there were exceptional and specific local circumstances. Therefore, the existing urban area cannot play a major role (town centre apart) in accommodating new development outside those existing sites and allocations which may be brought forward. The principal opportunities for new growth lie on the edge of the existing built up area of Ashford through carefully managed and planned growth. Here, although a number of well established environmental constraints exist in the form of the Kent Downs AONB and the floodplains of the Great and East Stour rivers, there are locations adjoining the town that could accommodate new development without undermining the wider environmental objectives of this Plan. As such, a realistic scale of development on the periphery of Ashford has been identified through the allocation of a number of sites which have the ability to be well integrated with the existing town and / or committed schemes. This approach has been influenced by a number of important factors, including the implementation of the Chilmington development across the Plan period, the availability of additional motorway junction capacity that is due to be created by the construction of the proposed M20 Junction 10a and the need to ensure a consistent supply of available housing sites to cater for different elements of the market. It is considered that a strategy that relied too heavily on a small number of very large sites, such as Chilmington Green, to achieve the Borough's development targets would not be sufficiently flexible and instead a more balanced approach that seeks to distribute new development across more locations is preferred. This distribution also takes account of the presence of existing strategic infrastructure and services and the ability to deliver new facilities as part of new sites that can come forward in the short to medium term. Similarly, a strategy that focuses on a larger number of small sites around Ashford would fail to deliver the critical mass and a comprehensive approach to master planning and the delivery of services that larger sites can achieve. **The Strategic Road Corridors** The NPPF is clear in its desire to promote housing development which has good access to services and facilities, does not require significant infrastructure to deliver it and can be delivered early. With this in mind, the Local Plan – following an assessment of the main road corridors which enter Ashford and the ability to maximise the use of the public transport services to Ashford this presents - identifies a few appropriately scaled housing sites near to Ashford along the A20. These sites have excellent access to the main local road network and are sites that do not adversely impact on the local landscape in a way that outweighs the benefits. Suitably scaled and designed housing development here would be consistent with the prevailing character of the built form along this part of the A20. As part of the evolution of the Plan, the Council have confirmation from the landowners that these sites can come forward in the early years of the plan, on account of them being relatively unconstrained and by virtue of requiring little in the way of new infrastructure provision. Providing potential development sites along this corridor introduces an additional offer to the market in terms of the types of land being promoted for development within the Borough, complementing the sites in the Town Centre, those within and adjoining the urban area and the sites on the periphery of rural settlements. Providing this variety is seen as a way of giving choice to house builders and broadening the scope of housing opportunities in the Borough. **Development at Tenterden** Although only about one-tenth the size of Ashford, Tenterden is the second largest settlement in the borough and its only other town. It plays a main rural service centre role for much of the south-western part of the borough. It is an attractive, historic town which is relatively well served by shops and services and is an important tourist destination which contributes greatly to the rural economy of the Borough. Development at Tenterden is constrained by the High Weald AONB which surrounds it on three sides and a high quality, well-preserved Conservation Area in its heart that gives Tenterden its distinctive character. Traditionally, Tenterden has been the focus of relatively small-scale 'organic' growth which has been usually

MC NO	Page Policy Para.	Change reason & Related Rep No.	Proposed Main Change (MC)
4			more on a village-type scale than the scale of allocations at Ashford. However, the Core Strategy identified increased levels of development for Tenterden and the Tenterden & Rural Sites DPD allocated a significant development area to the south of the town centre (TENT1) for which the first phase is under construction. The high quality of Tenterden's landscape setting and its intrinsic historic character are factors that suggest that new development in the town should be limited, phased and very carefully planned. Therefore, no more major new development is planned in Tenterden itself, apart from the completion of the master planned southern extension to the town and the permitted extension to housing at Tilden Gill Road on the Shrubcote estate. Combined, these can fulfil the town's development needs over the Plan period without adversely affecting the character of the town. **Development at villages** The Borough is home to a wide range of smaller rural settlements which play a key part in establishing its overall character. Many lie in attractive and /or designated landscape settings and contain areas of historic value. Some fulfil a local service centre role and have a range of key local facilities such as a primary school or a post office or shop that helps to meet everyday needs. The government's policy for development in rural settlements has changed since the advent of the NPPF and its supporting Planning Practice Guidance. Now, the ability of development in one village to support services in a nearby village could be considered sustainable. In line with this approach, the Local Plan proposes an allocation strategy that has been assessed against a broad range of issues, promoting suitable sites that can provide a range of housing opportunities across the Borough. This approach gives considerable weight to more 'local' factors and takes account of recent rates of development in different villages whilst encouraging the small-scale evolution of some smaller settlements which might otherwise stagnate. Overall, the strategy seeks to direct new development towards the most sustainable villages where services are more extensive and well established and public transport connectivity is greatest, consistent with the thrust of the NPPF. In making Local Plan development allocations, the Council is also cognisant of several emerging Neighbourhood Plans being promoted by Parish Councils. The Council has worked closely with these parishes to ensure that their plans are consistent with the proposed strategy for development set out in this Local Plan and has encouraged them to include an appropriate scale of local development allocations in their respective Plans. The current scale of these allocations is included in the Housing Trajectory at Appendix 5. **Development in the wider countryside** One of the NPPF's core planning principles is to recognise the intrinsic character and beauty of the countryside, although it is clear that this should not be interpreted as applying a blanket restriction on new development. Isolated new homes should be resisted, unless proposals meet the particular exception tests set out in the NPPF, but there may be scope for the potential re-use of suitable brownfield sites and there is a need to consider potential economic or tourist related development that will benefit the wider rural economy of the borough. In fact, the attractiveness of the Borough's countryside is an important aspect of the economic potential of the Borough, especially of the rural economy, and a significant income generator for the Borough as well as providing a fundamental part of the character that makes Ashford a pleasant place to live and work. Therefore, except for a handful of very minor site allocations dealing with gypsy and traveller accommodation and the desire to deliver some 'exclusive' homes within the Borough, the Council does not propose to allocate residential development sites in the wider countryside away from existing villages as such locations will be usually be more environmentally sensitive and less sustainable in respect of access to services and reasonable road or rail access. Instead, development in the countryside should be controlled through appropriate topic-related policies which are set out elsewhere in this Plan. There are two Areas of Outstanding Natural Beauty (AONBs) in the Borough – the Kent Downs and High Weald. These are statutory designations of national importance where the conservation of the natural beauty of the landscape and countryside is the primary objective. The Council has a statutory duty to protect the character of the AONBs and major developments will not be permitted in AONBs unless there are exceptional circumstances where a need is proven, no other sites

MC NO	Page Policy Para.	Change reason & Related Rep No.	Proposed Main Change (MC)
4			or alternative provision are available and any detrimental impact on the landscape and environment can be moderated. Also, development located outside an AONB but which would have a significant adverse effect on the setting of the AONB will also be resisted. **Phasing and Delivery** The final strand relating to the promotion of sustainable development within the Borough is its phasing and delivery. The NPPF is clear in its desire to 'significantly boost' housing supply, within the context of meeting Objectively Assessed Housing needs, alongside setting out a requirement for authorities to maintain at least a 5 year housing land supply. The NPPF is clear in its overall desire to deliver development that is sustainable and sets out that the economic, social and environmental planning roles need to work together in order to achieve this ambition. The Planning and Compulsory Purchase Act 2004 (section 39 (2)) also states that Local Plans must be drawn up with the objective of contributing to the achievement of sustainable development. The phasing and delivery strategy for this Local Plan is explored below and has been informed by various layers of evidence. It should be read in conjunction with the distribution strategy above and the housing trajectory that supports this Plan, see Appendix 5?* **The Borough's profile** Ashford Borough contains two distinct areas that exhibit clear and differing characteristics in planning terms. Ashford is clearly the most sustainable location within the Borough and therefore the most suitable location at which to deliver the majority of new housing growth. In comparison, the Borough's rural area is much more sensitive and too much housing growth would quickly lead to an unsustainable model of housing development overall. These characteristics are clearly evidenced in the accompanying Sustainability Appraisal to this Plan and are reflected in the Plan's distribution strategy which identifies new housing land allocations to deliver around 5,865 dwellings in and around Ashford and 1,245 dwellings in the rural parts of the Borough. Any significant divergence from this broad approach, i.e. transferring major housing growth from Ashford to the rural parts of the Borough should be avoided. Doing so would result to an unsustainable model of development by: - being poorly served by sustainable modes of transport, leading to significantly more trips being made by private car, - not making best use of infrastructure that has been delivered or is about to be delivered at Ashford, including HS1 and strategic road improvements, - being more removed from the local jobs market which is focused at Ashford, - being located near to services and facilities that may only meet local needs, as opposed the range of key services and facilities at Ashford, - running contrary to the roles and character of different areas by shifting the focus away from where growth and change has previously been planned – and where substantial infrastructure investment has been targeted - to providing a step change of housing levels in the rural area, areas which have incrementally and organically grown steadily over time, - damaging the intrinsic beauty and character of the countryside, - damaging the nature and character of the rural settlements with a scale and pace of housing that is not proportionate, - undermining the sound planning aspirations for Ashford and the benefits to be delivered through increased housing growth in a way that provides sufficient critical mass to deliver new strategic facilities for the town, including two strategic parks and the wider services and facilities present which benefit the wider borough.

MC NO	Page Policy Para.	Change reason & Related Rep No.	Proposed Main Change (MC)
4			***The urban housing market*** Accepting that Ashford and its periphery is the most sustainable location on which to target significant levels of housing growth in the Borough, the realistic ability of the market to deliver this growth must be considered. Recently, housing completion rates in and around Ashford have not come forward as originally envisaged, despite full and up to date Local Plan coverage over many years. This is mainly due to the wider macro-economic downturn that affected the general housing market from 2008 and restrictions on the capacity of the strategic road network, in particular until Junction 10a is in place. Other factors, including site-specific issues, viability concerns and market confidence in the Town Centre due to lower land values were also relevant. However, many of these issues have, or are now being, overcome. Market confidence is returning and - as of May 2017 - many key brownfield sites in the town centre have planning permission and some are under construction. Others are in advanced discussions with the council. Also, the major urban extension at Chilmington Green is now under construction. It is clear that the recent constraining factors to housing delivery at Ashford are beginning to subside. However, it is accepted that housing completion rates may not increase rapidly as it will take time for the market to continue to improve. A number of key sites are also still constrained until such time Junction 10a is in place (due to be completed in mid 2019). The phasing strategy in this Local Plan is cognisant of this position in that it predicts a lower level of housing delivery rates in and around Ashford in the early years of the Plan (pre Junction 10a) with a steady increase around in the early 2020s. This is considered to be a realistic and deliverable scenario and is consistent with developer's and house-builder's known assumptions and intentions. Basing a strategy on an immediate major step change in the delivery of housing in the early years of the plan, far in excess of what has been delivered, on average, annually in the past, would be inappropriate and unrealistic. There is little doubt that the urban area will be able to achieve the increase in housing numbers that is required, but it will take time to fulfil this ambition and therefore needs to be given every opportunity to succeed. ***The rural housing market*** The rural housing market in the Borough has been and continues to be strong. Market evidence points strongly towards a healthy demand for new residential development in the rural parts of the Borough as supported by market viability evidence that underpins this Plan. The 2008 housing delivery target for the rural area, as set out in the Core Strategy, has been delivered, in effect, some 5 years early. The phasing strategy in this Local Plan recognises this position in that it reasonably assumes the majority of rural housing allocations will be delivered in the early years of the Plan, mostly within the first 5 years. There are no significant infrastructure constraints to restrict these new dwellings from coming forward and none are of such a scale that individually - or cumulatively – would warrant a settlement specific phasing approach to mitigate their impact. Frontloading a number of rural housing allocations in this way also helps ensure that the annualised housing supply numbers for the wider Borough in the early years of the plan are maintained at a reasonable level prior to the resolution of the market and infrastructure constraints on delivery in the short term at Ashford. ***Rectifying the housing shortfall since 2011*** As of April 2017, the Borough has a housing delivery shortfall of around 1,770 dwellings which demonstrates that, except for 2015/16, housing completion rates in the Borough have not kept pace with the annual requirement for new housing indicated by the updated SHMA. However, the Local Plan provides the opportunity to address this position and determine a robust and sustainable approach to rectify this shortfall - one which reflects local circumstances and character.

MC NO	Page Policy Para.	Change reason & Related Rep No.	Proposed Main Change (MC)
4			As referred to above, it is questionable how realistic it is to rely on the Ashford urban housing market to achieve a short term step change in housing delivery needed to meet the housing shortfall in the early years of the Plan. It is also doubtful that the industry will be able to deliver such an increase in housing completions in such a short space of time. This would require securing a local workforce, building materials and immediate financing arrangements at a time when the local market is still recovering and remains in competition with other areas in the south east. The only alternative option therefore would be to require the rural area to rectify the housing shortfall, entirely on its own. Such an approach would lead to over 2,000 additional new dwellings in the rural area, significantly more than has been planned through this Local Plan and evidenced as being sustainable through the sustainability appraisal. Paragraphs X and X (within the Borough's Profile section above) of this Plan demonstrate why such an approach is not appropriate or sustainable. The Strategic Housing and Employment Land Availability Assessment (SHELAA) shows that there is very little scope to deliver new housing growth within the confines of rural settlements. Therefore, significant amounts – way above what is already being allocated – of greenfield land would need to be released in a way that would fundamentally harm the countryside and the attractive character of the rural area. As the Plan identifies more land for residential development than is needed to meet the Plan's overall housing target, and adopts a pragmatic and realistic approach to housing delivery in Ashford, there is no justification for allocating significantly more land in the less sustainable locations which would seriously affect the Borough's character. The housing trajectory (Appendix 5) of this Plan indicates that major sites in Ashford are likely to come forward in the early part of the 2020s as strategic infrastructure constraints are resolved and the local housing market broadens in response to the connectivity of the town via HS1 and the M20. This should mean the current shortfall in delivery since 2011 has been fully rectified by the mid 2020s, well before the end of the Plan period without the need to resort to further unsustainable short-term releases of land in the Borough's villages and countryside. However, to achieve this outcome it is necessary for the strategy to assume that the shortfall is technically addressed over the whole of the remainder of the Plan period – commonly referred to as the 'Liverpool' approach - in order for the Council to be able to demonstrate a deliverable 5 year housing land supply in the short term. This approach ensures the integrity of the Council's strategy for addressing the shortfall in a sustainable way can be properly maintained and that unrealistic annualised levels of housing completions are not required from the start of the Plan, merely as a means of meeting an existing shortfall that can be better and more sustainably phased and located elsewhere in the Borough over the Plan period. ***Dealing with any future housing shortfall*** The scale of allocations proposed in this Plan should ensure that there will be no significant housing shortfall in the future. However, in the event of a housing shortfall being identified in the future, the following considerations will be applied. Although this Local Plan does not propose separate policy based housing targets for different parts of the Borough, unlike in some previous Plans, it is clear that there are very different policy priorities for Ashford and its periphery which focuses on managing and sustaining growth, in comparison to the rural area which focuses on managing small scale change in a way that protects the Borough's attractive rural character. This is reflected in the overall scale of new dwellings proposed for each planning area (see policy SP2 below). These respective priorities should be used as a guide by the developer and decision maker as to the way in which the Local Plan approach should be applied; namely that there should not be significant substitutions of housing numbers away from Ashford and its periphery to the rural parts of the Borough. It is not the case that each planning area should maintain its own five-year housing supply, as this will continue to be calculated on a Borough basis. However, if a Borough housing shortfall in supply occurs as a result of significant non-delivery within Ashford and its periphery, the variances in policy emphasis between the two planning areas will need to be weighed according, alongside the need to improve housing land supply and meet housing needs.

MC NO	Page Policy Para.	Change reason & Related Rep No.	Proposed Main Change (MC)
4			Housing numbers across the Borough will be monitored annually. If a significant housing shortfall against the Local Plan target becomes apparent, and housing trends suggest that this will not be a short term issue, the Council will seek to implement the review of the Local Plan earlier than expected (currently expected to be adopted in 2025) as a means of ensuring that a plan-led solution can be delivered to rectify the situation. **Policy SP2 – The Strategic Approach to Housing Delivery** **A total housing target of 12,950 net additional dwellings applies for the Borough between 2017 and 2030. In order to achieve this target, additional housing sites are proposed to provide choice and competition in the market up to 2030.** **The housing target will be met through a combination of committed schemes, site allocations and suitable windfall proposals.** **The majority of new housing development will be at Ashford and its periphery, as the most sustainable location within the Borough based on its range of services and facilities, access to places of employment, access to public transport hubs and the variety of social and community infrastructure available. With this in mind, in addition to existing commitments, new land allocations to deliver 5,865 dwellings are proposed.** **Development in the rural areas will be of a scale that is consistent with the relevant settlement's accessibility, infrastructure provision, level of services available, suitability of sites and environmental sensitivity. With this in mind, in addition to existing commitments, new land allocations to deliver 1,245 dwellings are proposed.** **Windfall housing development will be permitted where it is consistent with the spatial strategy outlined above and is consistent with other policies of this Local Plan, in order to ensure that sustainable development is delivered.**
5	**Page 30 Para 3.128**	Admin update	*Amend paragraph 3.128 with regards to convenience retail need:* 3.128 With regard to the provision of convenience retail need, since the RLNA was completed, planning permission has been granted for 1,750sqm of A1 convenience retail within the Ashford Town Centre Policy Area, for an Aldi supermarket. This permission provides for the need for convenience retail within the town centre, under the 'claw back' scenario, until at least 2025. In terms of the need for the remainder of the plan period, in order to maintain flexibility, it is not considered appropriate to allocate a specific site. The need is only required if it is possible to further re-distribute the market share to improve Ashford's convenience provision, therefore the delivery of such a proposal will be very much market driven and there is also significant uncertainty regarding retail forecasts beyond this time. It is considered that a flexible approach should therefore be maintained to enable ~~this~~ any further proposals to come forward within the Town Centre Policy area, as set out in Policy SP5. Proposals will be required to demonstrate that they accord with Policy EMP9 (Sequential and Impact Assessments) and proposals for convenience provision out of town will be strongly resisted through that policy.
6	**Page 30 Policy SP5 Parag 3.130**	Response to reps 1705, 1750	*Town centre boundaries reference map correction in paragraph 3.130:* 3.130 Ashford town centre (as defined in the Topic Policy Detailed Map: SP5 Ashford Town Centre) is the key focus for shopping and services in the borough and will play an increasingly important role at the heart of the Borough's economy. The town centre is the most accessible location in the Borough and, with an attractive historic core, is a pleasant place to visit. It is an important shopping centre, especially for people living in the urban area, but it competes with centres such as Canterbury, Maidstone and Bluewater. Many Borough residents living outside the town visit less frequently and do their 'comparison' shopping (clothes and one-off purchases) elsewhere. The town centre needs to respond to this diversion of 'spending power' by strengthening its role and its own special offer and identity.

MC NO	Page Policy Para.	Change reason & Related Rep No.	Proposed Main Change (MC)
7	**Page 36 Para 3.160**	Admin	*Amend paragraph 3.160 in Promoting High Quality Design – The Design Process, as follows:* 3.160 Design issues start to emerge even before the draft local plan stage when potential site allocations are discussed with local people and site promoters before becoming site policies in the Plan. To build community involvement from the outset and work with local people to drive design quality the Council may use a variety of tools – such as public exhibitions/ surgeries and collaborative design workshops. The actual combination of tools used will depend on the scale and nature of the site in question. The package of supporting design guidance includes National design guidance such as 'The Manual for Streets', the Urban Design Compendium and Sport England's 'Active Design'; local design guidance including the Kent Design Guide ~~and~~ , development briefs and Supplementary Planning Documents and, in the rural areas, Village Design Statements ~~help to make up the package of supporting design guidance.~~
8	**Page 38 3.174 Page 40 Policy SP6**	Response to rep 9 Response to rep 1332 and admin	*Promoting High Quality Design - Amend para 3.174 criterion e) of Key Design Qualities as follows:* **e) Public safety and crime:** Section 17 of the Crime and Disorder Act 1998 places a duty on councils to do all they reasonably can to reduce crime and disorder locally and improve people's quality of life as a result. This can be achieved through appropriately designed development that ~~Designs~~ should be based on a clear distinction between public and private spaces. New buildings and/or landscape should create continuity of form and enclosure to the street, and allow overlooking and natural surveillance of the street or open space. This clarity in design thinking will help create a safe environment by reducing the potential for anti-social behaviour and crime. *Amend Policy SP6 – Promoting High Quality design as follows:* **Policy SP6 - Promoting High Quality Design** **Development proposals must be of high quality design and demonstrate a careful consideration of and a positive response to each of the following design criteria:** **a. Character, Distinctiveness and Sense of Place** **b. Ease of Movement** **c. Legibility** **d. Mixed use and Diversity** **e. Public safety and crime** **f. Quality of Public Spaces and their future management** **g. Flexibility and Liveability** **h. Richness in Detail** **i. Efficient use of Natural Resources** **j. Promoting active lifestyles** **Development proposals should show how they have responded positively to the design policy and guidance ~~in~~, including national and local design guidance, relevant Neighbourhood Plans, ~~and~~ Village Design Statements and site specific development briefs.** **Developers are strongly encouraged to participate in the Council's 'Quality Monitoring Initiative' which works to make sure that the approach agreed to design quality when planning permission is granted, is then delivered on site.**

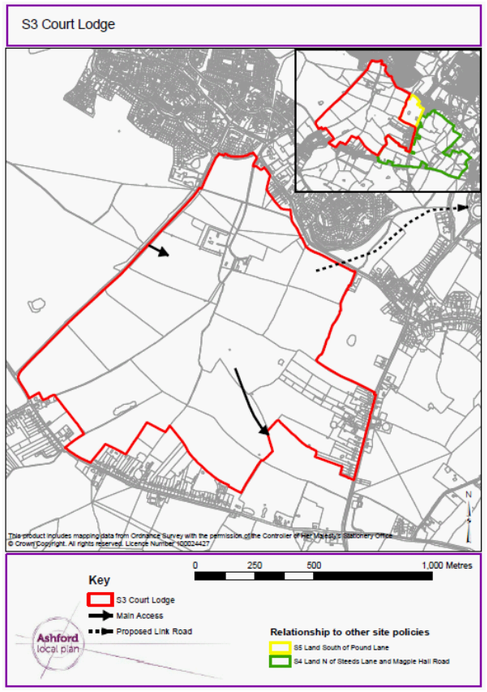
MC NO	Page Policy Para.	Change reason & Related Rep No.	Proposed Main Change (MC)
9	**Page 46 Policy S2 Parag 4.16 – 4.27**	Response to rep 1252 Response to rep 2348 Response to reps 84, 119, 157, 175, 306, 311, 366, 376, 429, 707, 1012, 1032, 1125, 1130, 1131,1207, 1217, 1295, 1475, 1539, 1565, 1586, 1588, 1659, 1698, 1952, 1949, 1956, 2014, 2020, 2120, 2134, 2561, 2672.	*Changes to Policy S2 – Land NE of Willesborough Road, Kennington* *Amend paragraph 4.16:* 4.16 The site, which is approximately 40 ha in size, is allocated for primarily residential development with an indicative capacity of ~~up to~~ 700 dwellings, although a final site capacity should be determined following a detailed and inclusive site masterplanning exercise that should inform any planning applications for development on the site. The site should also include a serviced area of land sufficient for the provision of a Two Form Entry Primary School (currently 2.05 hectares). *Add new paragraph following 4.17:* The Kent Downs AONB lies approximately 1km to the north of the site. In order to minimise any impact on views from the AONB a Landscape and Visual Impact Assessment should be carried out to inform details of structural and internal landscaping and building heights within the proposed development. *Amend paragraph 4.24:* 4.24 There are two public rights of way running east-west across the site. One provides an at-grade pedestrian crossing over the railway line into the Conningbrook Country Park. The other diverts north to meet a further public right of way which runs just beyond and along the northern boundary of the site, and provides a further at-grade pedestrian crossing over the railway line. Given the proposed scale of development here, combined with that at Conningbrook means that considerable additional use of the at-grade crossings could be expected. Network Rail has advised that due to the increased risk, the existing at-grade crossings will need to be closed at the time of the development. The Council's preferred solution would be to provide ~~replace the existing crossing with~~ a new pedestrian / cycleway bridge over the railway in order to provide safer access into the Country Park from the site and wider area. Therefore, proposals for the development of the site must fully investigate the potential for it to deliver a new single bridge crossing over the railway line, with the intention of retaining the PRoWs as far as possible. In addition, the proposals for the site must also include cycleways and pedestrian routes that link Willesborough Road and Canterbury Road through the site. *Add new paragraph following 4.26:* Southern Water's assessment has revealed that additional sewerage infrastructure would be required to serve the proposed development. The development will therefore be required to make a connection to the nearest point of adequate capacity in the sewerage network. Early liaison should take place with the service provider in this regard. *Delete paragraph 4.27 and replace as follows:* ~~It is important that existing sewerage infrastructure which crosses the site is protected and future access secured for the purposes of maintenance and upsizing. Liaison with the relevant infrastructure company at the time is recommended.~~ There is existing sewerage infrastructure on the site that needs to be taken into account when designing the proposed development. An easement width of between 6 and 13 metres would be required depending upon the pipe size and depth. This easement should be clear of all proposed buildings and substantial tree planting. *Add new paragraph after 4.27* Southern Water has advised that there are pumping stations on the boundary of the site that need to be taken into account so that the proposed design safeguards the amenity of future occupiers of the proposed development. The developer should liaise with Southern Water to ensure this can be taken into account when designing the layout of the proposed development.

MC NO	Page Policy Para.	Change reason & Related Rep No.	Proposed Main Change (MC)
9			*Amend Policy S2 as follows:* **Policy S2 - Land north-east of Willesborough Road, Kennington** **Land to the north-east of Willesborough Road, Kennington, is proposed for residential development with an indicative capacity of ~~for up to~~ 700 dwellings. A serviced area of land shall be provided within the site for the development of a two form entry primary school. ~~Development proposals for the site shall be designed and laid out to take account of the following:~~ Development proposals for the site shall be designed and implemented in accordance with an agreed masterplan for the general layout and delivery of development and related infrastructure on the site. The masterplan shall be developed taking into account the following:** **a. The topography of the site and residential amenity of neighbouring occupiers of the site.** **b. A full flood risk assessment that has been prepared in consultation with the Environment Agency.** **c. Primary access to the site shall be provided from Willesborough Road, with the location of a secondary/emergency access to be determined following further investigation into the feasibility of access onto the Canterbury Road, in liaison with the Local Highways Authority.** **d. New pedestrian and cycle routes are to be provided throughout the development with connections to existing routes. The PRoWs running through the site should be maintained and incorporated within the development, where possible. Proposals must investigate, and deliver, if feasible, a pedestrian and cycle bridge crossing over the railway line to replace the existing at-grade pedestrian crossings, and maintain the PRoW and provide access into the country park.** **e. The existing trees and hedgerows along the boundaries to Willesborough Road, the railway line, and the northern countryside shall be retained and enhanced, except to provide suitable access.** **f. Proposals for ecological mitigation and enhancement measures are to be provided on the site informed by a habitat survey.** **g. The location of the primary school site shall be determined following liaison with Kent County Council, and the site should be made available in the initial stage of developing the wider site.** **h. Provision of an extension to the Green Corridor, allotments and areas of informal open space to meet the needs of the development.** **i. The need to minimise the impact of noise and vibration from the railway line on the amenity of future occupiers of the development, informed by a noise and vibration assessment.** **j. Consider the impact upon views from the Kent Downs AONB, informed by a landscape and visual impact assessment, to determine appropriate structural and internal landscaping and building heights.** **In addition, the development shall:** **i. Make improvements to the local road network, where necessary and achievable, informed by a Transport Assessment carried out in liaison with KCC Highways and Transportation.** **ii. Provide a proportionate financial contribution to the delivery of Highway England's scheme for a new M20 Junction 10a.** **iii. Provide a financial contribution to the extension of existing bus services in the area to serve the development.** **iv. Provide a proportionate contribution towards primary education to contribute towards the delivery of the primary school on site.** **v. Ensure that any land contamination issues are satisfactorily resolved or mitigated.** **vi. Provide a connection to the nearest point of adequate capacity in the sewerage network, in collaboration with the service provider; and provide future access to the existing sewerage infrastructure for maintenance and upsizing purposes'.** **No occupation of the residential element of the development shall take place until the proposed M20 Junction 10a is complete, in accordance with Policy TRA1.**

MC NO	Page Policy Para.	Change reason & Related Rep No.	Proposed Main Change (MC)
10	**Pages 50-52 Policy S3 Parag 4.33-4.43 Page 53 Policy S3**	**Admin and response to rep 2349**	*Edit supporting text and Policy S3 – Court Lodge as follows:* 4.33 The site lies to the south of Pound Lane, east of Long Length and north of Magpie Hall Road. It is largely flat, arable and grazing land which lies partly within the floodplain of the Whitewater Dyke which passes through the site. It lies immediately to the south of the existing built-up extent of Ashford (Knights Park). 4.34 The site is proposed for up to 950 dwellings, although a final site capacity should be determined following a detailed and inclusive site masterplanning exercise that should inform any planning application for development on the site. ~~In order to achieve a consolidated and sustainable form of development here, the built footprint should be on the northern half of the site to enable closer links to the existing development to the north. This will necessitate the remodelling of the Whitewater Dyke's floodplain to the southern part of the site which in turn should be set out to provide publically accessible open space and ecological mitigation areas, that will form an extension of the Discovery Park area proposed to be formed west of Long Length.~~ A detailed Flood Risk Assessment will be required to support any planning application to ensure the latest flood modelling advice and information can be taken into account in the detailed layout for the site. As part of this remodelling, opportunities to improve channel flow in the Dyke should be taken to provide potential flood benefits on-site and downstream. The design of Sustainable Drainage Systems (SuDS) on the site will also need to ensure that drainage measures contribute to ensuring that existing properties near to the site are not adversely affected by the development. 4.35 The masterplan will also need to demonstrate how ~~the~~ any remodelling of the floodplain and the delivery of SuDS form part of a wider landscape strategy for the site that seeks to utilise the higher ground to the eastern boundary as part of a broader buffer area to the properties that front Ashford Road as well as landscaping within the built up areas to create attractive public realm and natural shading. The built footprint of the development should be established through further discussions with the Environment Agency with the objective of consolidating development on the northern half of the site if possible as this will enable closer links to the existing residential development to the north and providing publically accessible space through an extension to the Discovery Park being formed west of Long Length. If this proves not to be possible, an alternative layout may be considered that keeps the existing floodplain area free from built development but with a more dispersed development footprint. In either circumstance, suitable areas for public open space and ecological mitigation will need to be provided. 4.36 To provide a focal point for the community, the development shall also include a 'local centre' for the provision of day to day retail services of up to 450 sq.m. This will also need to include land for the provision of a new 2FE primary school to serve the local area, which the developer will be expected to fund in part, and up to 350 sq.m. of serviced local employment (B1) space. A Community building should also be provided at the local centre which is designed so that its space may be used on a flexible basis by different community groups. The precise scale and specification of this building should be determined in association with the Borough and Parish Councils and other local stakeholder groups. The provision of the services and facilities at the local centre will need to be phased in accordance with the masterplan for the development of the site taking account of the availability and capacity of nearby facilities. 4.37 The Local Centre will also need to be sited at the confluence of the main vehicular links through the development. This will, initially, include a route from the north via Pound Lane or Merino Way and a route from the west via Long Length. This latter route will also form part of a new 'strategic' route through the development to Pound Lane where it will meet a proposed new single-carriageway link road to the east of Knights Park linking with the A2070 junction at Park Farm (Forestall Meadow). It is expected that the development will help to fund the delivery of this new link road. In addition, the layout shall also provide for the delivery of a route to the south-east as far as the site boundary to deliver a connection to the proposed development allocation at north of Steeds Lane and Magpie Hall Road (see policy S4). 4.38 The route of the Roman Road that passes through the site should be utilised to create a strategic pedestrian route through the development area that also accesses the Local Centre directly. Further pedestrian links east to the site boundary should be provided to enable connectivity to Kingsnorth village and the green buffer planned to the south of Kingsnorth (see policy S4) as part of a wider pedestrian route corridor from Discovery Park to the west.

MC NO	Page Policy Para.	Change reason & Related Rep No.	Proposed Main Change (MC)
10			4.39 Within the built footprint of the development, proposals should be brought forward for a variety of areas with different characters based on a varied set of design parameters and residential densities. Each character area should be defined by a legible street hierarchy that encourages connectivity and activity and takes account of its surroundings and context as well as its purpose in the wider development area. For example, it is expected that the area around the Local Centre would be characterised by relatively higher density development with a more 'urban' feel and include a mixture of apartments and houses. By contrast, the southern periphery of the built footprint overlooking the open space and parkland should have a lower residential density characterised by more detached properties in larger plots. A detailed design 'model' for each character area should be set out in the masterplan for the development and used to inform final dwelling capacities and layouts for specific phases. This should include mean and maximum net residential densities for each area. 4.40 This exercise will also need to show how the affordable housing elements of the scheme should be integrated. In accordance with policy HOU1, 30% of the final site capacity will need to be provided as affordable housing. These units should be distributed across different phases of the development. 4.41 The development shall also be expected to contribute towards the provision of sports and recreational facilities off-site based on Sport England's Facilities Planning Model. An equipped play space should be provided close to the local centre and opportunities for more informal play should be provided within the publically accessible open space in the southern half of the site. The development also provides an opportunity for new community allotments to be provided. These should be located in an accessible location with suitable parking facilities. 4.42 Given the scale of publically accessible space and ecological reserve areas to be created on the southern half of the site, it is important that there are suitable long term management arrangements in place. Development proposals for this site should include a management plan for these areas that will need to be funded for a period to be agreed with the Council. 4.43 The masterplan for the site will establish a minimum of 4 phases for the development. The initial phases shall include the delivery of the enabling works to the floodplain and the establishment of the ecological reserve areas to allow translocation of protected species. *Continued on next page…*

MC NO	Page Policy Para.	Change reason & Related Rep No.	Proposed Main Change (MC)
10			*Amendments to Policy S3 Court Lodge as follows:* **Policy S3 - Court Lodge** **Land at Court Lodge Farm is proposed for residential development for ~~up~~ an indicative capacity of 950 dwellings and a Local Centre, incorporating a new 2FE primary school, a set of local retail and employment space and a new community building. The development shall also provide a major new area of publically accessible open space that will form an extension to the planned strategic Discovery Park land that lies to the west of the site.** **Development proposals for this site shall be designed and implemented in accordance with an agreed masterplan for the general layout and delivery of development and related infrastructure on the site. The masterplan shall include details of the following elements:-** **a) Flood mitigation - being informed by a full flood risk assessment prepared in consultation with the Environment Agency, including levels and features to be introduced to manage flow along the Whitewater Dyke corridor.** **b) Drainage - The layout and treatment of surface water drainage through the use of SuDS should be provided as an integral part of the landscape design and open space strategy along with acceptable maintenance arrangements and, west of Ashford Road, be compatible with drainage proposals serving adjacent development. The development should provide a connection to the nearest point of adequate capacity in the sewerage network, in collaboration with the service provider and provide future access to the existing sewerage infrastructure for maintenance and upsizing purposes.** **c) Ecology – full details of ecological mitigation measures to be provided on the site and proposals for their implementation and future maintenance.** **d) Landscaping and public open space – details showing where strategic areas of landscaping and open space provision on the site, including any allotments, will be established.** **e) The 'Local Centre' – a detailed block layout showing how residential and non-residential uses will relate to each other, including details of the arrangement of the public realm, equipped play space and any public parking facilities.** **f) Design and Layout principles – a series of models or codes that set out the prevailing scale and form of the urban environment to be created in different parts or phases of the development. This will include the mean net residential densities and maximum storey heights in any phase as well as road hierarchies, streetscape treatments and building to street width ratios.** **g) Vehicular, pedestrian and cycleway access both at the edge and within the site – in conjunction with the road hierarchies to be set out under (f) above, details of linkages and connections to be provided throughout the built and open parts of the site, including the utilisation of the route of the former Roman Road.** **h) Phasing – details of the proposed phasing of built development and infrastructure, including any necessary mitigation works either on or off site.** **In addition, the development shall ~~also~~:-** **i) Provide affordable housing in accordance with Policy HOU1 and provide a mix of dwelling types and sizes in accordance with Policy HOU18.** **ii) Provide primary vehicular access from Long Length to Pound Lane via the Local Centre to enable connection to the Pound Lane Link Road to the north. Vehicular access to the south –eastern boundary of the site shall also be provided as part of any proposals for the development of the site. Any other links to local roads will be determined as part of the masterplan to be agreed.** **iii) Provide a proportionate financial contribution to the delivery of the Pound Lane Link Road and the delivery of Highway England's scheme for a new M20 Junction 10a.** *Continued on next page…*

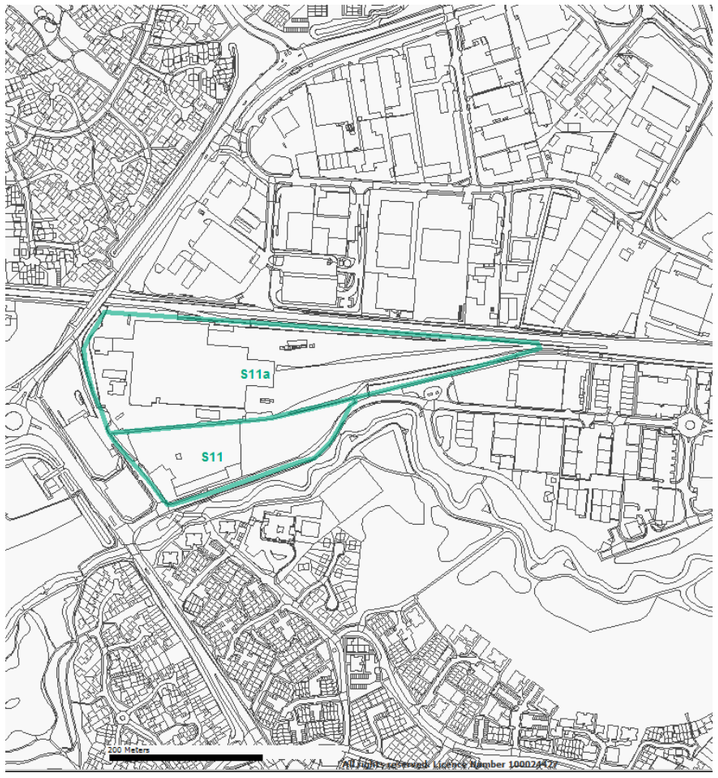
MC NO	Page Policy Para.	Change reason & Related Rep No.	Proposed Main Change (MC)
10			*Consequential change - Replace site diagram for S3 in Section 7 (Policies Map Extracts) Page 274 with the following Diagram:* 
11	**Pages 56 -59 Policy S4 Paras 4.50 – 4.60**	**Response to reps 384, 387, 1170, 1814, 2350**	*Proposed changes to supporting text and Policy S4 – Land north of Steeds Lane and Magpie Hall Road* *Amend paragraph 4.46:* This site is proposed for residential development <u>with an indicative capacity of 400 dwellings</u> ~~of up to 320 units~~, although a final site capacity should be determined following a detailed and comprehensive site masterplanning exercise that should inform any planning permission for development on the site. There is potential for residential development in three distinct parts of the site. The land north of the cricket ground forms the principal area of new development but smaller, secondary areas west of Ashford Road and east of Bond Lane can also contribute to the creation of a new settlement which has different and varied characters as part of it and which are part of a wider vision for how the area in general can be brought forward in a sustainable, high quality way. *Amend paragraph 4.50:* 4.50 To the north of the properties in Magpie Hall Road, the land is ecologically sensitive and forms part of the drainage areas from the higher land to the north, so development potential here is more limited. This land also directly links to the areas proposed for ecological and drainage mitigation associated with the neighbouring Court Lodge Farm site and the wider extension of Discovery Park (policy S3). Therefore, development is proposed north of the watercourse that passes through this area, to be accessed from a new road <u>which will include provisions for buses, pedestrians and cyclists,</u> that will eventually link through to the proposed Local Centre at Court Lodge. Development will help to animate this route and should wrap around the contours avoiding the higher ground to the north.

MC NO	Page Policy Para.	Change reason & Related Rep No.	Proposed Main Change (MC)
			Development here should also be at relatively low residential densities reflecting the characteristics of existing properties on Ashford Road and Magpie Hall Road ~~i.e. at a mean net density of around 15dph.~~ *Add new sentence at end of Paragraph 4.57:* Similarly, the layout of roads within the site should take account of the potential opportunities for future bus services to create connections with Court Lodge and Chilmington to the west and the Town Centre and Station to the north. *Add new paragraph after 4.60:* Careful consideration will need to be given to the impact of the proposed development on the parcel of Ancient Woodland (Isaacs Wood) within the boundary of the site on its eastern side. This could include the development of an appropriate management and access strategy, but will always involve its conservation and enhancement as part of the overall design of the area. *Changes to Policy S4 as follows:* **Land north of Steeds Lane and Magpie Hall Road is proposed for residential development, ~~for 320~~ with an indicative capacity of 400 dwellings.** **d) Ecology - ~~details of ecological mitigation measures to be provided on the site and proposals for their implementation and future maintenance.~~ Appropriate species and habitat surveys will be carried out, details of which will inform ecological mitigation measures to be provided on the site and proposals for their future implementation, maintenance and monitoring. Particular attention to the conservation and enhancement of Isaacs Wood (Ancient woodland) will be required"** **f) Drainage – the layout and treatment of surface water drainage through the use of SuDS should be provided as an integral part of the landscape design and open space strategy along with acceptable maintenance arrangements and, west of Ashford Road, be compatible with drainage proposals serving Court Lodge Development. The development should provide a connection to the nearest point of adequate capacity in the sewerage network, in collaboration with the service provider and provide future access to the existing sewerage infrastructure for maintenance and upsizing purposes.** *(Remainder of policy is retained)*
12	**Page 62 Policy S5**	**Response to reps 323 and 331**	*Amendment to supporting text and Policy of S5 – Land South of Pound Lane* *Delete Paragraph 4.67:* ~~Consequently, a mid-range net residential density of around 25 dwellings per hectare is likely to be appropriate here which would generate a residential site capacity of around 100 dwelling.~~ *Amendment to policy S5 as follows:* **Policy S5 – Land South of Pound Lane** **Land South of Pound Lane is proposed for residential development, ~~for up to 100 dwellings~~. The capacity of the site will be determined following a comprehensive masterplan exercise, but is proposed with an indicative capacity of 150 dwellings.** *(Remainder of policy is retained)*

MC NO	Page Policy Para.	Change reason & Related Rep No.	Proposed Main Change (MC)
13	**Page 65 Policy S6 After 4.78 Page 68 Policy S6**	**Response to reps 2697 2698 and 2352 Response to rep 2352**	*Amendments to supporting text and Policy S6 – Newtown Works* *Add new paragraph after 4.78 as follows:* While it is expected that the delivery of improvements to the strategic road network will greatly enhance the ability of sites to come forward at pace, there will still be a need to ensure that traffic movements resulting from development proposals are sustainably managed. Therefore, where traffic generation to and from the site is expected to exceed that of previous lawful uses, a Transport Statement/Transport Assessment should be provided in accordance with Policy TRA8. *Add new paragraph after 4.87 as follows:* Southern Water's assessment has revealed that additional sewerage infrastructure would be required to serve the proposed development. The development will therefore be required to make a connection to the nearest point of adequate capacity in the sewerage network. Early liaison should take place with the service provider in this regard. *Add new criteria j) and k) in Policy text for S6:* **j) Provide a connection to the nearest point of adequate capacity in the sewerage network, in collaboration with the service provider.** **k) Provide an adequate gap between the wastewater pumping station and development to allow odour dispersal and help prevent an unacceptable impact from vibration. Provide future access to the existing sewerage infrastructure for maintenance and upsizing purposes.** *(Remainder of policy is retained)*
14	**Page 70 Policy S7 After 4.95**	**Response to rep 2698**	*Amendments to supporting text of Policy S7 – Klondyke Works* *Add paragraph after 4.95 as follows:* While it is expected that the delivery of improvements to the strategic road network will greatly enhance the ability of sites to come forward at pace, there will still be a need to ensure that traffic movements resulting from development proposals are sustainably managed. Therefore, where traffic generation to and from the site is expected to exceed that of previous lawful uses, a Transport Statement/Transport Assessment should be provided in accordance with Policy TRA8.
15	**Page 73 Policy S8**	**Response to rep 1419**	*Add new policy criterion e) in Policy S8 – Lower Queens Road as follows:* **e) Ensure that there is an appropriate assessment of the nature conservation value of the site and that any development makes suitable arrangements for appropriate mitigation in accordance with ENV1.** *(Remainder of policy is retained)*

MC NO	Page Policy Para.	Change reason & Related Rep No.	Proposed Main Change (MC)
16	**Page 74-75 Policy S9 Paras 4.109 - 4.113**	**Admin; Response to rep 2137, 2321 and 2589 Response to rep 2321**	*Amend paragraphs 4.107 to 4.113 of Policy S9 - Kennard Way and Policy as follows:* 4.107 This site is located on the north eastern edge of Ashford Town Centre, at the end of a cul-de-sac accessed off Hythe Road. It is situated between a residential areas to the south and east and ~~the~~ Henwood Industrial estate to the north and west. It has previously been designated as part of a wider Henwood employment allocation originally in the Local Plan 2000 and more recently in the Urban Sites DPD 2012. The site and obtained outline permission in 2008 for employment use (now expired) which was not completed. ~~For these reasons,~~ Due to the unviable employment allocation, the site is now considered suitable for residential development, ~~due to its~~ which also reflects its close proximity to the recently developed residential areas in Gordon Close and Kennard Way. 4.109 Residential development is suitable on the eastern side of the site which provides a developable residential area of approximately 0.45ha. This could accommodate around 25 dwellings depending on house size, layout and design. To be in keeping with the existing residential areas, dwellings should be 2 storey~~, terraced or semi-detached properties which~~ and front the road where possible, with the potential for higher storeys ~~stories~~ in northern parts of the site, where it adjoins the Industrial buildings. The design and layout, particularly the relationship between the industrial and residential areas requires careful planning, to ensure no detrimental impacts on the residents. ~~4.110 Given the location, size and number of units assumed on the site, 30% of the dwellings shall be provided as affordable housing in accordance with policy HOU1.~~ 4.112 The site is constrained in the west due to the pond, and lies within flood zone 2 and a Groundwater Protection Zone ~~here.~~ Therefore the western area should be landscaped and kept free from development, to be used as an ecological area and/or informal open green space and/or SuDs. This will also create a green buffer area between the residential areas of Wallis Road and Gordon Close and the existing employment buildings in Henwood, and the boundaries should be enhanced with additional landscaping. A full flood risk assessment and appropriate site investigation and risk assessment must be undertaken to prevent pollution of controlled waters, in consultation with the Environment Agency should be undertaken prior to any development taking place. Where Sustainable Drainage systems include infiltration, an assessment may be required to demonstrate that this will not cause pollution, 4.113 The site falls within an area of archaeological potential, and is underlain by Sandstone (Sandgate Formation) which is vulnerable to sterilisation. ~~and~~ The site also has the potential to contain contamination due to the neighbouring uses. Appropriate surveys should be undertaken in consultation with the relevant bodies prior to planning application stage. *Add new paragraph after 4.113:* There is existing sewerage infrastructure on the site that needs to be taken into account when designing the proposed development. An easement width of between 6 and 13 metres would be required depending upon the pipe size and depth. This easement should be clear of all proposed buildings and substantial tree planting. *Continued on next page…*

MC NO	Page Policy Para.	Change reason & Related Rep No.	Proposed Main Change (MC)
			Amend Policy S9 – Kennard Way as follows: **Policy S9 - Kennard Way, Henwood** **Land at Kennard Way, Henwood is proposed for residential development ~~for up to~~ with an indicative capacity of 25 dwellings. Development proposals for this site shall:** **a. Be designed and laid out to take account of residential amenity. Particular attention needs to be given to the relationship between the residential and industrial areas around the site;** **b. Provide primary vehicle access on Kennard Way, preferably in the centre of the site. An emergency access point should be retained between the site and Henwood Industrial Estate;** **c. Ensure residential parking provision is provided in accordance with policy TRA3(a) and fund implementation of suitable on-street parking restrictions for non-residents;** **d. provide new pedestrian and cycle routes throughout the development with connections to existing routes in Henwood and Kennard Way and local services;** **e. Retain and extend the tree boundary between the site and Henwood, to screen the industrial buildings from the new residential development and provide new landscaped boundary along the southern edge of the site to lessen the visual impact of the development, particularly from Gordon Close;** **f. Protect and enhance ecological areas in the western part of the site, including the existing pond;** **g. Include a full flood risk and groundwater risk assessment to prevent pollution of controlled water both prepared in consultation with the Environment Agency and provide SUDS in accordance with ENV9;** **h. Provide future access to the existing sewerage infrastructure for maintenance and upsizing purposes.**
17	**Page 77 Policy S10 Para 4.120**	**Response to rep 2323, 2700 and 2354**	*Add 2 new paragraphs after 4.120 supporting text for Policy S10 Gasworks Lane, as follows:* While it is expected that the delivery of improvements to the strategic road network will greatly enhance the ability of sites to come forward at pace, there will still be a need to ensure that traffic movements resulting from development proposals are sustainably managed. Therefore, where traffic generation to and from the site is expected to exceed that of previous lawful uses, a Transport Statement/Transport Assessment should be provided in accordance with Policy TRA8. Southern Water's assessment has revealed that additional sewerage infrastructure would be required to serve the proposed development. The development will therefore be required to make a connection to the nearest point of adequate capacity in the sewerage network. Early liaison should take place with the service provider in this regard. *Add two criterion to Policy S10 – Gasworks Lane as follows:* **d. be accompanied by an assessment of any contamination arising from the existing or previous uses and demonstrate how any remaining contamination issues can be resolved;** **e. provide a connection to the nearest point of adequate capacity in the sewerage network, in collaboration with the service provider.** *(Remainder of policy is retained)*

MC NO	Page Policy Para.	Change reason & Related Rep No.	Proposed Main Change (MC)
18	**Page 79-80 Policy S11**	**Response to reps 1746, 2355 and 2700**	*Changes to Policy S11 – Leacon Road* *Amend Policy Map S11 to remove northern part of the site boundary area. (This area is now covered by a separate Policy S11a – Bombardier Works- see MC87)*  *Amend supporting text to Policy S11 – Leacon Road as follows:* 4.121 ~~This site lies to the south of the Ashford – Tonbridge railway line and to the immediate east of the Matalan retail building and car park. Along the southern edge,~~ the site directly fronts onto Leacon Road and the route into the industrial area to the east that links through to the Domestic and International Stations. 4.122 The ~~whole~~ site is considered suitable for ~~a mix of~~ residential development ~~and commercial B1-B8 uses and should be developed in accordance with an approved masterplan~~. The connection of Leacon Road and Victoria Road has transformed the potential of this area, creating a high quality urban street with good public transport connections into the town centre, as well as providing an efficient through-road for traffic wanting to by-pass the town centre. It has a prominent position along Leacon Road with the eastern and south west corners of the site being highly visible in the streetscape. ~~As such, residential development would be suitable on part of this brownfield site.~~ *Continued on next page…*

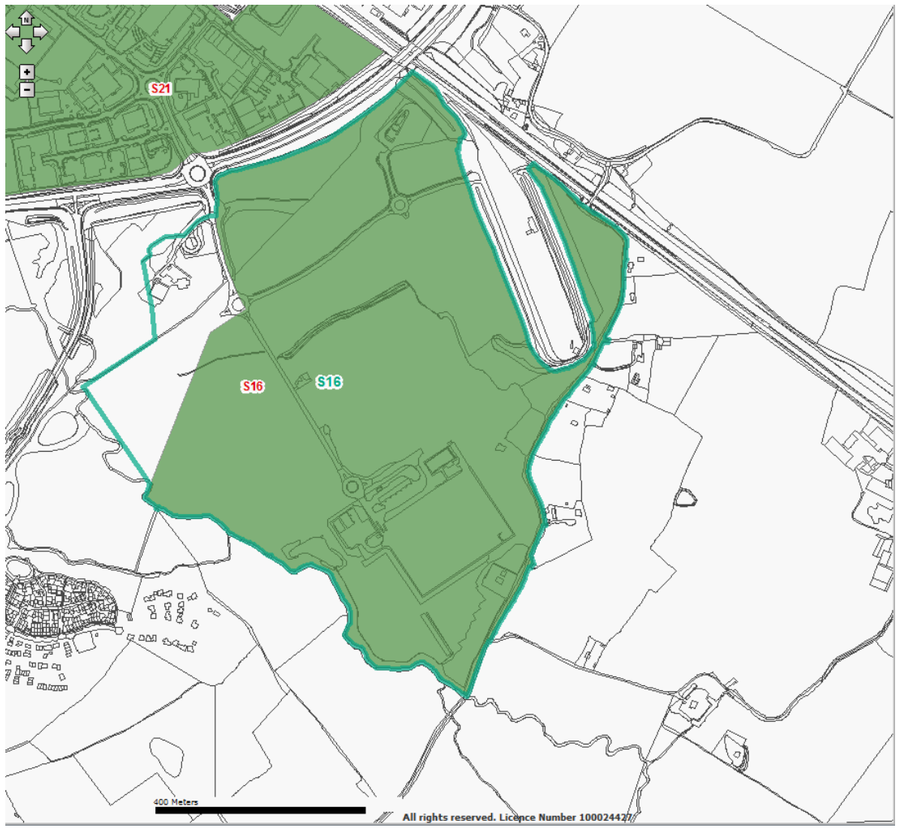
MC NO	Page Policy Para.	Change reason & Related Rep No.	Proposed Main Change (MC)
18			4.123 The scale of any residential development should relate well to the surrounding area. Residential development along the Leacon Road frontage should be primarily 3 storeys in height reflecting a narrower corridor along this part of the route reducing in scale from development allocated in the town centre to the east. However, the prominent eastern and south western corners could accommodate an additional one or two storeys to create some variety and interest in the streetscape. Development should have a strong built form with well designed frontages to reflect the high quality urban route and a positive built return frontage should also be created along Beaver Lane. 4.124 Part of the site lies within flood zone 3. It is critical that development follows sustainable design principles to mitigate any risk of flooding either on the site or elsewhere. A detailed flood risk assessment, prepared in consultation with the Environment Agency, will be required to support any planning application for development here. ~~4.125 The area to the rear directly adjoins the Ashford – Tonbridge railway line and there is an existing railway siding that links into the site that used to be part of the former Bombardier Works site that is now vacant. This part of the site should accommodate primarily B1- B8 uses. The opportunity to potentially use an existing connection to the railway line is an important one and the development of a masterplan for the site should fully investigate the possibility of retaining and using that link if possible.~~ 4.126 The site to the north is allocated for a mix of B1 to B8 uses as well as retention of the railway sidings for operational railway use. The relationship between uses on these two sites is crucial and the ~~masterplan~~ layout of the proposed development will need to ensure appropriate and adequate separation of uses that delivers a high quality environment for any future residents on the site. ~~4.127 Given the location, size and numbers of housing units envisaged on the site, 30% of the dwellings shall be provided as affordable housing in accordance with policy HOU1.~~ 4.127 While it is expected that the delivery of improvements to the strategic road network will greatly enhance the ability of sites to come forward at pace, there will still be a need to ensure that traffic movements resulting from development proposals are sustainably managed. Therefore, where traffic generation to and from the site is expected to exceed that of previous lawful uses, a Transport Statement/Transport Assessment should be provided in accordance with Policy TRA8. 4.128 ~~There could be access points directly into the proposed residential scheme from Leacon Road but access to any commercial development at the rear of the site should via the existing Beaver Lane access or potentially from the eastern edge of the site~~. Access to the site should be provided from Leacon Road and/or Beaver Lane. A small strip of land along the southern boundary of the site will be required to fully create the parameters for the Leacon Road / Victoria Road route and this land should not be developed. 4.129 The site lies opposite the Stour river corridor which lies within the identified green corridor area and in accordance with policy ENV2 proposals on this site should make a positive contribution to the setting, role, biodiversity, accessibility and amenity value of adjacent green corridor area. In relation to this, the national cycle network runs through the green corridor opposite the site, connecting Victoria Park and Singleton Lake which are important areas of open space within this urban setting. Development must be designed so that it is well connected to the existing footpath and a cycle network and provides an attractive and safe route for pedestrians and cyclist to the town centre. *Add the following new paragraph:* Southern Water's assessment has revealed that additional sewerage infrastructure would be required to serve the proposed development. The development will therefore be required to make a connection to the nearest point of adequate capacity in the sewerage network. Early liaison should take place with the service provider in this regard. There is also existing sewerage infrastructure on the site that needs to be taken into account when designing the proposed development. An easement width of between 6 and 13 metres would be required depending upon the pipe size and depth. This easement should be clear of all proposed buildings and substantial tree planting.

MC NO	Page Policy Para.	Change reason & Related Rep No.	Proposed Main Change (MC)
18			*Consequent changes to policy S11 as follows:* **Policy S11 - Leacon Road** **This site is allocated for ~~a mix of~~ residential development (~~up to~~ indicative capacity 100 dwellings) ~~and commercial (B1 - B8 uses)~~** **Development proposals for the site shall: ~~come forward in accordance with a detailed masterplan for the site that should be based on the following principles:~~** ~~a) Provide residential development along the Leacon Road frontage;~~ ~~b) Provide commercial development adjoining the railway line and fully investigate the potential to utilise the existing railway sidings as part of any commercial scheme;~~ a~~e~~) **Provide a high-quality development with built frontages to Leacon Road and Beaver Lane;** **b) Be designed and laid out to take account of the proposals for commercial development on land to the north of the site;** ~~d) Ensure appropriate and adequate separation of uses within the site;~~ c~~e~~) **Create new access points to the site from Leacon Road ~~and improve access to the development via Beaver Lane~~ and retain a small strip of land along the southern frontage for the creation of the full extent of the highway;** d~~f~~) **Connect to the existing network of footpath and cycleway routes;** e~~g~~) **Include a full flood risk assessment prepared in consultation with the Environment Agency;** f~~h~~) **Make a positive contribution to the setting, role, biodiversity, accessibility and amenity value of the adjoining green corridor area;** **g) Provide a connection to the nearest point of adequate capacity in the sewerage network, in collaboration with the service provider and provide future access to the existing sewerage infrastructure for maintenance and upsizing purposes.**
19	**Page 82 Policy S12 Parag. 4.134**	**Admin**	*Changes to Policy S12 – Former K College, Jemmett Road* *Amendment to paragraph 4.134 as follows:* 4.134 Development of this site must facilitate the ability to bring forward development on the adjacent former primary school site and must be designed to be cohesive with the design approach taken on the adjacent site. As part of the development, ~~two~~ one all-movement access point~~s~~ from Jemmett Road shall be provided through to the site boundary adjoining the learning link for vehicular access to site S13 to be created, in addition, the 'Learning Link' should be retained as a vehicular emergency access, in accordance with recommendations from Kent Highway Services. ~~– these are shown on the Policies Map.~~ *Consequent amendment to Policy S12 as follows:* **Subject to the relocation of the K College campus to the Town Centre Site, the site in Jemmett Road is proposed for residential development. Development proposals for the site shall:** **a) provide ~~two~~ a vehicular route~~s~~ through the site from Jemmett Road to the site boundary adjoining Jemmett Path and ~~(Policy S13)~~ the Former Ashford South School, Jemmett Road** **b) enhance and improve the Jemmett Path/Learning Link pedestrian and cycle route and cease existing vehicular use (apart from for emergency access) of the Learning Link once ~~one of~~ the route~~s~~ required under a) has been provided;** **c) ensure that the scale, design and character of the development takes account of the character of the surrounding area and any scheme proposed on ~~site S13~~ the Former Ashford South School, Jemmett Road;** **d) ensure that there is no significant impact on the residential amenity of neighbouring occupiers;** **e) provide contributions towards the provision, enhancement and maintenance of Victoria Park; and** **f ~~g~~) retain the protected trees within the site and provide appropriate additional planting.**

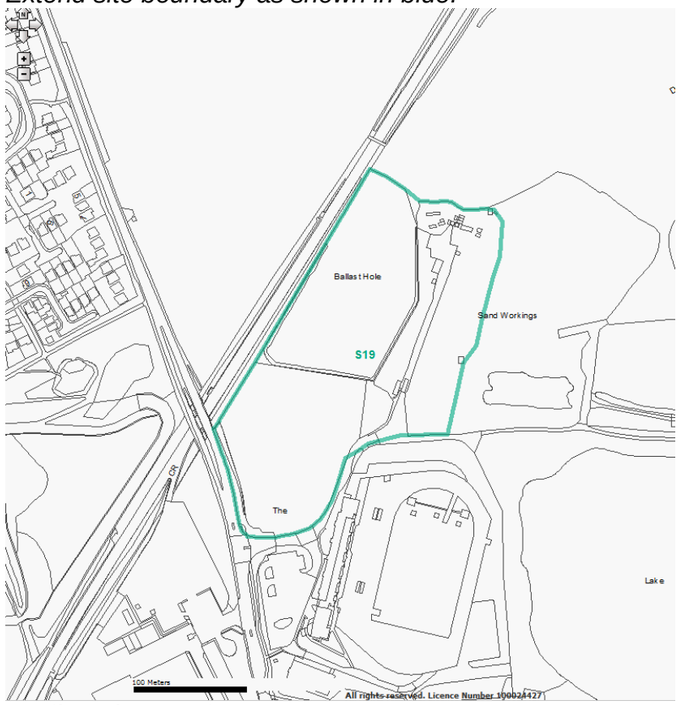
MC NO	Page Policy Para.	Change reason & Related Rep No.	Proposed Main Change (MC)
20	**Page 84-85 Policy S13 After Parag 4.146**	**Response to rep 2356**	*Add paragraph after 4.147 - Policy S13 Former Ashford South School:* Southern Water's assessment has revealed that additional sewerage infrastructure would be required to serve the proposed development. The development will therefore be required to make a connection to the nearest point of adequate capacity in the sewerage network. Early liaison should take place with the service provider in this regard. *Add the following criteria to the Policy S13 Former Ashford South School:* **e) Provide a connection to the nearest point of adequate capacity in the sewerage network, in collaboration with the service provider** *(Remainder of policy is retained)*
21	**Pages 86-88 Policy S14 Para 4.147 – 4.156**	Response to reps 2265, 2357 and 2701	*Amend wording of supporting text and Policy S14, Park Farm South East as follows:* 4.147 The site is located adjacent to the new residential development known as Bridgefield. The site is currently in agricultural use. Finn Farm Road forms the western and southern boundary of the site and it also adjoins the Ashford to Hastings railway line. Directly to the west is a bridge that crosses the railway line and the A2070 meeting at a three-way traffic light junction joining Finn Farm Road, Brockman's Lane and Cheeseman's Green Lane. The north and north western boundary of the site is formed by Cheeseman's Green Lane which directly adjoins the existing development at Bridgefield. Once built, the Park Farm Southern Link Road ~~(anticipated to be delivered in 2016)~~ will link this area to new extensive residential development being constructed at Finberry to the east of the site. The site rises to a ridgeline in the southern western corner of the site and the eastern part of the site lies within flood zones 2 and 3. 4.148 The overall context of this site has recently changed as it now adjoins the new development at Bridgefield and, with the extent of other development that has taken place in this part of Ashford since the adoption of the Core Strategy (2008) and that is currently underway, it is considered that the site can now form part of an integrated network of development and supporting infrastructure that could be well connected to adjoining development and services and therefore the principle of development in this location is now considered to be sustainable. The existing developments in the area are well served by public transport via local bus services and there is a proposal for a rail station along the adjacent Ashford - Hastings railway line. Development of this site should make provision for local bus services and contribute towards the provision of the Ashford-Hastings rail station if required. 4.149 The ~~gross~~ net site area is approximately 11 hectares which includes a much smaller developable area which is not affected by flooding constraints. This smaller area has potential for ~~up to~~ ~~250~~ development with an indicative capacity of 325 dwellings depending on size and layout considerations and could achieve net residential densities to reflect the adjoining development at Bridgefield. 4.150 Given the location, size and number of housing units envisaged on the site, 30% of the dwellings shall be provided as affordable housing in accordance with policy HOU1. 4.151 Given the character and appearance of the adjacent development, a scheme of 2-3 storey buildings would be most appropriate here. A mix of dwelling sizes and types will be required. The design and layout must take account of residential amenity of neighbouring occupiers. Due to the ridgeline in the south of the site, particular attention is needs to be paid to the site's topography and it is crucial that the higher, more prominent parts along the ridgeline within the site are kept free from development. There should be ~~a generous~~ soft landscaped edges provided along the southern and eastern boundaries ~~boundary~~ to provide a transition into the wider landscape and to minimise the visual impact of new development in this location. Existing trees and hedgerows which define the other boundaries should be retained where possible.

MC NO	Page Policy Para.	Change reason & Related Rep No.	Proposed Main Change (MC)
21			4.152 In terms of vehicular access to the site, the primary vehicular access point to the site is shown on the Policies Map and is located in the western edge of the site and would adjoin to the existing controlled junction at Finn Farm Road. The existing arrangement at this junction is unsatisfactory with a three way signalised junction and the opportunity must be taken to improve the junction arrangements if possible by providing an access point into this site. There is also a proposed vehicular access point into the site from Cheeseman's Green Lane indicated on the Policies Map. Cycle and pedestrian links will need to be provided throughout the site to help integrate the development with existing development at Bridgefield. A Transport Assessment should be produced in accordance with Policy TRA8 and measures proposed to mitigate any impact of development on the wider transport network. 4.153 The eastern part of the site lies within flood zone 2 and 3 which is unsuitable for development but may provide an area for sustainable drainage, the conveyance of water, and open space including an extension to the existing green corridor that runs adjacent to the eastern boundary of Park Farm East, in accordance with the Green Corridor Action Plan. 4.154 Development of this site presents an opportunity to incorporate sustainable drainage that will contribute to managing surface water for the benefit of flood risk, water quality, biodiversity and amenity. The Sustainable Drainage SPD should be adhered to in establishing suitable options for surface water disposal. 4.155 The developable area outside of the flood constraints will need to be supported by a full flood risk assessment which should be carried out in consultation with the Environment Agency. 4.156 ~~It will be necessary to upgrade the existing local sewerage infrastructure before development can connect to it. Liaison with the relevant infrastructure company at the time is recommended.~~ Southern Water's assessment has revealed that additional sewerage infrastructure would be required to serve the proposed development. The development will therefore be required to make a connection to the nearest point of adequate capacity in the sewerage network. Early liaison should take place with the service provider in this regard. *Amend Policy S14 – Park Farm South East as follows:* **Policy S14 - Park Farm South East** **The site south east of Bridgefield is proposed for residential development with an indicative capacity of ~~250~~ 325 dwellings. Development proposals for this site shall:** a. **Be designed and laid out to take account of the residential amenity of neighbouring occupiers. Particular attention needs to be given to the topography of the site and dwellings should be orientated to enable overlooking and natural surveillance of open areas. The development should be no more than 2-3 storeys in height;** b. **Investigate the potential to provide a primary vehicle access from the traffic controlled junction at Finn Farm Road to improve the overall junction arrangements, as shown on the policies map. A Transport Assessment should be produced in accordance with Policy TRA8 and measures proposed to mitigate any impact of development on the wider transport network;** c. **Make provision for links to the public transport network including contributions to the rail station along the Ashford-Hastings railway line if required;** d. ~~**Ensure parking provision is provided in accordance with SPD/fund implementation of suitable on-street parking restrictions for non-residents.**~~ e. **Provide new pedestrian and cycle routes throughout the development with linkages into the wider network and adjoin developments;** f. **Provide ~~generous~~ soft landscaping ~~along the southern edge~~ throughout the development to lessen the visual impact ~~of the development~~ and ~~retail~~ retain existing trees and hedging where possible;** g. **Extend the existing green corridor along the eastern part of the site in accordance with the Green Corridor Action Plan;** h. **Include a full flood risk assessment prepared in consultation with the Environment Agency; and Provide SUDS in accordance with the SPD;** **i. Provide a connection to the nearest point of adequate capacity in the sewerage network, in collaboration with the service provider.**

MC NO	Page Policy Para.	Change reason & Related Rep No.	Proposed Main Change (MC)
22	**Page 90 Policy S15 Parag 4.167**	Response to 2266, 2627 and 2358	*Amend supporting text to Policy S15 - Finberry North West as follows:* 4.167 A green spine consisting of open space and a cycle route will form a key design feature for development on this site. It will connect with the green spine that is currently being implemented and provide clear desire lines and direct access to the countryside and beyond. A local children's play space area will be delivered along this green spine to provide accessible play for the new residents of this area. The Masterplan will also need to demonstrate how public rights of way and bridleways will be incorporated within the Green Spine. *Add new paragraph after 4.169:* Southern Water's assessment has revealed that additional sewerage infrastructure would be required to serve the proposed development. The development will therefore be required to make a connection to the nearest point of adequate capacity in the sewerage network. Early liaison should take place with the service provider in this regard. *Amend Policy S15 – Finberry North West as follows:* **Policy S15 - Finberry North West** **Finberry north-west is allocated for ~~up to~~ an indicative capacity of 300 residential dwellings and 8,500sqm of B1- 8 employment floor space. Development proposals for this site will be implemented in accordance with a~~n agreed~~ masterplan that has been jointly agreed between all the landowners and the Borough Council which will set out how:** **a) Residential development is delivered in a way that provides:** • **A continuation of the current scheme in terms of the design, scale, layout, materials used and style of build.** • **A gradation of average densities across the site with high density development framing the central area through to lower density development where the scheme will mark a soft transition to the countryside.** • **Affordable housing in line with Policy HOU1 of this Local Plan in a way that is suitably integrated with the general market housing offer.** **b) Employment space is delivered to cater for a mix of small and medium sized uses that provides an extension to the currently planned central area. The masterplan will also establish how not less than 10 live/work units are provided with flexible ground floor space, adjacent to the central area.** **c) Landscaping and open space shall be provided in a way that:** • **Provides connectivity and legibility with what is currently being planned.** • **Delivers a 'green spine' – a strategic corridor and cycle route through the site that is complemented by a local children's play space.** • **Provides a suitable buffer for the development where it adjoins the countryside** **d) Suitable ecological and flood alleviation measures are delivered.** **e) Provide a connection to the nearest point of adequate capacity in the sewerage network, in collaboration with the service provider** **Development on this site shall also provide appropriate financial contributions towards the delivery of Highway England's scheme for a new M20 Junction 10a.**

MC NO	Page Policy Para.	Change reason & Related Rep No.	Proposed Main Change (MC)
23	**Pages 92-95 Policy S16 Paras 4.176 – 4.184**	**Response to rep 1236, 2717 Response to rep 2254, 2359 and 2717**	*Changes Policy S16 – Waterbrook* *Amend Policy Map S16 – Waterbrook to include the additional area (Shown in blue)*  *Amend paragraphs as follows:* 4.176 Elsewhere on the site, the principal uses should be commercial development (B1, B2 or B8) and residential development. Some 'sui generis' uses, such as those found at Orbital Park (e.g. car showrooms) will also be acceptable in principle here. The masterplan shall make provision for a minimum of 20 hectares of commercial development (~~excluding the truck stop~~). An additional area of land adjacent to the entrance to the site for similar commercial uses has been included within the site policy area and this could provide an additional 2 hectares of commercial development to enable the delivery of 22 hectares in total. 4.177 Residential development can also be accommodated on the site for circa 350 ~~up to 300~~ dwellings, depending on detailed layout, dwelling size and mix. It is critical that any residential scheme is physically separated from the commercial development and the extended lorry park. The most suitable locations for residential development are on the south western edge of the site, which lies across the river corridor from Finberry; on the site of the existing truck stop at the south of the site, and on the eastern side of Waterbook Avenue.

MC NO	Page Policy Para.	Change reason & Related Rep No.	Proposed Main Change (MC)
23			*Insert new paragraph after 4.184:* Southern Water has advised that there is a pumping station on the boundary of the site that need to be taken into account so that the proposed design safeguards the amenity of future occupiers of the proposed development. The developer should liaise with Southern Water to ensure this can be taken into account when designing the layout of the proposed development. *Amendment to policy S16 – Waterbrook as follows:* **Policy S16 – Waterbrook** **Land at Waterbrook is proposed for a mix of residential and commercial development together with a re-located and extended commercial lorry parking facility.** **Detailed proposals for this site shall be developed in accordance with an approved masterplan that:-** **a) provides a relocated 600 space lorry park on the eastern part of the site, adjacent to the aggregates facility;** **b) provides ~~up to 300~~ an indicative 350 dwellings on the western and southern parts of the site;** **c) provides a minimum of ~~20~~ 22 hectares of commercial development;** **d) ensures the proper segregation of uses within the site through the provision of substantial landscaping and screening based on a strong landscape framework for the site;** **e) provides suitable mitigation to deal with noise, visual impact and artificial lighting to restrict the impact of the new development on the new residential properties to be developed on the site and the existing properties along Cheeseman's Green Lane, Finberry and Church Road, Sevington;** **f) provides vehicle access from the A2070 and to the Finberry development with no access from the Waterbrook site to Cheeseman's Green Lane;** **g) provides new pedestrian and cycle routes throughout the development and connections to existing urban and rural routes;** **h) protects and enhances the East Stour river corridor local wildlife site;** **i) contributes to the improvement of the green corridor that runs through the site;** **j) includes a full flood risk assessment prepared in consultation with the Environment Agency;** **k) ensures that any land contamination issues are satisfactorily resolved or mitigated;** **l) provides a connection to the sewerage system at the nearest point of adequate capacity, as advised by Southern Water, and ensure future access to the existing sewerage system for maintenance and upsizing purposes;** **m) provides a proportionate financial contribution towards the delivery of Highway England's scheme for a new M20 Junction 10a.** **No residential development or any commercial development (beyond that with an extant planning permission) shall be occupied until the proposed scheme for M20 Junction 10a is complete, in accordance with policy TRA1.**

MC NO	Page Policy Para.	Change reason & Related Rep No.	Proposed Main Change (MC)
24	**Page 101 Policy S18 Parag 4.207**	**Response to reps 1237, 1249, 1297 1603, 1772**	*Amendments to Supporting text and Policy S18 – William Harvey Hospital* 4.207 The Council is concerned that adequate car parking exists to serve health facilities at the William Harvey Hospital and a survey of existing demand for spaces will be required before additional facilities are built. Additional parking provision for staff and visitors shall be provided, with total levels being informed by evidence of likely need and demand. ~~be needed in line with at least the adopted parking standards.~~ **POLICY S18 - William Harvey Hospital** **The Council will support~~s~~ proposals to improve, expand, reconfigure and consolidate the range of medical facilities at the William Harvey Hospital, subject to the following:** **a. Design, scale and layout should take account of the prominent site and site typography;** **b. Landscaping should be provided to limit the impact of built development and protect long views into the site;** **c. Suitable provision of pedestrian and cycle routes;** **d. Additional ~~C~~car parking to be provided to meet additional need, ~~in accordance with adopted standards as a minimum,~~ informed by a car parking survey of existing demand and evidence of the likely future need;** **e. A Transport Assessment and Travel Plan should be produced in accordance with Policy TRA8 and measures proposed to mitigate any impact of development on the wider transport network;** **f. Provide a financial contribution to the extension of existing bus services in the area to serve the development.**
25	**Page 104 Policy S19**	**Response to rep 1942 Response to rep 2674 Admin and Response to rep 2360**	*Amendments to Policy S19 – Conningbrook Residential Phase 2* *Extend site boundary as shown in blue:*  *continued on next page…*

MC NO	Page Policy Para.	Change reason & Related Rep No.	Proposed Main Change (MC)
25			*Amend para 4.213 to reflect increased capacity:* 4.213 The site is considered suitable for redevelopment for residential use with an indicative capacity of 170 units ~~for up to 120 units~~. *Add two new paragraphs after 4.220:* To the north-west of the site, within easy walking distance, there is an existing at-level crossing of the railway line. The Council's preferred solution to this would be to replace the existing crossing with a new pedestrian / cycleway bridge over the railway in order to provide safer access. Therefore, any masterplan for the site should fully investigate the potential for it to deliver a new single bridge crossing over the railway line, in co-ordination with policy S2, with the intention of retaining the PRoWs as far as possible. Southern Water's assessment has revealed that additional sewerage infrastructure would be required to serve the proposed development. The development will therefore be required to make a connection to the nearest point of adequate capacity in the sewerage network. Early liaison should take place with the service provider in this regard. *Alterations to Policy S19 as follows:* **The Conningbrook Phase 2 site is proposed for residential development with an indicative capacity of 170 ~~for up to 120~~ dwellings. Development proposals for this site shall:** *Add following new criterion:* **l) Provide a connection to the nearest point of adequate capacity in the sewerage network, in collaboration with the service provider.** *(Remainder of policy is retained)*
26	**Page 106 - 107 Policy S20 Paras: 4.226 4.230 4.234 4.237**	**Update and response to reps 1715, 1780, 1897, 2708, 1321, 2360, 1848.**	*Amendments to Policy S20 – Eureka Park* *Amend paragraph 4.226 to read* "It is proposed that detailed site proposals should be determined following a detailed and inclusive masterplanning exercise that should inform any planning application for development on the site. The site is proposed for ~~up to 300~~ an indicative capacity of 375 dwellings and 20 hectares of commercial development." *Amend para. 4.230 to read:* "At the Western boundary of the site, there should be a generous landscaped buffer provided to reduce the impact and provide some visual separation to the properties on Sandyhurst Lane, and taking into account the proximity of the Kent Downs AONB close to the site's western boundary. In general, residential development here should be of a lower average density to reflect the wider parkland setting of the whole site with average residential densities for individual parcels determined through the masterplan." *New paragraph after 4.234:* While it is expected that the delivery of improvements to the strategic road network will greatly enhance the ability of sites to come forward at pace, there will still be a need to ensure that traffic movements resulting from development proposals are sustainably managed. Therefore, a Transport Statement/Transport Assessment should be provided in accordance with Policy TRA8.

MC NO	Page Policy Para.	Change reason & Related Rep No.	Proposed Main Change (MC)
26			*Amend para 4.237 to read:* The site adjoins the Ashford Golf Club land to the south. The Club has ~~indicated a desire to improve their facilities which may best be achieved by moving to a new location around the town"~~ considered moving to a new site within the Borough. At the time of preparing this Plan, no firm proposals for relocation have come forward but it is reasonable to anticipate that this may occur during the Plan period. If a suitable site for relocation of the Club can be identified and the Club decide to vacate their current site, this land would form, in principle, a natural extension to the Eureka Park site. As vehicular access to the Golf Club land is from Sandyhurst Lane and thus heavily constrained, proposals for Eureka Park must ensure access to the golf club land is available via the development and where necessary access roads should be constructed to the site boundary. *Amendments to Policy S20 – Eureka Park as follows:* **Policy S20 – Eureka Park** **The site at Eureka Park is proposed for a mix of commercial (around 20ha) and residential development (~~up to 300~~ indicative capacity of 375 dwellings)** **f) Ecological mitigation and enhancement measures informed by a habitat survey with particular regard to The Warren Local Wildlife Site;** **l) A connection to the sewerage system at the nearest point of adequate capacity, ~~as advised by Southern Water~~ in collaboration with the service provider, and ensure future access to the existing sewerage system for maintenance and upsizing purposes.**
27	**Page 111 Policy S21 Para 4.245**	**Response to rep 2709**	*Amend paragraph 4.245 in S21 – Orbital Park to read:* As a result of previous planning permissions, developing the majority of the remaining undeveloped plots at Orbital Park is not constrained by the need to deliver any off-site highway improvements, either at junction 10 of the M20 or at the A2070 junction that provides the main access into the site. The remaining vacant plots in the "central island" of the site (enclosed by The Boulevard, Monument way and the long barrow) would be constrained in this way and as such, may also be brought forward for development when it can be demonstrated through a robust Transport Assessment (as per Policy TRA8), that sufficient capacity is available at both the motorway junction and the A2070 junction to accommodate the form of development proposed.
28	**Page 117 Policy S23 Parag 4.260**	**Response to rep 2322**	*Amend Policy S23 – Henwood Industrial Estate:* 4.260 A part of the site to the west falls within flood zone 2 and 3, and the site is located in a groundwater source protection zone. Any development proposals for this area of the site will require a flood risk assessment which includes the vulnerability of the area to surface water flooding, and a groundwater risk assessment, to be produced in consultation with the Environment Agency. *Amendment to criterion c in Policy S23 as follows:* **c. Include a full flood risk and groundwater risk assessment to prevent pollution of controlled water both prepared in consultation with the Environment Agency and provide SuDS in accordance with ENV9.** *(Remainder of policy is retained)*

MC NO	Page Policy Para.	Change reason & Related Rep No.	Proposed Main Change (MC)
29	**Page 119-120 Policy S24**		*Amendments to Policy S24 – Tenterden Southern Extension Phase B* 4.265 The Phase B land will, in future, form the southern edge of Tenterden and it is important that this new urban edge is properly integrated into its landscape setting as the existing form of Tenterden is a product of geology, landform, and therefore landscape. The High Weald AONB wraps around the site to the south-east and south-west, and the southern boundary is marked by an identifiable landscape feature, in the form of the stream running eastwards from near Morghew. For these reasons the southern boundary to the site should be marked by a substantial woodland (incorporating wetland) belt, joining the existing woodland to the east and effectively reinforcing the connection between the two parts of the AONB into one integrated whole, and having particular regard to its setting. The precise depth and arrangement of this strategic planting / wetland belt should be determined in the masterplanning of the site but it should be at least 20 metres in order to: *(Remainder of paragraph is retained)* 4.266 As this planted / wetland area should lie within the site boundary, and given the transition towards the open countryside beyond, the Phase B land should produce an average residential density of around 30 dwellings per hectare. The precise quantum of development that could be achieved in Phase B should be determined by a detailed masterplanning exercise but the overall capacity of the Phase B site is likely to be in the region of ~~175~~ 225 units. 4.267 Phase B needs to be seen and planned as an evolution of the Phase A development, in line with an overall masterplan that creates a clear and coherent framework for this significant extension to the town. The Phase B land should not be occupied before Phase A as this would produce a separate settlement which would not strengthen the town centre and would leave a fragmented open area between the Phase B land and the existing town centre without clear purpose or structure. Furthermore, the Phase B land could not successfully be linked to the town centre by high quality routes through the Phase A development if these had not been provided and / or Phase A was still under construction. 4.268 The masterplan / development brief should investigate the matters referred to above including the extent to which built development should extend southwards in Phase B, the precise scale and location of the strategic woodland / wetland belt, key pedestrian and vehicular routes within and through the development site, including the conservation of historic routes. 4.269 The masterplan / development brief should also address requirements for on site community infrastructure such as public open space, play facilities, recreational facilities and the maintenance of these as well as more strategic infrastructure requirements, such as the provision of education, health and social care facilities that may be provided on or off-site. The location of potential local community facilities / services and any employment land within the site, and their phasing and delivery will also form part of the masterplan for the site. *Add paragraph after 4.269:* Southern Water's assessment has revealed that additional sewerage infrastructure would be required to serve the proposed development. The development will therefore be required to make a connection to the nearest point of adequate capacity in the sewerage network. Early liaison should take place with the service provider in this regard. *Continued on next page…*

MC NO	Page Policy Para.	Change reason & Related Rep No.	Proposed Main Change (MC)
29			*Consequent changes to policy text with regards to capacity, criterion b) and two new criterion added as follows:* **Policy S24 - Tenterden Southern Extension Phase B** **Land to the south of the TENT 1A development is proposed for residential development and the site (known as Phase B) is suitable for an additional ~~175~~ indicative capacity of 225 dwellings. The Phase B site shall not be occupied until the TENT1A development has been completed.** **b) The creation of pedestrian and cycleway routes through the site to link with the TENT 1A development, the town centre and existing public rights of way both on and off-site, whilst also protecting historic and existing routes through the site;** **f) Be designed and laid out in such a way as to protect the character and setting of the AONB;** **g) Provide a connection to the nearest point of adequate capacity in the sewerage network, in collaboration with the service provider.** *(Remainder of policy is retained)*
30	**Page 121 – 122 Policy S25**	**Response to rep 2032 and 2370**	*Amend Policy S25 – Pickhill Business Park* *Amend Policy Map S25- Pickhill Business Village, Tenterden to include the additional area (Shown in blue)* 

MC NO	Page Policy Para.	Change reason & Related Rep No.	Proposed Main Change (MC)
30			*Amend criterion e) of Policy S25:* **e) ~~Extend the hedgerow to cover the entire length of the northern boundary and retain the hedgerow and landscaping on the frontage of the site with Smallhythe Road to ensure the development is well screened.~~ Consider the impact upon views to and from the site to determine appropriate structural and internal landscaping and building heights, and having particular regard to the impact on the AONB and its setting.** *(Remainder of policy is retained)*
31	**Pages 123-124 Policy S26**	Admin and response to reps 283, 1638, 1785, 2374 and 2635	*Policy S26 – Appledore – The Street* *Amend Policy Map S26 – Appledore – the Street to include the additional area (Shown in blue)*  *Continued on next page…*

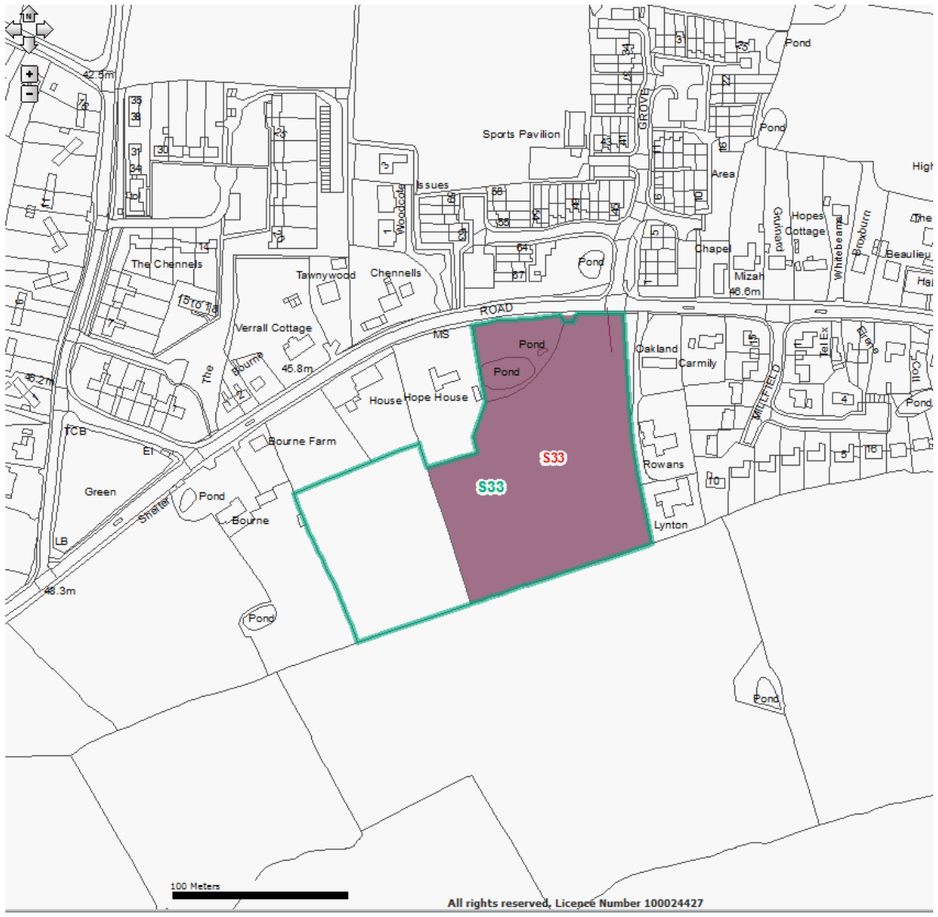
MC NO	Page Policy Para.	Change reason & Related Rep No.	Proposed Main Change (MC)
31			*Amend supporting text to policy S26 – Appledore, The Street as follows:* 4.278 This site is located on The Street, the main route through village, situated ~~adjacent~~ to the ~~side and rear~~ north of the ~~former GP Surgery and~~ Village Hall and a residential property which was formerly a GP surgery. The two individual parcels of land are ~~is currently two~~ fields in agricultural use, bounded by hedgerows and trees~~.~~ ~~The site~~ and is a gap in the linear form of built development along this road. The site ~~and~~ is located centrally in the village confines and in walking distance of the services and community facilities available. 4.279 To the north of the site is a row of 2-storey housing along the road frontage, with Magpie Farm and its associated outbuildings to the North West~~.~~ There are properties adjacent to and opposite the site along The Street, in linear form, mainly detached or semi detached 2-storey properties. To the ~~north~~ east, on the opposite side of the road, is the recreation field and play area. To the west, open countryside and an area that dips towards a stream and falls within floodzones 2 & 3. 4.280 At approximately 1.2 ha in size of developable area, the site is considered suitable for around ~~15~~ **20** units, dependant on a suitable layout and design. It also offers an opportunity to provide an area to extend the village hall and its car park. ~~There is also an opportunity to redevelop the former GP Surgery as part of this development, and community and/or business uses would be acceptable.~~ The residential area of the development should be provided in a cul-de-sac arrangement, in the northern section of the site. 4.281 The southern area of the site lies within the Appledore Conservation Area (CA) and the whole site is ~~also~~ within an area of Archaeological Importance (Viking Encampment). However, the site is located away from the historic core and main area of the CA, which is situated to the south of the site. Development of this site is therefore proposed at a low density (below 20 dph) to be in keeping with the CA setting, open landscape, and the low density of the surrounding linear development. Archaeological investigation work should be undertaken to prior to construction work commencing. 4.282 The hedgerows and trees must be retained around the boundary of the site and new planting should be placed around the western edge of the new development to provide screening between the site and the countryside. The hedgerows that currently divide the site should be retained where possible and integrated within the design and layout. It should be shown in the design proposals that care has been taken to limit the visibility of the new development from the main road to minimise the impact on neighbouring residents. 4.283 The Proposed Dungeness, Romney Marsh and Rye Bay Ramsar site will lies immediately to the north east of the village and south along the Royal Military Canal. In addition, an area of the Dungeness, Romney Marsh and Rye Bay Special Protection Area (SPA) lies across the boundary in Shepway District to the south east. All applications for the development of this site should therefore include an Environmental Impact Assessment study demonstrating how the proposals will effect upon the integrity of the biodiversity of this these designated wildlife environment areas. Development that will have an adverse effect on the integrity of these proposed Ramsar designated sites will not be permitted. 4.284 Opportunities to incorporate and enhance biodiversity will be encouraged. In particular, development should take opportunities to help connect and improve the wider ecological networks in this area and to mitigate against any potential increase in recreational pressure that may arise from the development of this site. There is an opportunity ~~at the rear~~ along the western edge, within the area of flood zone 2 and 3, ~~of the site~~ to work with the Parish Council to enhance the biodiversity and ecology of the area utilising the existing ponds, and potentially create an informal nature reserve. A pedestrian access point should therefore be retained at the rear of the village hall to access this part of the site. 4.285 The main vehicular access will be provided on The Street, as shown on the policy map. There is a Public Right Of Way (PRoW) that runs through the site from Magpie Farm in the north, to the front of the former GP surgery. This pathway should be retained/re-routed and enhanced to ensure safe access through the new development proposals.

MC NO	Page Policy Para.	Change reason & Related Rep No.	Proposed Main Change (MC)
31			4.286 Due to the close proximity of the village recreation ground, on-site provision of public open space will not be expected but appropriate contributions towards the management, maintenance and enhancement of the village recreation ground offer will be sought. *Update Policy S26 as follows:* **Policy S26 – Appledore – The Street** **The site in The Street, Appledore is proposed for residential development for up to ~~15~~ 20 dwellings ~~and an~~ with potential to provide an extension to the village hall and its car park~~. There is potential for redevelopment of the former GP surgery to community and/or business uses.~~** **Development proposals for this site shall:** **a. Be designed and laid out in such a way as to ~~protect~~ preserve and enhance the character and setting of the Conservation Area. Particular attention needs to be given to the visibility of new development from the road;** **b. Retain the existing hedge and tree boundary around the site and create soft landscaping to screen the development from the open countryside. ~~and create soft landscaping.~~ Retain as much as possible of the hedgerows that divides~~s~~ the site and incorporate within the new development;** **c. Retain and enhance the PRoW that crosses the site to ensure safe access;** **d. Provide an Environmental Impact Assessment Study; to address any potential adverse impacts of the proposals on the biodiversity of the Dungeness, Romney Marsh and Rye Bay Ramsar and SPA sites and how they can be avoided or mitigated;** **e. Undertake biodiversity surveys and explore potential of providing an informal nature reserve along the western edge of the site, utilising the existing ponds and allowing ecological connections ~~connecting~~ to the wider countryside. ~~networks .~~**

MC NO	Page Policy Para.	Change reason & Related Rep No.	Proposed Main Change (MC)
32	**Page 127 Policy S27**	Response to reps 269, 832, 2637, 154, 2047, 2048, 2363, 122, 1618, 1786	*Amend paragraphs in Policy S27 Biddenden North Street as follows:* 4.289 The vehicular access will be provided on North Street as shown on the policy map. As this site is located on the edge of the village, the new development must be designed in a way that integrates it, visually and functionally, as much as possible to the existing settlement. There is pedestrian access to the village centre through a well used PRoW (Public Footpath AT10), which runs alongside the western boundary of the site and joins Mansion House Close, the Meadows and the recreation field. However, this route into the centre of the village is unlikely to be suitable for all users, particularly when wet, and therefore development must provide for improvements to the surfacing and drainage of this footpath. In addition a pedestrian crossing and traffic calming measures must be provided on the A274, from the site entrance, to the footpath on the opposite side of North Street. *Amend paragraph 4.292 as follows:* 4.292 The site is currently visually well screened by mature trees and hedgerows. This screening and landscaping should be retained and enhanced to minimise the visual impact of the new development on the existing residents to the east and south of the site and on the character and setting of the nearby Conservation Area and listed buildings. As there are ponds on site, an ecological survey should be undertaken to assess if any mitigation is required. *Insert new paragraph after 4.294:* Southern Water's assessment has revealed that additional sewerage infrastructure would be required to serve the proposed development. The development will therefore be required to make a connection to the nearest point of adequate capacity in the sewerage network. Early liaison should take place with the service provider in this regard. *Amend Policy S27 as follows:* **Policy S27 - Biddenden - North Street** **The site is proposed for residential use for ~~up to~~ an indicative capacity of 45 dwellings. Development proposals for this site shall:** **a) Provide a community facility building on-site to accommodate local services and functions, designed in consultation with appropriate stakeholders;** **b) Be designed and laid out in such a way as to integrate the development into the existing settlement, taking into account design guidance in the Biddenden Parish Design Statement;** **c) Create a pedestrian crossing and appropriate traffic calming measures on North Street ~~and Ensure pedestrian access to~~ Provide for improvements to the surfacing and drainage of the existing Public Right of Way on the western edge of the site that leads to the village centre (Public Footpath AT10);** **d) Ensure appropriate bespoke on-site parking is provided for the community facility building;** **e) Retain and enhance current hedge and tree boundaries around the site to create a soft landscape buffer between new development and neighbouring properties;** **f) Create informal open space on-site and provide contributions towards the management, maintenance and enhancement of formal open space and play equipment located on the village recreation ground;** **g) Undertake ecological survey work;** **h) Provide a connection to the nearest point of adequate capacity in the sewerage network, in collaboration with the service provider.**

MC NO	Page Policy Para.	Change reason & Related Rep No.	Proposed Main Change (MC)
33	**Page 128 Policy S28 Parag. 4.295**	Admin (noted in rep 2659) Response to rep 2325	*Amendment to text of S28 – Charing Northdown Service Centre* 4.295 To the ~~east~~ **west** of the site on the frontage is a single residential dwelling with a large curtilage, and beyond this open countryside. To the ~~west~~ **east** of the site is a restaurant, The Swan Hotel. ~~The restaurant has a large rear garden directly adjacent to the eastern boundary of the site.~~ *Add criterion to Policy S28 – Charing Northdown Service Centre:* **e. ensure that any land contamination issues are satisfactorily investigated and resolved or mitigated.** *(Remainder of policy is retained)*
34	**Page 133 Policy S30**	**Admin; response to rep 1728**	*Amend criterion d. of Policy S30 – Egerton, Land on New Road* **d. Provide new pedestrian routes throughout development and connections to existing rural routes facilitating access between Harmers Way and local services.** *(Remainder of policy is retained)*
35	**Page 136 Policy S31 Parag. 4.315**	**Admin and Response to rep 2196, 2365, 12, 1210, 1246, 1218, 2676**	*Amendments to S31 – Hamstreet – North of St Marys Close* 4.315 Alongside these facilities, the site is considered suitable for residential development with an indicative capacity of ~~up to~~ 80 dwellings (15dph). ~~Due to the size of the development, it is proposed that the site should be developed in two phases. The initial western phase (Phase A) is for 50 units with a second phase (Phase B) for an additional 30 units that should not come forward before 2023. Phase B should not be developed before Phase A~~. In addition, this site is considered suitable for development of a care home of circa 60 beds subject to there being sufficient evidence of need. 4.318 The location of the development site adjoining open countryside and sensitive woodland areas means that the density of new development should be relatively low and provide generous landscaped buffers to the northern and eastern boundaries. A mix of dwelling types and sizes should be provided. The site has a rural aspect and given the character and appearance of the surrounding area, dwellings no greater than 2 storeys in height would be appropriate here. The design and layout of any scheme must take account of the residential amenity of neighbouring occupiers. The Hamstreet Village Design Statement should be taken into account to achieve a suitably designed development that reflects local character and to ensure that any development makes a positive contribution to the built environment. *Add new paragraph after 4.321:* Southern Water's assessment has revealed that additional sewerage infrastructure would be required to serve the proposed development. The development will therefore be required to make a connection to the nearest point of adequate capacity in the sewerage network. Early liaison should take place with the service provider in this regard. *Continued on next page…*

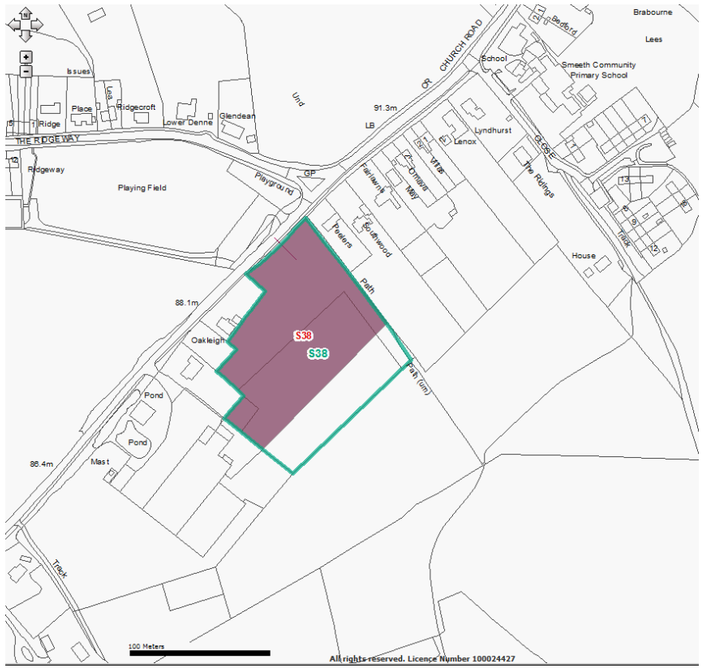
MC NO	Page Policy Para.	Change reason & Related Rep No.	Proposed Main Change (MC)
35			*Amendments to Policy S31:* **Policy S31 - Hamstreet - Land North of St. Mary's Close** **Land North of St. Mary's Close, Hamstreet is proposed for residential development for ~~up to~~ an indicative capacity of 80 dwellings and associated facilities for use in conjunction with Hamstreet Primary Academy. ~~The area shall be implemented in two separate phases with the western part of the site (Phase A) of up to 50 units to be developed first. The eastern part (Phase B) of up to 30 units shall not commence until 2023~~.** **Development proposals for this site shall:** **a. Provide a new youth football pitch to Football Association standards with changing room facilities and storage, for use by the Academy and by the wider community at other times;** **b. Provide a new area of staff car parking for the Academy with a minimum of 60 spaces which would be used to serve the new football pitch at other times;** **c. Provide an outdoor classroom facility for the Academy at the eastern edge of the site ~~within Phase B~~;** **d. Be designed and laid out to take account of the residential amenity of neighbouring occupiers. Particular attention needs to be given to the topography of the site and dwellings should be orientated to enable overlooking and natural surveillance of open areas. The development should be no more than two storeys in height. The guidance in the Hamstreet Village Design Statement shall inform the design and layout of the development;** **e. Provide vehicular and pedestrian access from Ashford Road;** **f. Provide and fund the implementation of an agreed detailed traffic management plan for the scheme that includes measures that reduce vehicle speeds along Ashford Road and improve pedestrian safety at this point in the village, including the enhancement of pedestrian routes between the site and local services;** **g. Fund implementation of suitable on-street parking restrictions for non-residents;** **h. Provide new pedestrian and cycle routes throughout the development and connections to the existing PRoW that runs through the site~~, as well as any necessary improvements to the~~ and work with the relevant authorities to enable improvement of the pedestrian crossing at the railway line as part of PRoW, and pedestrian routes to the village centre;** **i. Provide a generous landscaped buffer to the northern and eastern boundaries of the site; ~~and,~~** **j. Provide for the installation of children's equipped play facilities ~~within Phase A of the development~~;** **k. Provide an Environmental Impact Assessment Study to address any potential adverse impacts of the proposals on the biodiversity of the Dungeness, Romney Marsh and Rye Bay Ramsar site and how they can be avoided or mitigated;** **l. Consider the impact upon views to and from the site, informed by a landscape and visual impact assessment, to determine appropriate structural and internal landscaping and building heights, and having particular regard to the significance of the adjacent SSSI and Ancient Woodland;** **m. Provide a connection to the nearest point of adequate capacity in the sewerage network, in collaboration with the service provider.**
36	**Page 138 Policy S32**	**Admin**	*Insert additional policy criterion to Policy S32 Hamstreet – Land at Parker Farm as follows:* **g. Provide an Environmental Impact Assessment Study to address any potential adverse impacts of the proposals on the biodiversity of the Dungeness, Romney Marsh and Rye Bay Ramsar site and how they can be avoided or mitigated.** *(Remainder of policy is retained)*

MC NO	Page Policy Para.	Change reason & Related Rep No.	Proposed Main Change (MC)
37	**Page 139 Policy S33**	Admin; response to rep 2366	*Amendments to S33 – High Halden – Hope House* *Amendments to map – increased site boundary area shown in blue:*  *Amend supporting text as follows:* 4.330 This site is located within the village of High Halden on the southern side of the A28, and is currently a gap in the built frontage opposite the housing estate, ~~known as~~ Hopes Grove. The site also wraps round the rear of Hope House, a Grade II listed building, Monarch House and Bourne Farm. The site is currently an open area of grassland comprising ~~a~~ of two fields with a large pond ~~in the western area~~ which adjoins the boundary with Hope House, ~~a Grade II listed building.~~ The land slopes upwards towards the southern boundary where there is a substantial hedge and tree line. There are also some small trees growing in the area around the ponds and some more substantial trees to the rear of Hope House.

MC NO	Page Policy Para.	Change reason & Related Rep No.	Proposed Main Change (MC)
37			4.331 This site has been identified as a suitable location on the edge of ~~within~~ the confines of a large village, for residential development whilst ~~also being able~~ providing an opportunity to retain and improve the wildlife habitat around the ponds and enhance ecological links with the adjoining countryside to the ~~west and~~ south. 4.332 The part of the site considered appropriate for development is approximately 1.7 ~~1.3~~ hectares, which is the land between ~~Oakland,~~ Rowans and Lynton in the east ~~and Hope House to the west and~~ including the land immediately to the rear of Hope House, Monarch House and Bourne Farm. The area in which the ponds are ~~is~~ located on the road frontage has not been taken into account for built development due to the ecological mitigation required on-site and must be enhanced to create a wildlife area. The site is therefore considered suitable for up to ~~25~~ 35 units which is equivalent of around 20 dwellings per hectare. 4.333 Given the character and appearance of the surrounding areas, a scheme of 1 – 2 storey buildings would be most appropriate here. The design and layout must take account of the residential amenity of neighbouring occupiers, particularly on the eastern boundary and avoid any adverse impact upon the adjoining listed building. Particular attention needs to be given to the topography of the site. 4.334 Dwellings should be orientated to enable overlooking and natural surveillance to the enhanced pond and wildlife area. ~~Dwellings on the Ashford Road parcel should provide frontage development here.~~ Larger properties in generous plots should be generally located in the most sensitive locations on the rural edge and around the listed building. 4.335 In view of the limited visibility splays currently available, the development will be dependent upon the provision of 2.4 x 43m visibility splays being provided in conjunction with the extension of the 30mph limit to cover the site access, to be agreed with the local highway authority. The new speed limit area will need to be accompanied by traffic calming measures such as traffic islands and interactive signs to help reduce traffic speeds to the desired level or red surfacing with speed limit roundels as in the case of the existing adjoining 30mph restriction. Proposals for the site must also include the provision of a footpath between Oakland and Hope House. 4.336 Due to the site's proximity to a Grade ll listed farmhouse (Hope House), high quality design must be achieved within the new development. For example, development proposals should include details of the design of outdoor lighting and street furniture, signage, and landscaping. The built footprint of development on this site needs to be carefully planned. It should avoid and enhance the existing areas of hedges and trees that provide both natural screening and habitat whilst also including a soft green buffer along part of the western and southern boundaries to help mitigate the impact on the adjacent residential occupiers and on the character and setting of the adjoining countryside. 4.337 Due to the close proximity of the village recreation ground, on-site provision of public open space will not be expected but appropriate contributions towards the management, maintenance and enhancement of the village recreation ground provision will be sought**.** Southern Water's assessment has revealed that additional sewerage infrastructure would be required to serve the proposed development. The development will therefore be required to make a connection to the nearest point of adequate capacity in the sewerage network. Early liaison should take place with the service provider in this regard. *Continued on next page…*

MC NO	Page Policy Para.	Change reason & Related Rep No.	Proposed Main Change (MC)
37			*Amend Policy S33 as follows:* **Policy S33 - High Halden - Land at Hope House** **Land at Hope House is proposed for residential development for ~~up to~~ ~~25~~ an indicative capacity of 35 dwellings. Development proposals for this site shall:** **a. Enhance the north western area of open space associated with the existing pond/s and mitigate against impacts from development on the biodiversity. Provide a wildlife corridor from this area to the adjoining countryside by retaining existing trees and hedging within the site, where possible;** **b. Be designed and laid out in such a way as to protect the character and setting of the village and the residential amenity of neighbouring dwellings, particularly to preserve and enhance the setting of listed building, Hope House; attention needs to be given to the topography of the site and dwellings should be orientated to enable overlooking and natural surveillance of the wildlife/pond area;** **c. Provide primary vehicle access onto the A28 Ashford Road, as shown on the policies map and include the provision of traffic calming measures to slow the traffic to 30mph or less, in accordance with the recommendations of Kent Highways;** **d. Retain and enhance the hedge and tree boundaries around the site, particularly ~~the~~ those adjoining countryside ~~the development~~ and listed building;** **e. Provide a connection to the nearest point of adequate capacity in the sewerage network, in collaboration with the service provider.**
38	**Page 142 Policy S34**	Response to reps 1921 and 2376	*Amendments to S34 Hothfield – East of Coach Drive* *Amend Paragraph 4.344 and clause f of Policy S34 as follows:* 4.344 Hothfield Common SSSI lies to the north of the village and is also designated as a Local Nature Reserve. This is a site of national importance that is already under considerable pressure from recreational use. Any development proposal needs to give careful consideration through a detailed assessment to potential additional recreational use of the ~~Reserve~~ common, and contributions towards appropriate mitigation measures will be required, which should include on-site provision of open space which acts as informal recreation, meeting additional recreation pressures such as dog walking. Development proposals must ensure that any mitigation or enhancement as a result of development reflects the local habitats and species, as outlined in the Biodiversity Opportunity Area (BOA) guidelines for the BOA of Mid Kent Greensand and Gault. ~~and~~. ~~This site is also within the Biodiversity Opportunity Area of Mid Kent Greensand and Gault and this should be reflected in any landscaping, planting or open space provision associated with the development.~~ Liaison with the Council and Kent Wildlife Trust will be necessary to ensure that appropriate measures are defined and delivered as part of the wider programme for the management of the SSSI. **Policy S34 - Hothfield - Land East of Coach Drive** **Land to the east of Coach Drive, Hothfield is proposed for residential development for ~~up to~~ an indicative capacity of 40 units.** **Development proposals for this site shall:** a. **be designed and laid out with particular attention given to the topography of the site and dwellings should be orientated to limit the impact of the development on the landscape to the north and east of the site;** b. **Provide vehicular access from the junction of Station Road and Coach Drive as shown on the policies map;** c. **Provide a new pedestrian and cycle route from the development to Coach Drive;** d. **With the exception of meeting clauses b and c above, retain the existing trees along the boundary to Coach Drive that are subject to a Tree Preservation Order;** e. **Provide a financial contribution towards the provision, management and maintenance of existing community facilities, open space and play equipment in the village;** f. **Ensure that any direct or indirect impacts on the Hothfield Common SSSI ~~or the Mid Kent and Greensand and Gault Biodiversity Area~~ is suitably mitigated, including provision of on-site recreation space. Mitigation measures must reflect BOA guidelines and be addressed in consultation with Kent Wildlife Trust.**

MC NO	Page Policy Para.	Change reason & Related Rep No.	Proposed Main Change (MC)
39	**Page 144 Policy S35**	**Admin, response to 1799**	*Amendment to criterion c. within Policy S35 – Mersham, Land adjacent to village Hall:* **c. Create soft landscaping along the ~~southern~~ northern and western boundaries to lessen the visual impact of development on the countryside beyond;** *(Remainder of policy is retained)*
40	**Page 146 Policy S36**	**Response to rep 325**	*Amendments to criterion c within Policy S36 – Shadoxhurst – Rear of Kings Head PH:* **c. Provide primary vehicular access to the site from Woodchurch Road. Development should explore the possibility of incorporating access to Maytree Place to enable the existing access to serve only the public house car park. ~~Provide primary vehicle access on Woodchurch Road, as shown on the policies map, which will also serve Maytree Place. The existing Maytree Place access will serve only the public house car park once development is complete~~;** *(Remainder of policy is retained)*
41	**Page 148 Policy S37 Para 4.366**	**Response to rep 2371**	*S37 – Smarden, Land adjacent to Village Hall.* *Add supporting text after paragraph 4.366:* Southern Water's assessment has revealed that additional sewerage infrastructure would be required to serve the proposed development. The development will therefore be required to make a connection to the nearest point of adequate capacity in the sewerage network. Early liaison should take place with the service provider in this regard. *Add new criterion to policy:* **f) Provide a connection to the nearest point of adequate capacity in the sewerage network, in collaboration with the service provider.** *(Remainder of policy is retained)*

42	**Page 149 Policy S38 Para 4.368**	**Admin and Response to reps 1807, 2372, 2499 and 2500**	*Amendments to S38 – Smeeth – Land South of Church Road* *Amend Policy Map S38 to include an additional site area - Shown in blue.*  *Amend paragraph 4.368:* 4.368 ~~This area is residential in character and consists mainly of detached dwellings and bungalows so the scale and density of new development should be low. The site is within walking distance of the village centre and the range of services provided there, as is located opposite the village recreation field.~~ At approximately 1.4 hectares in size, ~~It~~ the site is considered suitable for residential development ~~of around~~ with an indicative capacity of 35 ~~30~~ dwellings depending on the size and layout (~~at~~ around 25 ~~30~~ dwellings per hectare). *Add new paragraph after 4.371:* Southern Water's assessment has revealed that additional sewerage infrastructure would be required to serve the proposed development. The development will therefore be required to make a connection to the nearest point of adequate capacity in the sewerage network. Early liaison should take place with the service provider in this regard. *Amend and add criterion to policy text of S38 as follows:* **Policy S38 - Smeeth - Land South of Church Road** **The land south of Church Road is proposed for residential development with an indicative capacity of 35 dwellings ~~for up to 30~~ units. Development proposals for this site shall:** **a. Be designed and laid out to take account of the residential amenity of neighbouring occupiers. Dwellings should be orientated to enable overlooking and natural surveillance of open areas. The development should be no more than two stories in height;** **b. Provide a pedestrian link to the public footpath that runs alongside the eastern boundary of the site;** **c. Create soft landscaping along the south-eastern edge to lessen the visual impact of development on the countryside beyond;** **d) Provide a connection to the nearest point of adequate capacity in the sewerage network, in collaboration with the service provider.**

MC NO	Page Policy Para.	Change reason & Related Rep No.	Proposed Main Change (MC)
43	**Pages 151 - 152 Policy S39**	**Response to numerous local representations**	*DELETION OF SITE ALLOCATION POLICY* ***Policy S39 – Woodchurch, Lower Road**. Site allocation policy S39 and all associated text and maps **is deleted** from the Local Plan 2030.*
44	**Page 153 Policy S40 Map** **Page 155 Policy S40**	**Map change at request of new owner and PC in accordance with land ownership.** **Response to reps 969, 740, 1816 1623 1845, 1901**	*Amendments to S40 – Woodchurch, Front Road* *Amend Policy Map S40 to remove part of the site boundary area (New boundary shown in blue)*  *Amendments to Policy S40 – Woodchurch, Front Road* **Policy S40 - Woodchurch - Front Road** **The site in Front Road, Woodchurch is proposed for residential development for up to a maximum of 8 dwellings. Development proposals for this site shall:** **a. Be designed and laid out in such a way as to protect and enhance the character and setting of the Woodchurch Conservation Area. The updated Conservation Area Appraisal and Woodchurch Village Design Statement guidelines must be taken into account when considering the design of the site;** **b. Be of a scale or massing which would not dominate this approach to the Conservation Area and ensure a maximum height of 2-storey properties;** **c. Be set well back from Front Road with the principal elevations facing the road frontage;** **d. Subject to providing safe access to the site, retain and enhance a hedge boundary to Front Road and provide substantial soft landscaping around the site to screen the development from the open countryside and protect the amenity of neighbouring properties, whilst retaining ~~allowing~~ key historic ~~some~~ views through the site to the countryside.**

MC NO	Page Policy Para.	Change reason & Related Rep No.	Proposed Main Change (MC)
45	**Page 157 Policy S41 Paras 4.397 and 4.398**	**Admin, response to rep 1259, 1826**	*Amend site name and title references:* **Policy S41 - Chilham - Mulberry Hill ~~Old Wives Lees~~** *[Remove reference to Old Wives Lees]* *Amendments to supporting text paragraphs before S41 – Chilham, Mulberry Hill as follows:* 4.397 The site is located within the ~~North~~ Kent Downs Area of Outstanding Natural Beauty and has views of the surrounding countryside setting. The innovative and high quality design of the 2 properties and the landscaping of the curtilage must not harm the immediate or wider setting, or have a detrimental impact on the amenity of the neighbouring properties. 4.398 The buildings should be located on the eastern side of the site, ~~in~~ a similar distance from the road to that of the neighbouring properties, to minimise views of the buildings from the AONB to the west. ~~There are two suitable access points at opposite ends to the site which would serve the two dwellings independently, and these are shown on the policies map.~~
46	**Page 159 Policy S42 Map**	Response to rep 327	*Extend site boundary of Policy S42- St. Michaels – Beechwood Farm (Exclusive Homes Site for 3 dwellings) as shown in blue:* 

MC NO	Page Policy Para.	Change reason & Related Rep No.	Proposed Main Change (MC)
47	**Page 164 Policy S44 Map**	Admin Response to rep 1486, 1633	*Amend site policy S44 – Westwell Watery Lane map to include revised access point (black arrow) and site A and B boundaries (Changes in Aqua blue)* 

MC NO	Page Policy Para.	Change reason & Related Rep No.	Proposed Main Change (MC)
48	**Page 165 Policy HOU1 Paras 5.1-5.16 Page 167 Policy HOU1**	Admin; inc. response to rep 1994	*The Affordable Housing section under Chapter 5 Topic Policies, Section A – Housing has been amended as follows:* **Affordable Housing** 5.1 The National Planning Policy Framework requires local planning authorities to ensure that Local Plans meet the full, objectively assessed need for market and affordable housing in the housing market area. Where there is an identified need for affordable housing, policies must be set to meet this need on site or where robustly justified through an off-site contribution of broadly equivalent value. The NPPF states that such policies should be sufficiently flexible to take account of changing market conditions over time. 5.2 The Council's 2014 Strategic Housing Market Assessment (SHMA) establishes that around 50% of all future houses delivered in the borough should be affordable, in order to meet our 'full' objectively assessed housing needs. However it also states that this figure is unlikely to be delivered on the ground, mainly due to the housing market's inability to deliver it. 5.3 This conclusion is supported by whole plan viability testing that has been carried out in support of this Local Plan, which tested various levels of affordable housing requirements, including different thresholds and tenure mixes. The policy has been set at a level which is considered deliverable in terms of viability, when tested alongside all of the other policies set out in this Local Plan, balanced against the need to maximise potential affordable housing delivery to meet the identified need. 5.4 Affordable Housing for the purposes of this policy includes affordable/social rent, ~~shared ownership, and starter homes~~ and affordable home ownership products which includes starter homes and shared ownership products, as set out in the Housing White Paper 2017. ~~5.5 Starter home provision within this policy has been set in line with the government's current consultation on the implementation of the national starter homes policy. It is therefore proposed that starter homes will be required at a level of 20% on sites of 10 units or more (and 0.5 hectares or more), across the Borough. In order to align with this, it is proposed that the threshold for all affordable housing requirements is set at the same thresholds.~~ The provision of affordable home ownership products set out in this policy has been set in line with the government's current position as set out in the Housing White Paper in that all sites of 10 units or more (or 0.5 ha or more in size) will provide for a minimum of 10% of such dwellings. Within this requirement, the policy also seeks a minimum requirement for shared ownership products specifically, reflecting the requirement to meet local needs in the borough, balanced with what development can afford to deliver. 5.6 The viability evidence demonstrates significant variation in the viability of residential development across the Borough, which is mainly due to variations in sales values. The requirements for affordable housing have therefore been set at different levels across the value areas of the Borough in order to ensure development is viable and can be delivered. These areas are shown on the Map 6. 5.7 Ashford Town area covers the wards of Victoria, Aylesford Green, South Willesborough, Norman, Beaver and Stanhope. The viability evidence shows that developments in this area can only ~~meet the minimum requirement for starter homes provision at 20% with no other affordable housing provision~~ deliver 20% affordable home ownership products. As an exception to this, higher density flatted development is not viable at this level ~~of starter home provision,~~ and it is therefore proposed that such development will not be required to provide any affordable housing. In a case of flatted development which is being promoted as Build to Rent, consideration will be given on a case-by-case basis, through the provision of independently verified viability evidence, to its ability to deliver affordable private rented housing, up to a maximum of 20% of total dwellings. *Continued on next page…*

MC NO	Page Policy Para.	Change reason & Related Rep No.	Proposed Main Change (MC)
48			5.8 Ashford Hinterlands area covers the wards of Godinton, Bockhanger, Stour, Bybrook, Little Burton Farm, Kennington, North Willesborough, Highfield, Park Farm North, Park Farm South, Singleton South, Washford, Great Chart with Singleton North, the southern area of Boughton Aluph and Eastwell, the northern part of Weald South and the eastern area of Weald East. In this area, development can support up to 30% affordable housing, with 2/3 of this provided as ~~starter homes~~ affordable home ownership products, and 1/3 ~~split evenly between~~ affordable/social rent ~~and shared ownership~~. 5.9 Rest of Borough includes the villages and rural area covering the wards of Saxon Shore, Wye, Downs North, Downs West, Charing, Weald North, Weald Central, Biddenden, Rolvenden and Tenterden West, Tenterden South, St Michaels, Tenterden North, Isle of Oxney. The northern area of Boughton Aluph and Eastwell, the western area of Weald East and the southern area of Weald South. This area has the potential to support higher levels of affordable housing, and it is proposed that development within this area will provide a minimum of 40% affordable housing, ~~half of which will be starter homes~~ with 3/4 of this provided as affordable home ownership products, and 1/4 ~~half to be split evenly between~~ affordable/social rent ~~and shared ownership~~. 5.10 In line with national policy, the provision of affordable housing will normally be expected to be provided on-site. Where this is not possible, specific justification will need to be provided. 5.11 ~~The Council has in the past adopted a flexible approach in relation to affordable housing requirements, and where the viability evidence has supported it, accepted reduced levels of affordable housing on a site by site basis.~~ Given that this Plan has been subject to much more stringent viability testing than previous ones, and the policy has been framed from this evidence, it is expected that the number of applications where viability issues are identified should significantly reduce, and it will certainly not be expected as the norm. 5.12 Site specific circumstances will need to be clearly set out in any case being put forward. This will not include where land has been purchased speculatively above realistic threshold land values. 5.13 Whilst the viability testing has considered impacts of changing market conditions, it is impossible to predict what may happen within the housing market in the future. Should market conditions shift dramatically from those assumed within the viability assessment, flexibility in provision of affordable housing will be allowed for these reasons. 5.14 Where the requirements of this policy are proposed not to be met, viability evidence will be required to be submitted in support of an application and will be rigorously tested by independent advisors, paid for by the applicant~~, in line with the principles set out in policy IMP2~~. In these circumstances the Council will consider on a case-by-case basis flexibility in the provision of affordable housing, including whether changes are needed to the tenure mix or the overall level of affordable housing, whether a financial contribution is justified to provide equivalent provision elsewhere or whether the application of the Council's deferred contributions policy (Policy IMP2) is justified. ~~5.15 The government's consultation on starter homes proposes exemptions to their provision including for specialist accommodation such as residential care homes; estate regeneration and other affordable housing led developments (for example rural exception sites); student housing; and potentially custom build developments. In addition the consultation proposes potential provision of off-site commuted sums in lieu of on-site provision for private rented sector development and older people's housing (with no additional support required).~~ 5.16 The following policy seeks to maximise the provision of affordable housing to meet identified needs, taking into account the government's proposals for ~~a national starter homes policy~~ affordable home ownership products, whilst ensuring the requirements do not put the delivery of the Local Plan at risk as a whole. *Continued on next page….*

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<tr><th>MC NO</th><th>Page Policy Para.</th><th>Change reason & Related Rep No.</th><th>Proposed Main Change (MC)</th></tr>
<tr><td>48</td><td></td><td></td><td>
Policy HOU1 – Affordable Housing deleted and replaced as follows:

<u>Policy HOU1 – Affordable Housing</u>

<u>The Council will require the provision of affordable housing on all schemes promoting 10 dwellings or more (and on sites of 0.5 hectares or more), with provision being not less than the area specific requirements set out in the following table. All proposals are expected to meet their full affordable housing provision on-site.</u>
<table>
<tr><th><u>Area</u></th><th><u>Affordable/Social Rented Requirements

(% of total dwellings)</u></th><th><u>Affordable Home Ownership Products

(% of total dwellings)</u></th><th><u>Total affordable housing requirements

(% of total dwellings)</u></th></tr>
<tr><td><u>Ashford Town*</u></td><td><u>0%</u></td><td><u>20% (including a minimum of 10% shared ownership)</u></td><td><u>20%</u></td></tr>
<tr><td><u>Ashford Hinterlands*</u></td><td><u>10%</u></td><td><u>20% (including a minimum of 10% shared ownership)</u></td><td><u>30%</u></td></tr>
<tr><td><u>Rest of Borough*</u></td><td><u>10%</u></td><td><u>30% (including a minimum of 20% shared ownership)</u></td><td><u>40%</u></td></tr>
</table>
<u>All proposals will be expected to meet their full affordable housing provision on-site except in the following circumstances:</u>

<u>In the Ashford Town area*, flatted development (including the proportion of flats provided on a mixed flat and housing scheme) will not be required to provide any form of affordable housing. In the case of flatted development which is being promoted as Build to Rent, consideration will be given on a case-by-case basis, through the provision of independently verified viability evidence, to its ability to deliver affordable private rented housing, up to a maximum of 20% of total dwellings.</u>
<u>Should independently verified viability evidence establish that it is not possible to deliver the affordable housing as required by this policy, and the viability position is agreed by the Council; the Council will consider on a case-by-case basis flexibility in the provision of affordable housing, including through the consideration of the following options:</u>
<ol type="a">
<u>Change in the tenure mix required</u>
<u>Reductions in the overall proportion of affordable housing</u>
<u>Provision of an off-site financial contribution in lieu of affordable housing provision on site, to secure the equivalent provision of affordable housing off-site</u>
<u>A combination of the above</u>
<u>Deferred contributions in line with policy IMP2</u>

<u>If a site comes forward as two or more separate schemes, of which one or more falls below the appropriate threshold, the Council will seek an appropriate level of affordable housing on each part to match in total the provision that would have been required on the site as a whole.</u>

<u>* For boundaries see Affordable Housing Viability Areas Map in Chapter 7</u>
</td></tr>
</table>

MC NO	Page Policy Para.	Change reason & Related Rep No.	Proposed Main Change (MC)
49	**Page 171 Policy HOU2**	Response to reps 853 and 1408	*Change criterion c. of policy HOU2 – Local Needs / Specialist Housing* **c. The development is well designed, ~~and~~ would not result in a significant adverse impact on the character of the area or the surrounding landscape and is appropriate to the scale and character of the village.** *(Remainder of policy is retained)*
50	**Page 171-174 Paras 5.38-5.55 Page 174 Policy HOU4**	**Admin**	*Delete Paragraphs 5.38-5.55 under Residential Windfall Development and existing policies HOU3 – Residential development in the Ashford Urban Area and HOU4 – Residential Development in the rural settlements and replace both with new text and revised singular policy (renamed HOU3a) as follows:* **Residential Windfall Development within Settlements** 5.38 Residential development which comes forward on sites outside of those allocated in the Local Plan are known as housing 'windfalls'. Historically, the Borough has had a strong tradition of delivering housing windfalls and they will contribute towards meeting our objectively assessed housing needs (see Strategic Policies chapter). 5.39 In line with the NPPF and supporting PPG, it is important that suitable redevelopment opportunities for housing within the built-up confines of particular settlements are allowed to come forward. The scale and quantity of housing development proposed should not be out of proportion to the size of the settlement concerned and the level of services present. 5.40 This allows for a sustainable pattern of development across the Borough and avoids the environmental, social and economic impacts that typically occur where development is proposed that is out of scale with the settlement. This approach is consistent with the strategic distribution of allocated sites, identified under policy SP2 of this Local Plan. 5.41 Ashford is the largest settlement in the Borough and is clearly the most sustainable location, enjoying access to good transport links and a range of services, facilities and shops. Although there is currently limited available land in the urban area to develop that has not been allocated in this plan or is not already subject of a planning approval, it is likely that there will be opportunities for new development or infilling to come forward over the plan period. 5.42 The NPPF and PPG require that Local Planning Authorities promote sustainable development in rural areas to support the vitality of rural communities. Blanket policies restricting housing development in settlements should be avoided unless clearly supported by evidence. 5.43 New housing can enable rural communities to retain their existing services and community facilities and help to create a prosperous rural economy. However, a balance must be achieved between allowing new housing with the need to protect the character, form, heritage and attractiveness of the settlements themselves and the surrounding countryside. 5.44 Across the borough there are a number of settlements which play a service centre role in that they contain a number of services such as a primary school; a GP service; a community venue (such as a pub or a village hall); shops which are able to meet a range of daily needs and a commuter-friendly bus or train service. There are also a number of rural settlements which are smaller and play a more 'secondary' role, yet they still have a limited number of community facilities and services. These settlements often rely on the services of the nearby primary settlements or the town of Ashford and are therefore relatively 'accessible' in a rural context. Within these settlements, appropriate smaller scale development is acceptable in principle. 5.45 The Borough's remaining rural settlements not mentioned in policy HOU3a below are not considered to play a service centre or secondary role on account of their small size and their lack of services and facilities (or proximity to these services/facilities). Residents of these settlements are typically reliant on the private car to meet all of their everyday needs. These settlements are considered to be countryside for the purposes of determining planning applications.

MC NO	Page Policy Para.	Change reason & Related Rep No.	Proposed Main Change (MC)
50			**Important considerations** 5.46 In order to ensure that windfall schemes are integrated properly within an existing settlement, all development proposals will need to show how they can complement the existing settlement character in terms of their layout, design, scale and appearance. 5.47 Many rural settlements include important green spaces or gaps within the built up confines that contribute to the form and attractive character of the settlement and any harm or loss of these areas should be avoided. Proposals promoting the development of residential garden land must also meet the requirements of policy HOU10 of this Local Plan. 5.48 Development proposals must also avoid causing significant harm to nearby local heritage assets and take into account environment, biodiversity and landscape considerations. Where proposals fall either within or within the setting of an AONB then the high level status of the intrinsic landscape value of the area will be an important material consideration. 5.49 Where proposals fall within an area that has an adopted village design statement that is supported by the Parish Council, schemes should be designed in accordance with the key principles contained within them. 5.50 Windfall residential opportunities within the rural area should focus on sites that are not in active use, particularly where those uses are contributing to the vitality of the area by providing employment or community facilities. **Settlement confines** 5.51 The traditional approach taken to defining settlement confines in the Borough has been to rely on a written definition, rather than a boundary line drawn on a map. This can provide a more flexible approach to assessing windfall developments, particularly given the number of settlements within the Borough and given that the built-up confines may change over time in response to development coming forward. 5.52 This approach has been largely successful in controlling the release of sites for windfall residential development and over time the built up confines have become well established. Therefore, and for the purposes of this Plan, the built-up confines of a settlement are defined as: 'the limits of continuous and contiguous development forming the existing built up area of the settlement, excluding any curtilage beyond the built footprint of the buildings on the site (e.g garden areas)'. 5.54 This definition may, however, include sites suitable for 'infilling' which is the completion of an otherwise substantially built-up frontage by the filling of a narrow gap, usually capable of taking one or two dwellings only. 5.55 However, some communities have defined a ‘village envelope’ through the Neighbourhood Plan process, whilst mapping a settlement’s built-up confines can also be achieved informally by Parish Councils through undertaking a ‘village envelope’ exercise working with the Borough Council and the local community. On satisfactory completion of this exercise, the Borough Council will informally endorse the defined village envelope and will treat this as a material planning consideration for the purposes of determining relevant planning applications. *Continued on next page…*

MC NO	Page Policy Para.	Change reason & Related Rep No.	Proposed Main Change (MC)
			Policy HOU3a - Residential windfall development within settlements **Residential development and infilling of a scale that can be satisfactorily integrated into the existing settlement will be acceptable within the built-up confines of the following settlements:** ***Ashford, Aldington, Appledore, Appledore Heath, Bethersden, Biddenden, Bilsington, Boughton Lees/Eastwell, Brabourne Lees/Smeeth, Brook, Challock, Charing, Charing Heath, Chilham, Crundale, Egerton, Egerton Forstal, Godmersham, Great Chart, Hamstreet, Hastingleigh, High Halden, Hothfield, Kenardington, Kingsnorth, Little Chart, Mersham, Molash, Newenden, Old Wives Lees, Pluckley, Pluckley Thorne, Pluckley Station, Rolvenden, Rolvenden Layne, Ruckinge, Sevington, Shadoxhurst, Shottenden, Smarden, Stone in Oxney, Tenterden (including St Michaels) Warehorne, Westwell, Wittersham, Woodchurch and Wye.*** **Providing that the following requirements are met:** **a. It is of a layout, design and appearance that is appropriate to and is compatible with the character and density of the surrounding area;** **b. It would not create a significant adverse impact on the amenity of existing residents;** **c. It would not result in significant harm to or the loss of, public or private land that contribute positively to the local character of the area (including residential gardens);** **d. It would not result in significant harm to the landscape, heritage assets or biodiversity interests;** **e. It is able to be safely accessed from the local road network and the traffic generated can be accommodated on the local and wider road network;** **f. It does not need substantial infrastructure or other facilities to support it, or otherwise proposes measures to improve or upgrade such infrastructure;** **g. It is capable of having safe lighting and pedestrian access provided without a significant impact on neighbours or on the integrity of the street scene; and,** **h. It would not displace an active use such as employment, leisure or community facility.** **Where a proposal is located within, or in the setting of an AONB, it will also need to demonstrate that it is justifiable within the context of their national level of protection and conserves and enhances their natural beauty.**
51	**Pages 174-177 Policy HOU5 Paras 5.56-5.67**	**Admin**	*Delete paragraphs 5.56 – 5.67 and Policy HOU5 - Residential windfall development in the countryside in Housing developments outside settlements section and replace with the following text and revised policy HOU5:* **Housing Development Outside Settlements** 5.56 In addition to residential windfall schemes within settlement confines, new housing outside settlement boundaries may also make a positive contribution to meeting housing needs across the borough. The NPPF is clear in its desire to promote sustainable development in general within the wider context of boosting housing supply, meeting a range of housing needs and using development as a means of improving the quality of a place and / or its setting. 5.57 In nearly all cases, isolated or remote sites in the countryside (especially on greenfield sites) will not be sustainable in NPPF terms and para. 55 of the NPPF specifically advises against permitting new dwellings in isolated locations unless it meets one of the specified exception criteria.

MC NO	Page Policy Para.	Change reason & Related Rep No.	Proposed Main Change (MC)
			5.58 However, for proposals that adjoin or are close to existing settlements, it is necessary to consider the relative social, economic and environmental advantages and disadvantages of a scheme as these are the 3 dimensions of 'sustainable development' described in para. 7 of the NPPF. 5.59 In assessing proposals, the scale of a development will be a major factor to bring into this equation. For larger schemes, the importance of good accessibility to local services and facilities will be of particular importance taking account of the quality and number of such services and the ability to either benefit or be accommodated by such services. The cumulative effects of windfall schemes on local services and facilities having taken account of the impacts from any allocated sites in the area and any other developments with extant planning permission will need to be considered. 5.60 Although some reliance on the private car is inevitable in rural locations, the availability of good public transport links, cycling and walking routes can help to reduce that reliance and enable better accessibility to services that may only be available in higher-order rural settlements or Ashford itself. Basic day to day services such as a grocery shop, public house, play / community facilities and a primary school should be within a generally accepted easy walking distance of 800 metres in order to be considered sustainable. 5.61 The impact of a scheme on the character of a settlement or rural area can be harder to quantify and, in essence, relates to the inherent qualities that help to define what makes a place and gives it an identity. This will vary from settlement to settlement taking account of its history and heritage and how it has grown over many years within its landscape setting. For example, larger-scale modern extensions to small rural villages have not traditionally been the means by which those villages have grown, especially those in locations away from the main local highway or public transport network. 5.62 A proposal for residential development must also demonstrate that it (and its associated infrastructure) is well designed and sited in a way that can: sit sympathetically within the wider landscape, enhance its immediate setting, be consistent with any prevailing character and built form, including its scale, bulk and the material used does not harm neighbouring uses or the amenity of nearby residents. **Isolated residential development** 5.63 The NPPF clearly states that new isolated homes in the countryside should be avoided, unless there are special circumstances. Para. 55 of the NPPF lists a number of exceptions to the general rule of restraint and these are replicated in the policy below, alongside proposals for replacement dwellings. In considering applications for the re-use of redundant or disused buildings, proposals will need to demonstrate that the existing buildings have been on site for a number of years and are no longer needed for their current or previous use. Building shall have been appropriately maintained and not allowed to fall into disrepair as a prelude to suggesting an enhancement to the setting of the area. 5.64 Proposals for exceptional dwellings under criterion (iv) of policy HOU5 shall be subject to a rigorous and independent assessment of their design quality. The views of the Ashford Design Panel will need to be sought and where necessary, proposals amended to ensure their views are reflected. The architecture of a proposal and how that responds to the landscape character and setting of the site will be fundamental in establishing whether the scheme is genuinely exceptional or not. *Continued on next page…*

MC NO	Page Policy Para.	Change reason & Related Rep No.	Proposed Main Change (MC)
51			**Policy HOU5 - Residential windfall development in the countryside** **Proposals for residential development adjoining or close to the existing built up confines of the settlements listed in policy HOU3a** *(See MC50 above)* **will be permitted providing that each of the following criteria is met:** **a. the scale of development proposed is proportionate to the level of service provision currently available in the nearest settlement and commensurate with the ability of those services to absorb the level of development in combination with any planned allocations in this Local Plan and committed development;** **b. the site is within easy walking distance of basic day to day services in the nearest settlement;** **c. the development is able to be safely accessed from the local road network and the traffic generated can be accommodated on the local and wider road network without adversely affecting the character of the surrounding area;** **d. the development is located where it is possible to maximise the use of public transport, cycling and walking to access services;** **e. conserve and enhance the natural environment and conserve any heritage assets in the locality;** **f. the development (and any associated infrastructure) is of a high quality design and meets the following requirements:-** **i) it sits sympathetically within the wider landscape,** **ii) it preserves or enhances the setting of the nearest settlement,** **iii) it includes an appropriately sized and designed landscape buffer to the open countryside,** **iv) it is consistent with local character and built form, including scale, bulk and the materials used,** **v) it does not adversely impact on the neighbouring uses or a good standard of amenity for nearby residents,** **vi) it would enhance biodiversity interests on the site and / or adjoining area and not adversely effect the integrity of international and national protected sites in line with Policy ENV1.** **Isolated residential development in the countryside will only be permitted if the proposal is for at least one of the following:-** **a. Accommodation to cater for an essential need for a rural worker to live permanently at or near their place of work in the countryside;** **b. Development would represent the optimal viable use of a heritage asset or would be appropriate enabling development to secure the future of heritage assets;** **c. The re-use of redundant or disused buildings and lead to an enhancement to the immediate setting;** **d. A dwelling that is of exceptional quality or innovative design* which should be truly outstanding and innovative, reflect the highest standards of architecture, significantly enhance its immediate setting and be sensitive to the defining characteristics of the local area;** **e. A replacement dwelling, in line with policy HOU7 of this Local Plan;** **Where a proposal is located within or in the setting of an AONB, it will also need to demonstrate that it is justifiable within the context of their national level of protection and conserves and enhances their natural beauty.** ***These proposals will be required to be referred to the Ashford Design Panel and applications will be expected to respond to the advice provided.**

MC NO	Page Policy Para.	Change reason & Related Rep No.	Proposed Main Change (MC)
52	**Page 178 Policy HOU6**	**Response to reps 735, 2204, 2484, 2692**	*Changes to Policy HOU6 – Self and Custom Built Development as follows:* **Policy HOU6 - Self and Custom Built Development** **The Council will support self and custom build development by requiring all sites within and on the edge of the towns of Ashford and Tenterden ~~urban area sites~~ delivering more than 40 dwellings to supply no less than 5% of dwelling plots for sale to self or custom builders.** **In the villages and rural areas sites delivering more than 20 dwellings must supply no less than 5% of dwelling plots for sale to self or custom builder.** **The following criteria must be met:** a. **Where this equates to more than 5 custom build dwellings on a single site a Design Brief should be submitted and agreed with the Council prior to the application being submitted;** b. **~~Where plots have been marketed and not sold for at least a 12 month period the plot(s) may either remain on the open market as custom build unless the plot is being offered in lieu of affordable housing in which case it will be offered to the Council or a Housing Association.~~ Where plots have been marketed for sale to self or custom builders for at least 12 months (to the satisfaction of the Council), and have not sold, the plot can return to the developer to be developed and/or sold as open market housing.** c. **Development proposals must be of high quality design and demonstrate a positive response to sustainable development.**
53	**Page 181 Policy HOU9 Para 5.82**	**Response to rep 1452**	*Modification to paragraph 5.82 under Annexes as follows:* Standalone annexes will be supported where it can be demonstrated that there is a need for such a facility - for example to provide a home for elderly or infirm relatives unable to live independently, or for staff accommodation and that the standalone annex is sited appropriately and that it has a real and functional relationship between the occupation of the main dwelling and the annexe. It is unlikely that a standalone annex located outside the curtilage of the main dwelling, or without a demonstrable functional relationship with the main dwelling, will be supported in principle.
54	**Page 185 Policy HOU12 Para. 5.96**	**Admin**	*Insert additional paragraph after para 5.96 within text before Policy HOU12 – Residential Space Standards (internal)* *(This text was formerly contained under Homes Suitable for family occupation as para 5.98- see MC55)* The amount of space for cooking, living and eating is not defined in the new standards. The rooms used for those purposes are important areas for families to interact and usually include areas for play, study and storage as well as the basic functions of each of these areas. Although one large room is sometimes provided to accommodate all of these functions in homes designed for one or two people, this is not usually an appropriate layout for family occupation. At least two separate rooms, rather than one large room, should therefore be provided to accommodate cooking, eating and living in homes suitable for family occupation with three or more bedrooms. Provision of a separate room does not necessarily require any increase to the gross internal floor area.
55	**Page 186-187 Policy HOU13 Para 5.98**	**Response to reps 1350, 1911, 2270, 2555, 2224**	*Delete paragraph 5.98 (Has been relocated - See MC54 above) and* ***delete Policy HOU13 – Homes Suitable for Family Occupation***

MC NO	Page Policy Para.	Change reason & Related Rep No.	Proposed Main Change (MC)
56	**Page 187 Policy HOU14 After Para 5.100**	Admin and response to reps 1913 and 2558	*Amendments to supporting text and Policy HOU14 – Accessibility Standards as follows:* 5.100 In order to help to fulfil this requirement, all new dwellings created as 'new build', should be built to comply with a minimum of 'level 2' access (building regulations part M4 (2). The Council had a good of ensuring delivery of Lifetime Homes, the standards of which are now broadly reflected in the M4 (2) requirements, and houses built to this standard are designed to meet the needs of occupiers throughout their lifetime. Level 2 accessibility is intended to allow a home to be accessible by providing facilities such as space to manoeuvre a wheelchair, the availability of an entrance level WC with shower drainage and enough space for an entrance level bedspace. Level 2 homes are also built to be adaptable standards so that additional facilities such as a stair lift or hoists can be easily fitted without major cost and upheaval. *New paragraph to be added after 5.101:* In early 2017 the Council's Housing Register revealed that 7.5 percent of those requiring accommodation required dwellings built to M4 (3b) standard. For this reason, the provision of homes to this higher standard will be set as the maximum benchmark for the affordable rented element of a development. **Policy HOU14 - Accessibility standards** **Accessibility in compliance with building regulations part M shall be provided as follows:-** **a. All 'new build' homes shall be built in compliance with building regulations part M4 (2) as a minimum standard.** **b. In 'new build' properties which are affordable, a proportion of wheelchair accessible homes complying with building regulations part M4 (3b) will be required. The number of homes built to M4 (3b) standards will be dependent upon the number of households on the Council's housing waiting list requiring wheelchair accessible homes and the suitability of the location for wheelchair users, and should be provided within the affordable rented element of the scheme, capped at a maximum of 7.5%.**
57	**Page 192 Policy HOU16 Para 5.121**	Admin and Response to reps 1367, 1635, 2295	*Amendments to supporting text and Policy HOU16 – Traveller Accommodation, as follows:* 5.121 "A specific, clearly worded windfall policy enables the Council to deal with planning applications for Traveller sites on a site by site basis and would allow suitable sites to continue to be permitted provided they meet criteria set out in the policy. To this end, suitable sites, which are well related to existing and proposed services and facilities and which would not adversely impact on a protected landscape or designated area, that may previously not have been identified have the opportunity to come forward in the plan period". *Add new paragraph after 5.124:* To address the accommodation needs of this group more fully, the Council will prepare a separate Gypsy and Traveller Accommodation DPD, as outlined within the 2017 Local Development Scheme (LDS) *Amendment to policy criterion g) in Policy HOU16* **g) The form and extent of the accommodation does not adversely affect the visual or other essential qualities of the AONB and its setting, SSSI, Ancient woodland, international, national or local nature reserve or wildlife site, or they key characteristics of a Landscape Character Area;** *(Remainder of policy is retained)*

MC NO	Page Policy Para.	Change reason & Related Rep No.	Proposed Main Change (MC)
58	**Page 193 Policy HOU17**	Response to reps 2297, 2462	*Amendment to policy HOU17 – Safeguarding existing Traveller sites as follows:* **Policy HOU17 - Safeguarding existing Traveller sites** **Existing permanent authorised gypsy and traveller sites and sites for travelling showpeople shall be retained for the accommodation of gypsies and travellers and for travelling showpeople as defined in the relevant National Planning Policy Document.** *(Remainder of policy is retained)*
59	**Page 198 Policy EMP2**	Respond to rep 2388, 1496	*Amendments to Policy EMP2 Loss or redevelopment of Employment Sites and Premises - as follows:* **Policy EMP2 - Loss or redevelopment of Employment Sites and Premises** **In the Ashford urban area:** **Proposals for the loss or redevelopment of existing employment sites or premises (outside the town centre) will not be permitted unless at least one of the following criteria applies:** **a. The site is no longer appropriate for the continuation of the previous or any other employment use in terms of its serious impact on the neighbouring occupiers or environment; or,** **b. It has been shown that the unit has remained unlet or for sale for a substantial period for all appropriate types of B class employment uses, despite genuine and sustained attempts to let or sell it on reasonable terms, and furthermore, that it will not be viable to redevelop the site for any appropriate types of alternative employment use within the Plan period; or,** **c. The premises are replaced with similar facilities within the existing site or elsewhere in the Ashford urban area, providing at least the overall amount of developable B class employment floorspace that would be lost to redevelopment.** **~~In the rural area~~: Within Tenterden and HOU4 listed villages:** **Proposals for the loss or redevelopment of existing employment sites or premises in Tenterden or the villages listed in Policy ~~HOU3~~ HOU4 will not be permitted, unless;** **a. they are replaced with the same-sized or larger sites or premises within or adjoining the same rural settlement, or at the nearest rural service centre, or** **b. It has been shown that the unit has remained unlet or for sale for a substantial period for all appropriate types of B class employment uses, despite genuine and sustained attempts to let or sell it on reasonable terms, and furthermore, that it will not be viable to redevelop the site for any appropriate types of alternative employment use within the Plan period.**

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60	**Page 207 Policy EMP9 Parag 5.203**	**Response to rep 2031 Admin**	*Amendments to paragraph 5.203, and Policy EMP9 Sequential Assessment and Impact Test - as follows:* 5.203 The following policy sets out the requirements for consideration of applications for retail development which are located outside of identified primary shopping areas, and other main town centre uses that are not proposed in existing town centre boundaries, ~~Ashford or Tenterden Primary Shopping Areas~~ and are not in accordance with other ~~site allocations~~ policies within this Local Plan. For the avoidance of doubt, this policy does not apply to small scale retail and service provision, which is permitted in accordance with Policy EMP10 of this Local Plan. **Policy EMP9 - Sequential Assessment and Impact Test** **Proposals for retail development ~~town centre development~~ which are not located in the Primary Shopping Areas, or for other 'main town centre uses' which are not located within the town centre boundaries, of Ashford or Tenterden Town Centres (as defined in Policy SP4, EMP7 and EMP8 and set out on the Policies Map), and are not in accordance with other ~~site allocation~~ policies in this plan, will only be permitted if all of the following criteria can be met:** a. **A sequential assessment has been carried out to demonstrate that no suitable sites are available in more central locations. Preference will be given to sites that are well connected to the town centre** ~~b. The site is accessible by a range of means of transport, and is well connected to the town centre, including by public transport, bicycle and foot.~~ c. **The proposal, either by itself, or in combination with other committed development proposals, will not harm significantly the vitality and viability of the relevant centre, or any significant negative impact upon the town centres can be adequately mitigated. Proposals for retail, leisure and office development which are greater than 500 sqm, will be required to carry out an impact assessment.**

MC NO	Page Policy Para.	Change reason & Related Rep No.	Proposed Main Change (MC)
61	**Page 207 - 208 Policy EMP10 Paras 5.206 – 5.207**	**Admin, Response to rep 1479**	*Amendments to Local and Village Centres section and Policy EMP10:* 5.204 Local centres in the towns and villages play an important role in providing for local shopping needs, especially for convenience goods, and other local services. They help reduce the need to travel. They also provide an essential service for those with restricted mobility and are often a focal point for the community. 5.205 Within the built-up area of Ashford, there are a number of local centres which provide such services to local residents. Many of the villages in the Borough have shops which serve the village community and in the case of the larger villages, such as Wye and Charing, serve the surrounding smaller villages and hamlets as well. 5.206 The Council would like to see as broad a range of local shops and services as possible, including some non-A1 uses such as banks (A2), cafes (A3), take-away restaurants (A5) and public houses (A4). The Council aims to resist the loss of shops and services and to preserve the character of the local centres, especially the retention of key units so that they remain compact centres, although the effects of increased permitted development rights on changes of use should be acknowledged. Where planning permission is required for the change of use or loss of an existing service or facility, this will only be granted where there is alternative provision within reasonable walking distance or the unit is no longer viable for that purpose or an alternative local service. Reasonable walking distance is defined not only by distance, which is considered to be within the region of 800m, but also factors such as the condition of the footpaths and local gradients. In order to demonstrate that the facility is not viable it must be demonstrated that it has remained vacant for a substantial period of time, despite genuine and sustained attempts to occupy it on reasonable terms. What constitutes a 'substantial period of time' and 'reasonable terms' will depend on prevailing market conditions, but as a guide less than six months is likely to be inappropriate and the terms on offer should compare with other similar premises and locations being let or sold for that purpose. The extent of marketing carried out will be an important factor. *Insert the following new paragraph:* The Localism Act 2011 introduced the community right to bid, which gives local groups a right to nominate a building or other land for listing by the local authority as an asset of community value. This allows local community groups a fairer chance to make a bid to buy the asset on the open market. The Council's current list of assets of community value contains mainly public houses and shops located in the villages of the Borough. 5.207 Areas of new residential development in Ashford have in the past been required to make provision of local shops to meet the needs of the new community. Where new local centres are required to support new development in this plan, this ~~is~~ will be set out in the site policy. 5.208 The following policy seeks to maintain and enhance the provision of local centres in the built-up areas of the Borough. *Amendment to policy EMP10 – Local and Village centres:* **Policy EMP10 - Local and Village Centres** **In local centres and villages, planning permission will be granted for additional shopping and service provision, where proposals ~~meet a local need, and~~ are of a scale appropriate to the particular centre.** **Proposals that result in the loss of shops and services will only be permitted where it can be demonstrated that:** a. **there is alternative provision for a similar use within reasonable walking distance ~~(300 metres)~~; or,** b. **the unit is no longer viable for that purpose, or an alternative local service, and that it has remained ~~unlet~~ vacant for a substantial period of time, despite genuine and sustained attempts to let it on reasonable terms~~12~~** ~~Footnote 12 What constitutes a 'substantial period of time' and 'reasonable terms' will depend on prevailing market conditions, but as a guidance less than six months is likely to be inappropriate and the terms on offer should compare with other similar premises and locations being let or sold for retail use. The extent of marketing carried out will be an important factor.~~

MC NO	Page Policy Para.	Change reason & Related Rep No.	Proposed Main Change (MC)
62	**Page 208 Policy EMP11 Paras 5.209 – 5.215**	Admin Response to rep 2001	*Amendments to text and Policy EMP11 – Tourism* *Insert following new paragraph after 5.209 and amend paragraph 5.210 :* The NPPF requires local planning authorities to plan for tourism development and specifically supports the role of sustainable rural tourism and leisure development that benefit businesses in rural areas, communities and visitors, and which respect the character of the countryside. This should include supporting the provision and expansion of tourist and visitor facilities in appropriate locations. 5.210 Ashford's Corporate Plan (2015- 2020) identifies one of its key priorities is to have a borough that 'recognises the value of tourism and the benefits it~~s~~ brings to our towns, villages and the borough as a whole. … *Amend paragraph 5.213, Insert new paragraph after 5.213, and amend paragraphs 5.214 and 5.215:* 5.213 Ashford has the benefit of a good accommodation base in terms of range and quality of bed spaces and is ideally located to attract both UK and overseas visitors. The proximity of the Channel Tunnel and the location of the International Station, with its high speed links to the continent and London, means that Ashford is uniquely placed to benefit from an increase in overseas and domestic visitors. The fact that Canterbury, Rochester and major attractions such as Leeds Castle and Sissinghurst Gardens are nearby also mean that Ashford is a natural centre for tourism. Ashford's unspoilt 'Garden of England' countryside with its picturesque villages, large number of listed buildings, its small, but important range of museums, its quality attractions, and cultural heritage assets and the 'honeypot' of Tenterden, add to the appeal. The urban areas of Ashford and Tenterden Towns, as well as the large areas of surrounding countryside make a valuable contribution to the current tourism offer in the Borough, as well as providing for future opportunities to expand and enhance the offer. The Council is therefore supportive of tourism development, including a range of new tourist accommodation, in appropriate locations, with more major tourism development being promoted in Ashford and Tenterden towns. Rural tourism development is also encouraged in order to take advantage of the Borough's large areas of attractive countryside, where this would not be harmful to the character of the environment that attracts tourists in the first instance. 5.214 There are a number of planned tourism facilities proposed in Ashford Borough, which will continue to improve Ashford's attraction as a tourist destination. For example, planning permission has been granted for an International Model Railway Exhibition Centre, and Chapel Down Winery is planning to open a state of the art brewery and visitor attraction on Victoria Road in Ashford. 5.215 The following policy seeks to retain existing facilities and support the development of new tourism facilities in appropriate locations, in both urban and rural areas. *Changes to policy EMP11 – Tourism as follows:* **Policy EMP11 –Tourism** **The Council will support the retention of existing tourism facilities and encourage sustainable growth of tourism through the provision of a wide variety of new facilities in appropriate locations across the Borough.** **Proposals for new hotel and B&B development will be permitted in locations that are accessible by a choice of modes of transport and will be particularly encouraged in the Ashford and Tenterden urban areas.** **Proposals for conference and exhibition facilities in Ashford town centre, potentially in association with a hotel development, will be supported subject to other Local Plan policies.**

MC NO	Page Policy Para.	Change reason & Related Rep No.	Proposed Main Change (MC)
63	**Pages 211 - 213 Transport intro Paras 5.228 5.241**	**Admin; Response to rep 2654, 287 and 2387**	*Amended and additional supporting paragraphs within Section C – Transport as follows:* 5.228 The funding package for the Junction 10a scheme includes £16m of 'developer funding' (of a total of c.£80m). In recent years, the Council has levied proportionate developer contributions to a package of transport-related measures in the south Ashford area through Section 106 Agreements based on saved Local Plan SPG6 (~~insert title~~ Providing the Transport Needs arising from South Ashford Study) which was most recently updated in 2004. This has included an element of funding to be used for the delivery of a future 'Junction 10a' scheme. 5.241 In response to various current residential and commercial development proposals within the Town Centre area, a series of improvements to the junctions around the former Ring Road are needed. ~~Kent County Council Highways are current designing these improvements and it is anticipated that developments will make proportionate contributions towards the key junctions either side of the Beaver Road bridge. This will facilitate early~~ KCC has designed a scheme of highway mitigation which provides confidence over scheme funding and future implementation as local developments that will make proportionate contributions towards the key junctions either side of the Beaver Road Bridge, now benefit from a resolution to planning consent with contributions to be secured via s106 agreements. The highway improvement will facilitate the release of new developments that are fundamental to the growth and development of the town centre and its attractiveness as a location for new investment. *Insert new paragraphs after 5.241:* **Rail Infrastructure** The Council acknowledges the significance of the railway to the borough, and to Ashford town in particular. Rail plays a key role in supporting economic development in the borough, and the High Speed service has been a key driver for employment growth as a result of the 38-minute journey times into London. Ashford International has become a central staging post, with the aforementioned High Speed line and further links through Kent and into Sussex and continental Europe. During the lifetime of this plan, the busy transport interchange on the northern side of the station will need to be enhanced to provide for the changing needs of the borough, ensuring that an effective and sustainable interchange provides for more integrated journeys, supporting onward bus, cycle and pedestrian connectivity. This should be delivered as part of the suite of works associated with the development of the Commercial Quarter, and with involvement from the Council as landowner of International House. In addition to Ashford International, there are a further six railway stations within the borough – Appledore, Charing, Chilham, Ham Street, Pluckley and Wye. The priorities for these are to improve cycling facilities and customer information systems, and the provision of waiting shelters. Additionally, in the case of Appledore station, there is an opportunity to enhance pedestrian and cycling routes between the station and the village. Contributions may be sought via Section 106 agreements to contribute towards these improvements. The key rail-related priorities in the borough at the current time are as follows: • Ashford International Rail Connectivity Project (Spurs): an EC and SELEP-funded project to upgrade signalling at Ashford International to European Train Control System (ETCS) standard, allowing the continuation of international stopping services at the station. • Ashford – Hastings Line upgrade: project to deliver an extension of High Speed services to Hastings and Bexhill via Ashford International, to include electrification of the line between Ashford and Ore. • High Speed Capacity: catering for increasing demand and growth in Ashford town in particular, to include the lengthening of trains and provision of additional services at peak times. In addition to these, other priorities include the retention of services at frequency at more rural stations to ensure the accessibility and vitality of these villages; provision of renewed rolling stock consisting of more sustainable low emission trains; and the enhancement of station accessibility. While the Council is not responsible for rail services and infrastructure, it will work with relevant service providers and authorities to bring project forward that facilitate sustainable development within the borough.

MC NO	Page Policy Para.	Change reason & Related Rep No.	Proposed Main Change (MC)
64	**Page 215 Policy TRA2 Paras 5.242 – 5.253**	Response to reps 1251; 1905; 2229; 2302; 2536	*Changes to supporting text in Public Parking Facilities serving the Town Centre and Policy TRA2 – Strategic Public Parking Facilities as follows:* **Public Parking Facilities Serving The Town Centre** 5.242 The availability of publicly available car parking has a major influence on the means of transport chosen and is also recognised as being crucial to ensuring new development is successful. The Commercial Quarter (policy S1) in particular envisages a significant amount of new office space which requires adequate parking nearby to ensure commercial terms can be achieved and space can be successfully let, at least in its initial stages. 5.243 The Parking Study that supports this Local Plan set out the need for new town centre parking to partly replace existing car parks and partly to cater for additional demand from new development (some of which relates to development that is subject to extant planning approval). ~~It also explored the merits of a Park and Ride Facility on the outskirts of the town.~~ 5.244 The Study highlighted that that the town centre currently has enough vacant car parking spaces to cater for current and future demand. However, this position was caveated in that not all of these spaces are truly available in practice as many were located on the periphery of the town centre in relatively inaccessible locations and therefore it is questionable how attractive these spaces are for short stay users. Also, a number of vacant spaces are also housed in either car parks that are privately run, meaning the Council has little control over operations, or at Edinburgh Road and Vicarage Lane Car Parks - publically owned car parks which have the potential to be suitable locations for redevelopment in the longer term but which play a key role in supporting the town centre at the current time. 5.245 In light of the above, the Study recognised that a flexible approach to parking was needed, one which can best respond to development as it comes forward in a way that caters for both the needs of long stay and short stay users. **Elwick Place** 5.246 Elwick Place will become a significant new retail and leisure destination in the Town Centre through the delivery of a new multi-screen cinema and hotel and a number of new restaurants. A new public car park that will provide for an additional 280 car parking spaces will also be delivered. Not only will this car park cater for the retail and leisure development at Elwick Place, it will also become a key facility that supports growth in the wider town centre and also provide flexibility in the parking stock. **Multi Storey Car Parks** 5.247 In Ashford town centre, delivering new multi-storey car parks (MSCPs) has been a long held aspiration of the Council and it remains a valid one. New MSCPs will provide the opportunity to redevelop some of the Town Centre's existing surface level car parks – highly accessible and sustainable brownfield sites - through the decanting of spaces to new MSCPs. In order to be successful, MSCPs generally need to be located in accessible locations near to shops and leisure facilities and in doing so tend to cater for the shorter term parking demand. They also need to be clean, attractive and provide a sense of safety for their ~~its~~ users. 5.248 In the Ashford Town Centre Area Action Plan (2010), land was allocated to deliver two MSCPs ~~at Victoria Road and New Street~~ by 2020. These were both required to meet the needs generated by significant levels of planned retail and leisure development, envisaged to come forward by 2020. 5.249 This Local Plan is not proposing to deliver such large scale of development in the Town Centre. Nevertheless, MSCP provision is still seen as an important component of meeting parking needs in the longer term to respond to development coming forward. ~~Although not allocated in this Local Plan, land at Victoria Road close to the pedestrian bridge over the railway lines remains a suitable and practical location for such a facility given its excellent accessibility to the core of the town centre area. Discussions are ongoing with the developers here for such provision to be secured. In addition, policy S1 of this Local Plan identifies land within the Commercial Quarter for the delivery of a new MSCP (of around 400 - 600 spaces), on land largely owned by the Council~~.

MC NO	Page Policy Para.	Change reason & Related Rep No.	Proposed Main Change (MC)
64			5.250 Although MSCPs tend to best serve short stay users, it is highly likely that they will also partially meet long stay demands, especially as new commercial development starts coming forward in the town centre, until such time that a new park and ride facility is operational which can cater for this demand in a more sustainable way. 5.251 Should a MSCP be delivered, the Council may then wish to pursue the redevelopment of some its existing car parking stock in the Town Centre. These proposals will need to demonstrate that there is spare capacity in existing public parking stock serving the town centre, that is currently operational or which will be provided elsewhere as part of the redevelopment. ~~This may include provision at a Park and Ride facility, particularly for the longer term spaces.~~ **~~Park and Ride~~ Future Capacity Options** 5.252 The Council retains the view ~~considers~~ that Park and Ride is a~~n important~~ component of its longer term parking strategy, particularly to support new office development in the town centre. In light of this, a Park and Ride facility is safeguarded at Chilmington Green through the Chilmington Green Area Action Plan (not superseded by this Local Plan) ~~and at the Warren.~~, and will continue to be reserved until it is decided that the facility is no longer required. ~~5.253 At this time, accepting that there is no Park and Ride facility serving Ashford Town Centre, evidence from the council's discussions with the commercial office developers demonstrate an unwillingness to provide a parking solution that doesn't provide for dedicated parking spaces on-site (or nearby) as this is what the majority of potential tenants desire. This view reflects the fact that the market for new offices in the town centre is currently fragile and such schemes carry significant risks to the developers, so they need to present an attractive package to potential tenants.~~ ~~5.254 The Parking Study also explored the merits of a Park and Ride Facility on the outskirts of the town on land reserved for this purpose at The Warren. It was determined that, while that site has excellent access from the M20 and the A20 on the western side of the town, concerns had been raised that it was located too close to the town centre to act as an effective Park and Ride site. It is possible that a future Park & Ride facility located further from the town centre but with good accessibility to the main radial routes into the town and /or the motorway junctions would be potentially more successful in the long run.~~ 5.253 In the medium to longer term, it is anticipated that the new office sector in the town centre will thrive and in doing so become a less risky and more desirable investment for the market. In such circumstances, the values secured through the delivery of office accommodation in the town centre will rise substantially and this will result in Park and Ride becoming a more desirable and cost effective option of securing parking space to support new development. In turn this will drive demand and patronage that would financially underpin the operation of a Park & Ride service. ~~Combined, this may allow for a more restrictive 'on-site' parking policy to be implemented by the Council in the town centre with a view of incentivising park and ride. This issue will be revisited as part of a formal review of this Local Plan. Given this aspiration, it is prudent for the option of a Park and Ride facility at the Warren to be maintained in this Local Plan~~. ~~5.255 In the meantime, the Council intends to use CIL receipts to help deliver both the MSCP and Park and Ride provision as set out in this section.~~ *As a result of the above, Policy TRA2 amended as follows:* **TRA2 – Strategic Town Centre Public Parking Facilities** **The Council will prioritise the delivery of two new multi-storey public car parks, one of which will have an indicative capacity of 300 spaces, and at the other with an indicative capacity of 400 – 600 spaces. ~~four strategic public parking facilities by 2030 in the form of:~~** • **~~two multi-storey car parks, at Victoria Road (indicative capacity 300 spaces) and at the Commercial Quarter (indicative capacity 400 - 600 spaces); and,~~** • **~~two Park and Ride facilities at Chilmington Green and at the Warren (indicative capacity 800 spaces).~~** **Proposals which would prejudice the ability to deliver these facilities on a viable basis will be refused unless it has been agreed with the Borough Council that the facility is either no longer required or the alternative provision of the same amount of car parking can be delivered in a suitable location.**

<table>
<tr><th>MC NO</th><th>Page Policy Para.</th><th>Change reason & Related Rep No.</th><th>Proposed Main Change (MC)</th></tr>
<tr><td>65</td><td>Page 217 Policy TRA3 Para 5.262 and Table within Policy TRA3 (a)</td><td>Admin</td><td>Changes to Residential and Non-residential Parking Standards section and Policy TRA3 (a) as follows:

Amend paragraph 5.262:

5.262 To ensure the delivery of maximum parking provision in new non-residential developments in the borough over the Plan period, and to reduce opportunities for commercial developments to deliver fewer spaces than the maximum, Policy TRA3(b) brings forward the ~~sets the maximum~~ standard of SPG4 as the minimum standard for non-residential development in the borough ~~(ie neither a maximum or a minimum).~~ Controlled Parking Zones are also supported as an option for the Council to address specific problems with overspill commercial car parking into residential areas should these occur.

Delete first table in Policy TRA3 (a)- Parking standards for residential development and replace with the following table:

<table>
<tr><td></td><td>Suburban and Rural locations</td></tr>
<tr><td>1-bed dwelling</td><td>1 space per unit</td></tr>
<tr><td>2-bed dwelling</td><td>2 spaces per unit</td></tr>
<tr><td>3-bed dwelling</td><td>2 spaces per unit</td></tr>
<tr><td>4-bed house</td><td>3 spaces per unit</td></tr>
</table>

(Remainder of policy is retained)</td></tr>
<tr><td>66</td><td>Page 221 Policy TRA5 Para 5.272</td><td>Response to rep 2539
Response to rep 2539</td><td>Addition to paragraph 5.272 - in Planning for Pedestrians – Policy TRA5, as follows:

The Council is committed to increasing cycle usage in the borough as a sustainable means of transport that also contributes to healthier lifestyles. KCC's Countryside and Coastal Access Improvement Plan assesses the opportunities for pedestrian journeys in Kent provided by local public rights of way (PRoWs), noting the potential of these routes to stimulate journeys on foot as opposed to by the private car, and for leisure, promoting Active Travel. ABC supports this approach and any opportunities to enhance and regularise PRoWs and other pedestrian routes to encourage journeys by foot."

Add new text to end of Policy TRA5 – Planning for Pedestrians:

Development proposals shall demonstrate how safe and accessible pedestrian access and movement routes will be delivered and how they will connect to the wider movement network. Opportunities should be proactively taken to connect with and enhance Public Rights of Way whenever possible, encouraging journeys on foot.</td></tr>
</table>

<table>
<tr><th>MC NO</th><th>Page Policy Para.</th><th>Change reason & Related Rep No.</th><th>Proposed Main Change (MC)</th></tr>
<tr><td>67</td><td>Page 221 Policy TRA6 Para 5.275</td><td>Admin. Response to rep 10 Response to rep 2538 Response to rep 1491, 2538</td><td>
Changes to Provision for Cycling supporting paragraph 5.275 and Policy TRA6 as follows:

5.275 National Cycle Route 18 has been designated and runs through the urban area and links with the wider county wide strategic cycleway network; and National Cycle Route 17 (the Pilgrims Way Cycle Trail) provides a strategic link to Eureka Park.

“KCC recently consulted on its Active Travel Plan, which sought to promote journeys by bicycle Kent along hospitable routes, noting the potential of these routes to stimulate journeys by bicycle as opposed to by the private car, and for leisure uses, promoting Active Travel. ABC supports this approach and any opportunities to enhance and regularise cycle connections.”

Policy TRA6 - Provision for Cycling
The Council will seek to improve conditions for cyclists through the following measures:-

Promoting and developing a Borough-wide network of cycle routes;
Developments should, where opportunities arise, include safe, convenient and attractively designed cycle routes, including, where possible, connection to the Borough-wide cycle network.
Promoting and providing cycle parking facilities in town centres, at railway stations and at major public buildings, and requiring new development to provide cycle parking facilities in agreement with the Council
Taking opportunities to consider active travel when designing new routes and establishing connections with existing routes, encouraging journeys by bicycle

Cycle Parking shall be provided at a minimum as per the follow:
<table>
<tr><td>A1</td><td>< 1000m² – 1 space per 200m²
< 5000m² – 1 space per 400m²
> 5000m² – min 12.</td></tr>
<tr><td>A2/B1/B2/B8</td><td>Short/Medium Term (collection/delivery/shopping) – 1 space per 1000m²
Medium to Long Term (meetings/workplace) – 1 space per 200m²</td></tr>
<tr><td>A3/A4/A5</td><td>1 space per 10 seats (min 2 provided)</td></tr>
<tr><td>C1/C2</td><td>1 space per 10 beds/units/pitches
or 1 space per 5 students</td></tr>
<tr><td>C3</td><td>1 space per unit (flats/maisonettes)
(it is expected that sufficient accommodation will be provided in any case for houses)</td></tr>
<tr><td>D1</td><td>Schools – as per current KCC requirement
Medical centres/surgeries – 1 space per 2 consulting/treatment rooms
Others – 1 space per 50 seats or 100m²</td></tr>
<tr><td>D2</td><td>Leisure & entertainment – 1 space per 300 seats
Sports facilities & venues – 1 space per 10 participants/members/staff</td></tr>
<tr><td>Sui generis</td><td>Case-by-case basis</td></tr>
</table>
</td></tr>
</table>

MC NO	Page Policy Para.	Change reason & Related Rep No.	Proposed Main Change (MC)
68	**Page 223 Policy TRA8 Para 5.278**	Admin	*Addition to Paragraph 5.278 under Assessing Transport Needs and amend TRA8 – Travel Plans, Assessments and Statements* 5.278 Travel plans, assessments and statements are all ways of assessing and mitigating the negative transport impacts of development in order to ensure that sustainable development is delivered. The Council will seek to promote public transport and other non-car based modes of travel within the borough. *Amend policy text of TRA8 as follows:* **Policy TRA8 - Travel Plans, Assessments and Statements** **Planning applications will be supported by either a Transport Statement~~,~~ or a Transport Assessment ~~or a Travel Plan~~ depending on the nature and scale of the proposal and the level of significant transport movements generated. Where appropriate, the Council will liaise with the relevant authority in relation to what sort of evidence is required. The recommendations of these studies, including Travel Plans, will be required to be delivered prior to or as part of the development and will be secured through condition or S106 Agreement.**
69	**Page 223 Policy TRA9**	Response to reps 826, 1331, 1336	*Amend first bullet point of 5.283 under The approach to Heavy Goods Vehicles , and subsequent Policy TRA9 amendments as follows:* • scheme provides HGV parking to at least meet the number of spaces required as established through the Kent Vehicle Standards SPG (produced by KCC) and reflected in policy TRA9 below ~~Highway Authority's adopted standards (currently in KCC SPG4 - Kent Vehicle Parking Standards (July 2006)~~ or, if greater, the latest physical requirements to accommodate HGVs as average sizes increase, with sufficient spacing for parking, manoeuvring and turning. These should be provided on-site or in any communal HGV parking area. Parking on the public highway will not be regarded as a means of meeting HGV parking Standards. It is expected that only certain classes of development will give rise to the need for HGV parking, and the provision required for a development is usually based on the floor area, the number of staff, the seating capacity or the number of visitors. However, employment-generating development will still be expected to provide for deliveries. Unless otherwise stated, the floor space to be used in applying the standards is the gross floor area based on the external measurement over each floor of the building with corridors, stairwells, etc. included in the measurement. **Policy TRA9 – Planning for HGV movement** **Proposals which generate significant heavy goods vehicle (HGV) movements will only be supported where the use is acceptable in planning terms, and:-** **~~a. sufficient HGV parking spaces are provided in a way that is consistent with the Highways Authority's adopted standards and where possible exceeded, unless exceptional circumstances dictate a departure from these standards in line with policy TRA3(b) above;~~** **~~b.~~ a. the size and layout of the site is sufficient to accommodate HGV manoeuvring ~~movements~~ and parking in a way that does not lead to the public highway being used for either purpose; and,** **~~c.~~ b. HGV movements are limited to appropriate times of operation given the context of the site.** **c. sufficient HGV parking spaces are provided at a level commensurate with use, at not less than the following levels, unless exceptional circumstances dictate a departure from these standards in line with policy TRA3(b) above:** **A3 (Transport cafés) — 1 lorry space per 5m²** **B1 Business (High Tech/Research/Light Industrial only) — 1 space per 200m²** **B2 General Industrial — 1 space per 200m²** **B8 Storage & Distribution, or Wholesale Trade Distribution — 1 space per 300m²**

MC NO	Page Policy Para.	Change reason & Related Rep No.	Proposed Main Change (MC)
70	**Page 226-227 Policy ENV1 Paras 5.296 5.298 5.300**	Admin; response to 1499, 1506, 2378, 2162 1296, 2326, 2275, 2578	*Changes and additions to supporting text within Biodiversity section and Policy ENV1 – Biodiversity as follows:* 5.296 The Borough is home to two designated sites of international significance for biodiversity, the Wye and Crundale Downs Special Area of Conservation (SAC) and the Dungeness, Romney Marsh and Rye Bay Ramsar site which extends into an area in the south-eastern corner of the Borough between Appledore and Hamstreet. A small part of the recently extended Dungeness, Romney Marsh and Rye Bay Special Protection Area (SPA) borders the borough boundary in the vicinity of Stone in Oxney. Under European legislation, the Council has a duty to ensure these sites are maintained in favourable conservation conditions and that they are afforded the greatest level of protection. Where likely significant effects cannot be excluded, then an appropriate assessment prepared in accordance with the Habitats Regulations will be required. Where adverse effects on the site cannot be ruled out, and no alternative solutions can be identified, then the project can only then proceed if there are imperative reasons of over-riding public interest and if the necessary compensatory measures can be secured. 5.297 Nationally designated sites in the Borough include two National Nature Reserves, at Hamstreet Woods and Wye and Crundale Downs, and ~~20~~ 13 Sites of Special Scientific Interest (SSSI), comprising 57 SSSI units, which are of national importance on account of their biological or geological interest. These sites are legally protected by the National Parks and Access to the Countryside Act 1949 and the Wildlife and Countryside Act 1981 (as amended). These sites are therefore afforded a high level of protection in this Plan. 5.298 The Borough is also home to 83 Local Wildlife Sites (LWS), formerly known as Sites of Nature Conservation Interest, identification of which is overseen by the Kent Nature Partnership. In addition there are ~~and~~ 3 Local Nature Reserves, the Ashford Green Corridor, Hothfield Common and Poulton Wood, Aldington. These sites are important elements of the borough's biodiversity assets and contribute to the promotion, preservation, restoration and re-creation of ecological networks. The Council therefore expects that they will be protected and enhanced in new development that arises during the lifetime of this Plan. Local Wildlife Sites are listed in Appendix 4 of this Plan. …. 2.300 These BOAs, together with the international, national and locally designated sites listed above, ~~and including~~ in addition to the Green Corridors and other natural spaces such as woodlands and open spaces, form the strategic Green Infrastructure Network of the Borough. *Continued on next page…*

MC NO	Page Policy Para.	Change reason & Related Rep No.	Proposed Main Change (MC)
70			*Amendments to Policy ENV1 – Biodiversity:* **Policy ENV1 - Biodiversity** **Proposals that conserve or enhance biodiversity will be supported. Opportunities to incorporate and enhance biodiversity should be identified ~~will be encouraged.~~ In particular, development should take opportunities to help connect and improve the wider ecological networks.** **Proposals should safeguard features of nature conservation interest and should include measures to retain, protect and enhance habitats, including BAP (Priority) habitats, and networks of ecological interest, including ancient woodland, water features, ditches, dykes and hedgerows, as corridors and stepping stones for wildlife.** **Development that will have an adverse effect on the integrity of European protected Sites, including the Wye and Crundale Special Area of Conservation, and the Dungeness, Romney Marsh and Rye Bay Ramsar and SPA sites, alone or in combination with other plans or projects, will not be permitted. Any proposal capable of affecting designated interest features of European sites should be subject to Habitats Regulations Assessment screening.** **Development that will have an adverse effect on nationally designated sites, including the borough's Sites of Special Scientific Interest and National Nature Reserves will not be permitted unless the benefits, in terms of other objectives including overriding public interest, clearly outweigh the impacts on the special features of the site and broader nature conservation interests and there is no alternative acceptable solution.** **Development should avoid significant harm to locally identified biodiversity assets, including Local Wildlife Sites, ~~and~~ Local Nature Reserves, and the Ashford Green Corridor as well as priority and locally important habitats and protected species. The protection and enhancement of the Ashford Green Corridor is one of the key objectives of the Plan and therefore all proposals coming forward within or adjoining the Ashford Green Corridor should comply with Policy ENV2 in the first instance.** **Where harm to biodiversity assets cannot be avoided, appropriate mitigation and the management of such mitigation in perpetuity will be required in line with a timetable to be agreed with the Local Authority, ~~on land that is suitably established prior to the commencement of development and the management of such mitigation in perpetuity~~. Normally any mitigation measures will be required to be delivered on-site, unless special circumstances dictate that an offsite model is more appropriate. A financial contribution - in lieu of mitigation - will only be considered in very exceptional circumstances.** **Opportunities for the management, restoration and creation of habitats in line with the opportunities identified for the Biodiversity Opportunity Areas (BOAs) and targets set out in the Kent Biodiversity Strategy will be supported.**

MC NO	Page Policy Para.	Change reason & Related Rep No.	Proposed Main Change (MC)
71	**Page 232**	Response to reps 1302; 2422;1510 Response to reps 1711, 1719 Response to reps 1302; 2422;1510	*Proposed amendments to Landscape Character Assessments section:* *Introduce a new section on 'setting of AONB' as supporting text after paragraph 5.313:* **Setting of the AONB** Ashford benefits from two Areas of Outstanding Natural Beauty (AONBs) within its area – the Kent Downs and the High Weald. AONBs are designated by the Government for the purpose of ensuring that the special qualities of our finest landscapes are conserved and enhanced. In planning policy terms they often have an equivalent status to National Parks, and are to be given the highest level of landscape protection. Section 82 of The Countryside and Rights of Way Act 2000 confirms that the primary purpose of AONB designation is to conserve and enhance the natural beauty of the area. Where appropriate, local authorities are required to take into consideration the setting of an AONB when determining planning applications, in accordance with duties under Section 85 of the 2000 CROW Act. Section 85 places a statutory duty on all relevant authorities requiring them to have regard to the statutory purpose of AONBs when coming to decisions or carrying out their activities relating to, or affecting land within these areas. Although the NPPF does not specifically refer to setting in the context of AONBs, the Planning Practice Guidance explains the legal duties of local planning authorities in relation to AONBs as per the above. Paragraph: 003 Reference ID: 8-003-20140306 adds: *"The duty is relevant in considering development proposals that are situated outside National Park or Area of Outstanding Natural Beauty boundaries, but which might have an impact on the setting of, and implementation of, the statutory purposes of these protected areas."* The Kent Downs and High Weald AONBs have precise geographical borders based on an assemblage of unique landscape character. In addition to this, the settings comprise land adjacent to or within close proximity of the AONB boundary, which is visible from the AONBs and from which the AONBs can be seen. The setting may be wider in certain circumstances, for example when affected by features such as noise and light. In some cases the setting area will be compact and close to the AONB boundary, perhaps because of natural or human made barriers or because of the nature of the proposed change. Generally speaking, the settings of AONBs within the borough are of a high scenic quality, are of importance for rarity, tranquillity, representativeness and variety of local landscapes, and are unspoilt by large-scale intrusive development. Their characters are common with the AONBs, including topographic and visual unity, with a clear sense of place, and usually aspects of historical, wildlife and/or architectural conservation interest. Scale, height, siting, use, materials and design are factors that will determine whether a development affects the natural beauty and special qualities of the AONB. Compatibility with surroundings, movement, reflectivity and colour are important in considering impact on setting. Generally, the further away a development is from the AONB boundary, the less the impact on this designation. Within the setting of the AONBs, priority will be given over other planning considerations to the conservation or enhancement of natural beauty, including landscape, wildlife and geological features, while recognising that landscape considerations carry less weight than within these designations. At the same time, due regard will be had to the economic and social well-being of the area.

MC NO	Page Policy Para.	Change reason & Related Rep No.	Proposed Main Change (MC)
72	**Page 232 Policy ENV3**		*Delete Policy ENV3 and replace with the revised Policies:* **Policy ENV3a - Landscape Character and Design** **All proposals for development in the borough shall demonstrate particular regard to the following landscape characteristics, proportionately, according to the landscape significance of the site:** a. **Landform, topography and natural patterns of drainage;** b. **The pattern and composition of trees and woodlands;** c. **The type and composition of wildlife habitats;** d. **The pattern and composition of field boundaries;** e. **The pattern and distribution of settlements, roads and footpaths;** f. **The presence and pattern of historic landscape features;** g. **The setting, scale, layout, design and detailing of vernacular buildings and other traditional man made features;** h. **Any relevant guidance given in the Landscape Character SPD** i. **Existing features that are important to the local landscape character shall be retained and incorporated into the proposed development.** **j. Any non-designated, locally-identified, significant landscape features justified in a Parish Plan or equivalent document.** **ENV3b – Landscape Character and Design in the AONBs** **The Kent Downs and High Weald AONBs should be conserved, and where appropriate enhanced or restored, in accordance with their landscape significance. Major development proposals within the AONBs will only be permitted in exceptional circumstances and where they are in the public interest.** **Other proposals within and immediately adjoining the AONBs will be permitted under the following circumstances:** • **The location, form, scale, materials and design would conserve and enhance the character of the landscape.** • **The development would enhance the special qualities, distinctive character and tranquillity of the AONB.** • **The development conforms with the relevant AONB management plan and any associated guidance.** • **The development demonstrates particular regard to those characteristics outlined in Policy ENV3a, proportionate to the high landscape significance of the AONB.**
73	**Page 234 Policy ENV5 Para 5.322**	Response to rep 2656	*Amend final sentence of 5.322 within Protecting Important Rural Features* It is important that this network is retained and, if possible, enhanced through working with the County Council to deliver its Countryside Access Improvement Plan and the creation of clear, attractive connections to (or through) new developments.
74	**Page 238 Policy ENV7 Paras 5.336-5.340**	Response to rep 2545	*Amend supporting text within Water Resources and efficiency as follows:* 5.336 Public concern about water supply remains high. SEW forecast data shows that if the company 'do nothing' there will be insufficient water to meet future demand across their supply area. The SEW Water Resource Management Plan (WRMP) (2015-2040) uses a twintrack approach to managing this supply demand deficit through demand management and water resource development ~~as without these measures~~ and, without both components of this approach in place new development may be restricted in future. However, SEW have confirmed that following sensitivity testing on housing numbers their WRMP programme will fully satisfy the growth in demands within their supply area proposed within the Ashford Local Plan. *Continued on next page…*

MC NO	Page Policy Para.	Change reason & Related Rep No.	Proposed Main Change (MC)
74			5.337 Demand management measures include a long-term strategy to reduce water use focused on changing customer behaviour. The WRMP has a target to reduce per capita consumption of water across their supply area to 149 litres per person per day (l/p/d) by 2040. This is a reduction against the current baseline of 166 l/p/d and highlights the need for sustained water efficiency improvements. However, there is still a need for the optional requirements for water efficiency on new build. South East Water's 'Water Efficiency Strategy' makes it clear that the standards for new homes are a significant part of the company's planning for water efficiency; that new homes provide the best opportunity for providing best practice water efficiency in the most cost-effective ways; and that SEW depends on the commitment of the Borough Council to help it meet its targets. The only way, therefore, that overall water efficiency can be improved is for the optional requirement to be sought. …. 5.340 The Government updated Building Regulations Part G in 2015, introducing an 'optional' requirement of 110 l/p/day for new residential development, which should be implemented through local policy where there is a clearly evidenced need. The evidence, and outlined in detail in the supporting Water Cycle Study, clearly justifies the need for more stringent water efficiency targets for new residential development in the Borough.
75	**Page 239 Policy ENV8 Para 5.342**	Response to reps 2373, 1922	*Add paragraphs before 5.342 within Water Quality, Supply and Treatment, and amend paragraph 2 of Policy ENV8 as follows:* The Council considers it critical that adequate water supply and wastewater treatment facilities are in place to serve development. Significant engagement has taken place with the relevant service providers in relation to the provision of both water supply and wastewater infrastructure in the Borough, and it is confirmed that there is sufficient capacity for planned development up to 2030. However, planning for the period beyond 2030 will begin prior to the end of this plan period, and it is possible that preliminary works to ensure continued capacity, in liaison with the service providers, will be required in order to accommodate new development post-2030. With regard to wastewater infrastructure, significant recent investment in strategic infrastructure has taken place, including at the wastewater treatment works and to the trunk sewers in the borough. Should the need for further investment arise, it can be planned and funded through the water industry's five-yearly price review process. The Council considers it necessary to ensure that development does not go ahead before any required improvements to the strategic infrastructure are made and the Council will need to be satisfied when granting permission for major development that there is sufficient capacity at the wastewater treatment works, or that the capacity will be provided, in time to serve the new development. With regard to the sewerage system (network of sewers and associated facilities that convey wastewater to the treatment works for treatment), developers will be required to work in collaboration with the service provider to ensure that the infrastructure is delivered in parallel with development. New residential and commercial development will be permitted only if sufficient capacity is either available, or can be provided in time to serve it. Where there is insufficient capacity in the sewerage network, developments will be required to provide a connection to the sewerage system at the nearest point of adequate capacity. **POLICY ENV8 - Water Quality, Supply and Treatment** **Major proposals for new development must be able to demonstrate that there are, or will be, adequate water supply and wastewater treatment facilities in place to serve the whole development, or where development is being carried out in phases, the whole of the phase for which approval is being sought. Improvements in these facilities, the timing of their provision and funding sources will be key to the delivery of development.** **All development proposals must provide a connection to the sewerage system at the nearest point of adequate capacity, as advised by the service provider, ~~Southern Water~~, and ensure future access to the existing sewerage systems for maintenance and upsizing purposes.** **Schemes that would be likely to result in a reduction in the quality or quantity of groundwater resources will not be permitted. The Council will support, in principle, infrastructure proposals designed to increase water supply and wastewater treatment capacity subject to there being no significant adverse environmental impacts and the minimisation of those that may remain.**

MC NO	Page Policy Para.	Change reason & Related Rep No.	Proposed Main Change (MC)
76	**Page 243 Policy ENV9**	Response to rep 2277	*Delete final sentence of Policy ENV9 – Sustainable Drainage:* ~~**Developers must notify the Council to discharge any relevant conditions before commencement of works on site to ensure a compliant design has been submitted.**~~ *(Remainder of policy is retained)*
77	**Page 244 Policy ENV10 Paras 5.374 5.377**	Response to reps 1305; 1520; 2419 Response to reps 2412, 2444, 1305, 2419, 1520	*Amend final sentence of paragraph 5.374 within Renewable Energy as follows:* The use of Landscape Character Assessments and Landscape and Visual Impact Assessments will be useful in this context and their outcomes should inform any future proposal. *Add two further supporting text paragraphs after 5.377 after Renewable energy:* **Biomass** Significant government attention has been directed towards the potential for biomass as fuel in order to respond to climate change, biodiversity enhancement, sustainable development and energy security. The UK Renewable Energy Strategy (2009, and brought forward under the current government) commits the UK to contribute to the overall European renewable energy target and to generate 15% of our energy needs from renewable sources by 2020. The UK Bioenergy Strategy (2012) outlines the country's approach to securing the benefits of this source. It indicates that sustainably sourced biomass could contribute around 8-11% to the UK's primary energy demand by 2020. The Council recognises the potential for biomass fuel, and particular woodfuel, in providing a sustainable source of energy. The Community Energy Strategy (2014) outlined the government's approach to encouraging the development of community energy in the UK. This includes the generation of community heat from sustainable woodfuel from unmanaged woodlands. This was complemented by the Timber Standards for Heat & Electricity (2014), which advised on the parameters for the management of woods for woodfuel. The Council is supportive of community innovations in renewable energy that can contribute to any or all of the following outcomes: carbon reduction; green jobs; biodiversity improvements; competitively-priced fuel; energy security; reducing waste; supporting sustainable forestry.
78	**Page 247 Policy ENV12 Parag 5.390**	Admin; response to reps 1185, 1226	*Amend paragraph 5.390 within Air Quality section as follows:* "….There are currently no areas within the Borough where the air quality fails to meet the required standards, and there are no designated Air Quality Management Areas (AQMAs). ~~However, future development in the Borough has potential to impact upon air quality.~~ Should an AQMA be declared in the lifetime of the plan, further development will be permitted in and around that area only if acceptable measures to offset or mitigate any potential impacts have been agreed as part of the proposal. In that case, an air quality assessment will be required if the proposal is likely to have a significant effect, which takes account of existing background levels of air pollutants, the cumulative effects of development on individual sites, as well as a feasibility assessment for mitigation measures to ensure air quality objectives are not exceeded.
79	**Page 253 Policy COM1 Parag 5.410**	Response to reps 1743, 2487	*Edit first sentence within paragraph 5.410 - Meeting the Needs of the Community as follows:* 5.410 To this end the Council's approach will be to continue to work with developers and providers and community groups to ensure the provision of community infrastructure in the right locations and at the right time.

<table>
<tr><th>MC NO</th><th>Page Policy Para.</th><th>Change reason & Related Rep No.</th><th>Proposed Main Change (MC)</th></tr>
<tr><td>80</td><td>Page 261
Policy COM2
Paras 5.432
5.434
5.450</td><td>Response to reps 2278, 2586
Response to rep 1326</td><td>
Amend text and Table within Sport, Recreation and Play and Policy COM2 as follows:

5.432 The following total quanta of recreational, play, sport and open space are required to meet the needs of the new development proposed in this Local Plan that do not already have planning permission (circa 7,000 new dwellings). These figures are derived from the emerging Sports Pitches and Indoor Sports Facility Strategy, alongside standards set out in the current Green Spaces and Water Environment SPD. ~~They take into account planned provision that is earmarked to come forward, such as at Chilmington Green.~~ The figures do not take ~~take~~ into account the role which could be played by provision at schools. This provision should be treated as supplementary as in most cases it tends to have limited public access at key times.

Table 4 - Total Spatial Target for play, open space and sports

<table>
<tr><td>Informal space</td><td><s>22.5ha</s> 33.6ha</td></tr>
<tr><td>Children’s Play</td><td><s>5.6ha</s> 8.4ha</td></tr>
<tr><td>Strategic Parks</td><td><s>3.4ha</s> 5.04ha</td></tr>
<tr><td>Allotment provision</td><td><s>2.2ha</s> 3.36ha</td></tr>
<tr><td>Sports Hall (1 badminton hall or equivalent)</td><td><s>4</s> 6</td></tr>
<tr><td>3G Artificial Pitch</td><td>1</td></tr>
<tr><td>Football Pitches</td><td><s>7 adult; 3 junior</s> 8 adult, 7 junior, 2 mini</td></tr>
<tr><td>Hockey 2G Pitch</td><td>1 adult</td></tr>
<tr><td>Rugby Pitches</td><td>2 senior pitches</td></tr>
<tr><td>Cricket Square and outfield</td><td>1</td></tr>
</table>

Edit end of para 5.434 as follows:

Aside from informal space – which will normally be delivered on site and form part of the wider landscaping/ SUDs strategy, incidental space around buildings, discussions with the Council shall then take place as to what exact provision will be sort from any S106 monies to be collected, using the projects identified within the supporting Infrastructure Delivery Plan schedule as the starting point. The Sports England Calculator may also identify additional off-site requirements that need to be considered as well. Where appropriate, these will be added to the Infrastructure Delivery Plan as they are identified.

Edit text within Allotments as follows:

5.450 Demand for allotments owned by the Council is kept under review, with additional provision being made where necessary. Over the lifetime of this Local Plan the need for additional allotment provision is ~~2.2ha~~ 3.36ha, the strategy for which will be identified in the emerging Open Space Strategy.

Continued on next page…
</td></tr>
</table>

MC NO	Page Policy Para.	Change reason & Related Rep No.	Proposed Main Change (MC)
80			*Amend policy text for COM2 as follows:* **Policy COM2 - Recreation, Sport, Play and Open Spaces** **As a target, the Council shall seek to deliver the quantum of provision as new recreation, sport, play and open space provision by 2030 as set out in table 4 of this Local Plan.** **Proposals will utilise the Sports England Calculator and comply with the standards set out within the Green Spaces and Water SPD, where practical. Informal green space will normally be provided on site in line with the guidance and provisions contained within the Green Spaces and Water Environment SPD.** **In Ashford, the provision of children's play, strategic parks, allotments, sports facilities shall be concentrated on key allocated sites within this Local Plan or at the sports and recreation hubs identified above. Proposals which undermine the ability of a hub to play a role in delivering this provision shall not be supported.** **Provision that meets a localised need shall normally be required to be delivered on-site in a way that supports the local community as it comes forward. In the rural area, provision should normally be delivered in a way that helps maintain, enhance and potentially expand existing provision at the settlement where development is proposed, or at the nearest settlement.** **~~In line with the provision within the NPPF~~ Exceptions to the approach outlined above could be justified, should the following circumstances arise in that:** **a. there is suitable open/ green space provision nearby and this provision can be accessed by green routes,** **b. there is suitable sports provision nearby and this provision is accessible and the facility is able to and has the capacity to be used by the public at key times and this access can be secured over the long term at determination of the application,** **c. delivering such provision would render a scheme unviable,** **d. not delivering the required provision is supported by the Council or in agreement with the Parish Council.** **In line with the provision within the NPPF, existing open space, sports and recreational buildings and land should not redeveloped or used for other purposes, unless:** - **An assessment has been undertaken which clearly shows the provision is surplus to requirements, or** - **Any loss would be replaced by equivalent or better provision in terms of quantity and quality in a suitable location,** - **The development is for an alternative sport and recreational provision, the needs for which clearly outweigh the loss.**

MC NO	Page Policy Para.	Change reason & Related Rep No.	Proposed Main Change (MC)
81	**Page 269 Paras 6.1 - 6.3**	Admin	*Edit paragraphs 6.1- 6.3 and insert new paragraph within Monitoring and Review Chapter 6 as follows:* 6.1 It is essential that the policies in this ~~new~~ Local Plan are monitored so that early action can be taken to overcome any barriers to delivery of the Plan's objectives and policies. This is particularly important where there are key pieces of infrastructure that need to be delivered in a timely manner to enable development to proceed. Monitoring is also important to enable communities and interested parties to be aware of progress and ensure that the overall development plan strategy is being delivered. 6.2 The Borough Council produces an Annual Authority Monitoring Report (AMR) ~~that~~ which sets out the overall performance of planning policies set out in the various DPDs that have been prepared previously - each DPD has a set of Key Indicators that are used to monitor overall progress and are reported on within the AMR. The ~~Monitoring Report~~ AMR ~~will~~ also provides up-to-date information on the implementation of any neighbourhood plans that are in progress or have been made. ~~and to determine whether there is a need to undertake a partial or full review of the Local Plan.~~ 6.3 The Council's view is that there needs to be a consolidation of the various indicators that have been previously used into a set that can be easily interpreted and reflect the current Local Plan and accompanying Sustainability Appraisal Objectives. ~~Such indicators will be included within the submission version of this Plan .~~ Therefore a revised list of Monitoring Indicators relevant to the policies within this Local Plan has been prepared and can be located at Appendix 6 *(See MC 106)*. ~~The Council's framework for monitoring of this plan will be~~ These revised indicators, grouped by topic area, are based on the following objectives: • To check the effectiveness of policy and whether it is delivering sustainable development; • To check the timely delivery of key infrastructure; • To assess the extent to which policies are being implemented and whether development targets are being met; • Where policies are not being implemented, then explain why; • To identify policies that ~~need~~ may require early review ~~if necessary.~~ The Council recognises that the Local Plan is a long-term strategy, and intends to formally review the plan by 2025, as set out in the introduction of this document. It is not proposed to undertake short-term formal reviews of the Local Plan unless it is clear from the monitoring reporting that key elements of the strategy are not being delivered.

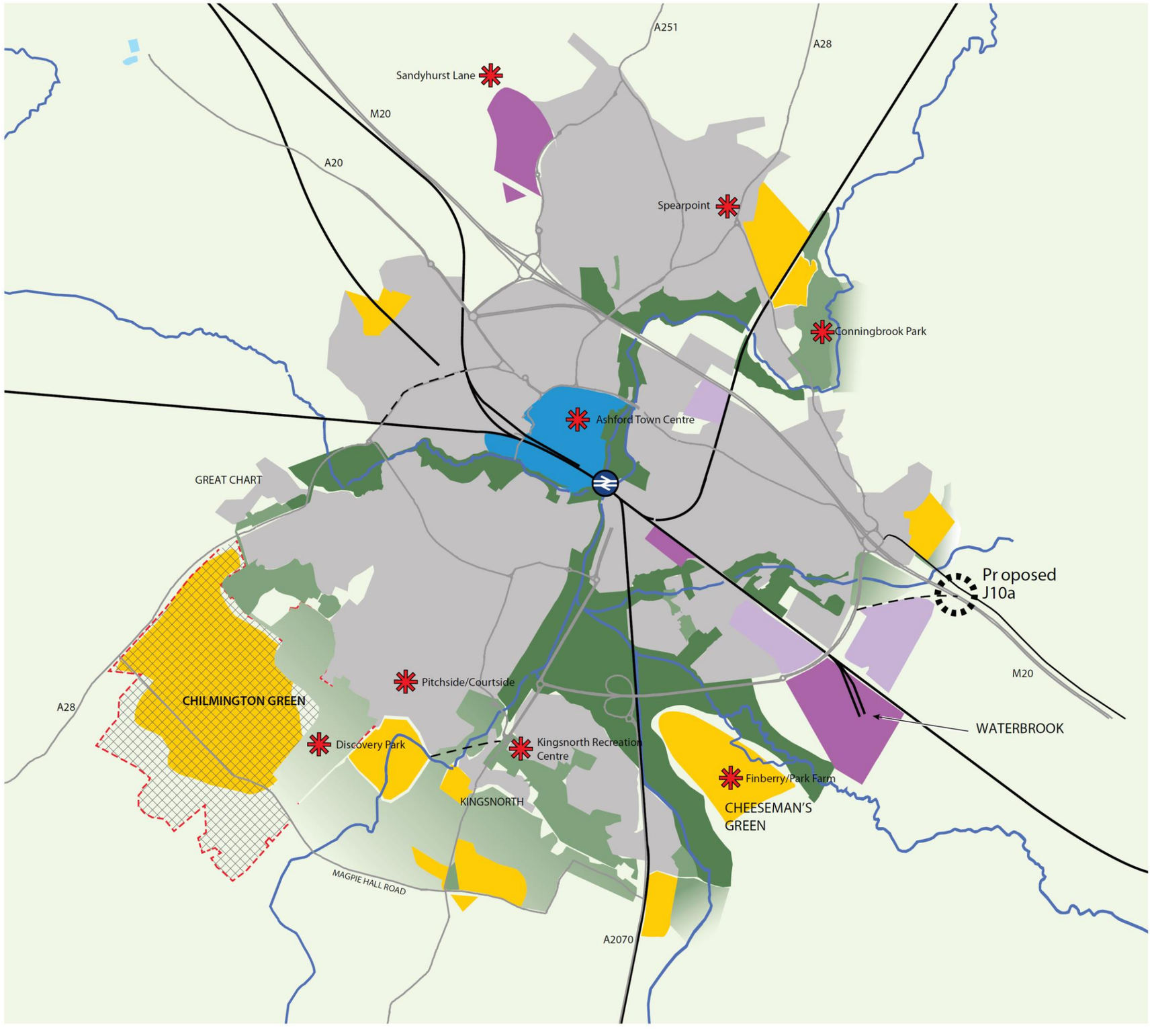
Main Changes to Policy Map Extracts and the Housing Trajectory are continued on the next pages:

MC82 – Updated Key Diagram – Revised Ashford Urban Area Figure 2 Insert

MC83 – Topic Policy Detailed Maps - Updated Green Corridor Diagram

MC84 – Revised Housing Trajectory (Appendix 5)

MC82 - Updated Key Diagram - Revised Ashford Urban Area Figure 2 Insert



Ashford Urban Area

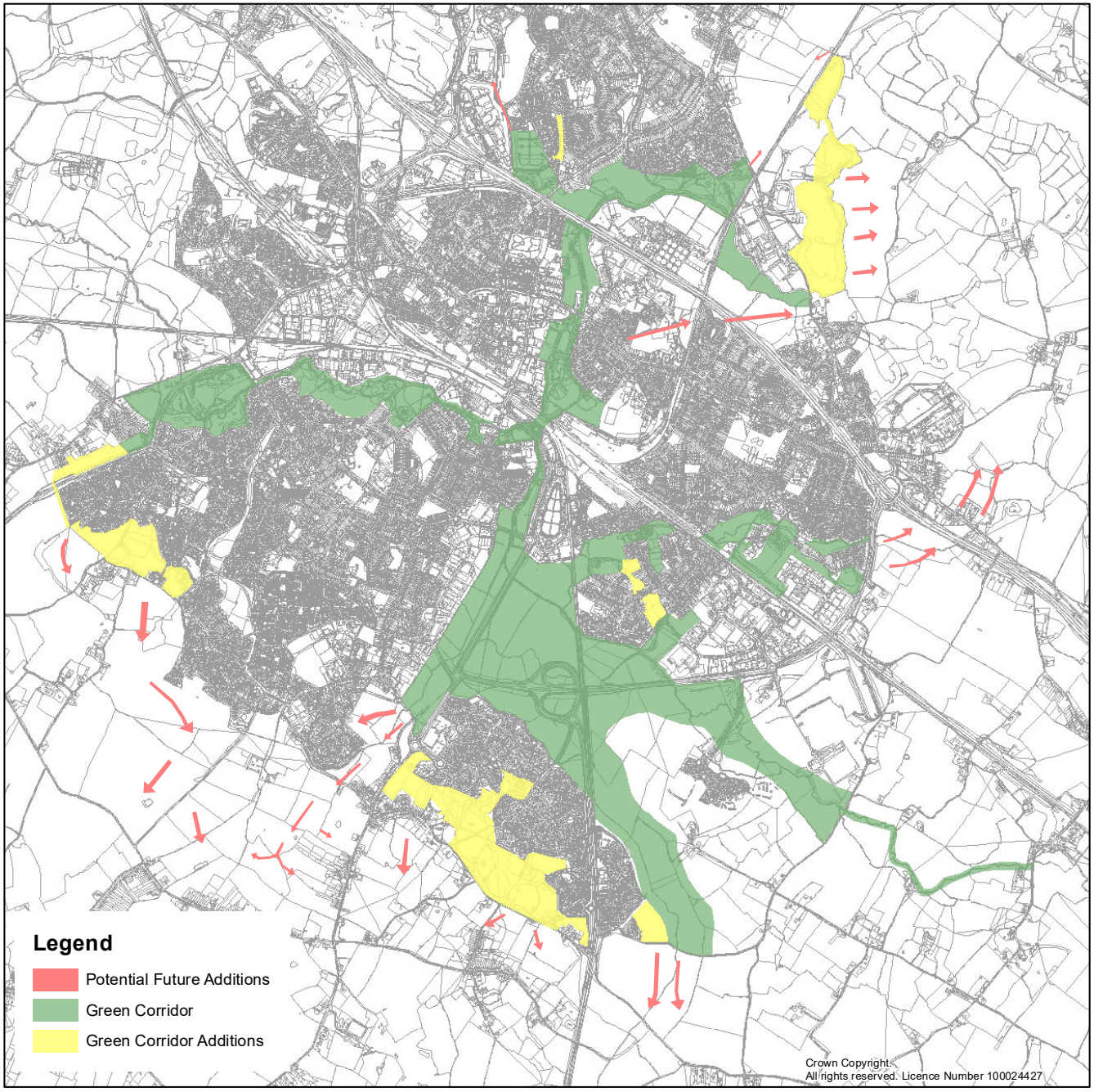
(not to scale)

N

LEGEND

- Town centre
- Primarily employment development areas
- Primarily residential development areas
- Possible direction of development post 2030
- Mixed use development areas
- Possible direction of development post 2030
- Proposed highway schemes
- Sports & Recreation Hub
- Green Corridor
- Green Corridor Expansion
- Green Corridor Potential future additions
- Subject to Chilmington Green AAP Policies
- International and Domestic Station

MC83 - Topic Policy Detailed Maps - Updated Green Corridor Diagram



MC84 - Revised Housing Trajectory (Appendix 5)

Ashford Local Plan 2030 - Housing Trajectory (Proposed Main Changes Regulation 19 - 2017)	17/18	18/19	19/20	20/21	21/22	22/23	23/24	24/25	25/26	26/27	27/28	28/29	29/30	TOTAL
TOWN CENTRE SITES														
Former Powergen					222	189	189	60						**660**
Elwick Road Phase 2					100	100								**200**
Victoria Way East							115		100					**215**
Gasworks Lane (S10)												75	75	**150**
Commercial Quarter (TC9 and S1)						79	80							**159**
CHILMINGTON GREEN		50	100	150	150	250	250	250	250	250	250	250	300	**2500**
URBAN SITES														
Existing Allocations - Under construction														
Finberry (LP 2000)*	120	120	120	120	120	100	102							**802**
Repton Park (LP 2000)	113	100	100	81										**394**
Godinton Way (TC8)	52													**52**
Blackwall Road (U5)	25													**25**
Existing allocations - Not started														
Abbey Way (U1)			20											**20**
Lower Queens Road (U4 and S8)							40							**40**
Former Ashford South Primary School (U6a and S13)								25	50	35				**110**
K College, Jemmett Road (U6b and S12)		40	40	40	40									**160**
Leacon Road (U7 and S11)			50	50										**100**
Land at Butt Field Road, Singleton (U11)		14												**14**
Willesborough Lees (U14 and S17)		50	60	60	60									**230**
Conningbrook Phase 1 (U22)		50	50	50	75	75								**300**
Former Klondyke & Newtown Works Phase 2 (S6 and S7)						50	50	50	50	50	50	50		**350**
New Urban Site allocations														
Land NE of Willesborough Road, Kennington (S2)					35	70	85	85	85	85	85	85	85	**700**
Court Lodge, Kingsnorth (S3)				50	90	90	90	90	100	110	110	110	110	**950**
Land north of Steeds Lane and Magpie Hall Road (S4)				50	60	60	60	60	55	55				**400**
Land South of Pound Lane, Kingsnorth (S5)			50	50	50									**150**
Kennard Way - Henwood (S9)			25											**25**
Park Farm South East (S14)			50	80	80	80	35							**325**
Finberry North West (S15)									75	75	75	75		**300**
Waterbrook (S16)			20	50	50	50	50	50	50	30				**350**
Conningbrook Residential Phase 2 (S19)							70	50	50					**170**
Eureka Park (S20)			50	80	80	80	50	35						**375**
Land South of Brockmans Lane, Bridgefield (S45)						50	50							**100**
Chart Road (S46)					25									**25**
A20 CORRIDOR SITES (New allocations)														
Land east of Hothfield Mill (S47)			25	50										**75**
Rear of Holiday Inn (S48)					50	50	50							**150**
Land north of Tutt Hill (S49)				25	50									**75**
Land at Caldecott, Smeeth (S50)			25	25										**50**
RURAL SITES														
Existing Allocations - Under construction														
ALD1 - Aldington, Calleywell Lane	12													**12**
TENT1A - Tenterden Southern Extension Phase A	80	80	80	10										**250**
WYE1 - Wye, Land at Kelston	17													**17**
Existing allocations & sites - Not started														
CHAR1 - Land South of Arthur Baker Playing Field, Charing (S29)		35												**35**
HAM2 - Land at Parker Farm, Hamstreet (S32)		10												**10**
ROLV1- Rolvenden Football Ground, Rolvenden	20	20												**40**
TENT1B - Tenterden Southern Extension Phase B (S24)				70	80	75								**225**
WOOD1 - Land at Front Rd, Woodchurch (S40)		8												**8**
WYE2 - Land at Luckly Field, Wye		25												**25**
Major Windfall - Tenterden, Tilden Gill**		40	40	20										**100**
New Rural Site Allocations														
Aldington - Land north of Church View (S51)		10												**10**
Aldington - Land South of Goldwell Court (S52)			10	10										**20**
Appledore - The Street (S26)			20											**20**
Biddenden - North Street (S27)		20	25											**45**
Brook - Nats Lane (S53)		10												**10**
Challock - Land at Clockhouse (S54)		15												**15**
Charing - Northdown Service Station, Maidstone Road (S28)			20											**20**
Charing - Land Adjacent to Poppyfields (S55)			30	50	50	50								**180**
Chilham - Branch Road (S56)		10												**10**
Egerton - Land on New Road (S30)		15												**15**
Hamstreet - Land north of St. Mary's Close (S31)			25	25	30									**80**
Hamstreet - Warehorne Road (S57)			25	25										**50**
High Halden - Land at Hope House (S33)			35											**35**
High Halden - Stevenson Bros. A28 (S58)			25	25										**50**
Hothfield - Land East of Coach Drive (S34)		20	20											**40**
Mersham - Land at Old Rectory Close (S59)			15											**15**
Mersham - Land adjacent to Village Hall (S35)		10												**10**
Shadoxhurst - Land rear of Kings Head PH (S36)		25												**25**
Smarden - Land adjacent to Village Hall (S37)		25												**25**
Smeeth - Land South of Church Road (S38)			20	15										**35**
Tenterden (St. Michaels) - Pope House Farm (S60)		25	25											**50**
Wittersham - Land between Lloyds Green and Jubilee Fields (S61)			20	20										**40**
Woodchurch - Land off Appledore Road (S62)			15	15										**30**
NEIGHBOURHOOD PLANS														
WYE3, Former Imperial College				25	25									**50**
Bethersden Neighbourhood Plan area			20	14										**34**
Pluckley Neighbourhood Plan area		25	8											**33**
Rolvenden Neighbourhood Plan area			10	30										**40**
Boughton Aluph & Eastwell Neighbourhood Plan area				10										**10**
WINDFALLS (NON ALLOCATED SITES)														
Windfalls - Small sites (Under 10 dwellings) - not started* **		78	78	77										**233**
Windfalls - Small sites (Under 10 dwellings) - under construction	**109**													**109**
Windfalls - Major sites (10 dwellings or above) - not started* **		72	72	72										**216**
Windfalls - Major sites (10 dwellings or above) - under construction	**91**													**91**
Projected Future windfalls (Based on assumption from past delivery)					100	100	100	100	100	100	100	100	100	**900**
ANNUAL TOTAL	**639**	**1002**	**1423**	**1524**	**1622**	**1598**	**1466**	**855**	**965**	**790**	**670**	**745**	**670**	**13969**
CUMULATIVE TOTAL	**639**	**1641**	**3064**	**4588**	**6210**	**7808**	**9274**	**10129**	**11094**	**11884**	**12554**	**13299**	**13969**	

*LP 2000 = Ashford Borough Local Plan 2000 Site policy *Reduced to take account of 90 live/work units not being built. **Not counted in major windfall figures below. ***Extant permissions not started have been reduced by 25% for assumed non delivery*

Main Changes to the Local Plan 2030
Public Consultation – July 2017
Part 2 – New Policies to be included within Local Plan 2030

This document contains text and policies which is completely new and not a change to existing content within the 2016 Draft Local Plan Regulation 19.
Please use the Main Change (MC) number reference when making comments.

In summary, Part 2 contains new topic, site policies and an appendix as follows:

Topic policies:

- Policy SP7 - Separation of Settlements
- Policy HOU18 - Providing a range and mix of dwelling types and sizes

Site allocation policies:

Urban Area

- Policy 11a – Former Bombardier Works
- Policy S45 - Land South of Brockman's Lane, Bridgefield
- Policy S46 - Chart Road

A20 Corridor

- Policy S47 - Land east of Hothfield Mill
- Policy S48 - Land rear of Holiday Inn Hotel
- Policy S49 - Land North of Tutt Hill, Westwell
- Policy S50 - Land at Caldecott, Smeeth

Rural Area

- Policy S51 - Aldington, Land north of Church View
- Policy S52 - Aldington, Land south of Goldwell Court
- Policy S53 - Brook, Nats Lane
- Policy S54 - Challock, Land at Clockhouse
- Policy S55 - Charing, Land adjacent to Poppyfields
- Policy S56 - Chilham, Branch Road
- Policy S57 - Hamstreet, Land at Warehorne Road
- Policy S58 - High Halden A28, Stevenson Brothers site
- Policy S59 - Mersham, Land at Old Rectory Close
- Policy S60 - St. Michaels (Tenterden), Land at Pope House Farm
- Policy S61 - Wittersham, Land between Lloyds Green and Jubilee Fields
- Policy S62 - Woodchurch, Land at Appledore Road

New Appendix:

- Appendix 6 - Local Plan Monitoring Indicators

New Topic Policies

(MC85) Policy SP7 - Separation of Settlements

(This Policy and supporting text will be inserted after SP6, within the Strategic Policies Section)

The separate and distinctive identity of individual settlements forms part of the particular character of much of the borough, helps to define communities and is an important feature in maintaining the quality and attractiveness of the borough for residents and visitors alike.

As Ashford town in particular has grown in recent years, some of the open space between the edge of the town and the closest surrounding villages has been eroded. In some locations, such as at Park Farm, specific features such as the buffer zone with Kingsnorth village have been implemented. But as pressure for additional growth to the south of Ashford continues (which is reflected in the proposed allocations in this Local Plan), the need for such protective features is likely to increase with more settlements potentially affected.

The Council is concerned that unplanned erosion of countryside between built up areas would have a serious and significant adverse impact on the character and individual identity of villages through loss of their setting or, more seriously, through coalescence. This could occur in a variety of locations across the borough, for example by the large scale expansion of villages to encompass nearby hamlets; through progressive 'ribbon' or linear development along roads that joins up settlements, or through the expansion of Ashford itself.

In judging whether a proposal would adversely affect the individuality and character of a settlement, the distance between settlements is only one factor to consider. The topography of the area can create visual separation even if gaps between settlements are relatively narrow. Existing woodland and other natural features may also contribute to visual and functional separation but artificial or managed landscaped buffers are unlikely to be a suitable substitute where a gap is narrow. The historic integrity of the settlement and its setting will also be a significant factor in assessing proposals that would otherwise coalesce or join together settlements.

Coalescence can occur not just as a result of further residential or commercial development but also as a result of other minor development related to activities such as agriculture, recreation or the keeping of horses. Proposals for development in areas at risk of coalescence will be considered with particular regard to siting, design, external appearance and the cumulative effect of any changes taking place.

Sporting or recreational uses that utilise open spaces between settlements may help to provide a functional open gap between settlements that helps to retain their

individual character and identity. In these circumstances, proposals for such uses may be acceptable provided that any associated built development is minimised in number and scale, located appropriately and designed to a high standard without undermining the principal aim of the policy.

POLICY SP7 - Separation of Settlements

Proposals for built development on non-allocated sites outside the built up confines of settlements shall be permitted only where its impact, individually or cumulatively, would not result in the coalescence or merging of two (or more) separate settlements, or the significant erosion of a gap between settlements resulting in the loss of individual identity or character.

Proposals for outdoor sports and recreational uses will be permitted subject to there being no overriding conflict with other policies and the wider objectives of the Plan. Any related built development should be kept to the minimum necessary to enable the functioning of the associated use, be sensitively located and of a high quality design.

(MC86) Policy HOU18 - Providing a range and mix of dwelling types and sizes

(This Policy will be inserted within Section A – Housing Topic Policies)

The Council's Strategic Housing Market Assessment (SHMA) shows that a range of house types and sizes are required, to meet the Borough's housing need throughout the plan period. Delivering a range of house types and sizes also helps to create and foster sustainable communities, provides resilience to the housing market, increases choice and widens the opportunities for home ownership.

Therefore, proposals for ten or more dwellings will be required to provide an appropriate range and mix of dwelling types and sizes. The Council will work with applicants to determine the correct mix to be provided, based on the context of the site, design considerations and local need. Proposals will therefore need to have regard to:

- the Council's relevant and most up to date housing strategies, including the Strategic Housing Market Assessment, the Housing Strategy and any relevant surveys on local housing need,
- the areas key characteristics and how any proposal will complement the existing built form and/or add variety where necessary,
- the Council's policy on residential space standards, as expressed under policy HOU12,
- the Council's guidance on the layout and design aspects of new dwellings, as expressed through the Residential Space and Layout SPD.

Proposals for a standalone older persons housing scheme, and flatted proposals will be exempt from providing a range of dwellings types. However, the proposed mix of sizes and tenure (where relevant) of these dwellings will need to be supported by evidence, as set out above.

All qualifying proposals are expected to provide an appropriate mix and range of dwelling types. However, should independently verified viability evidence establish that it is not possible to do so – and this position is supported by the Council – then a degree of flexibility could be applied.

Policy HOU18 - Providing a range and mix of dwelling types and sizes

Development proposals of 10 or more dwellings will be required to deliver a range and mix of dwelling types and sizes to meet local needs. The specific range and mix of dwellings to be provided should be informed by proportionate evidence that is robust, up to date and provides an assessment of need.

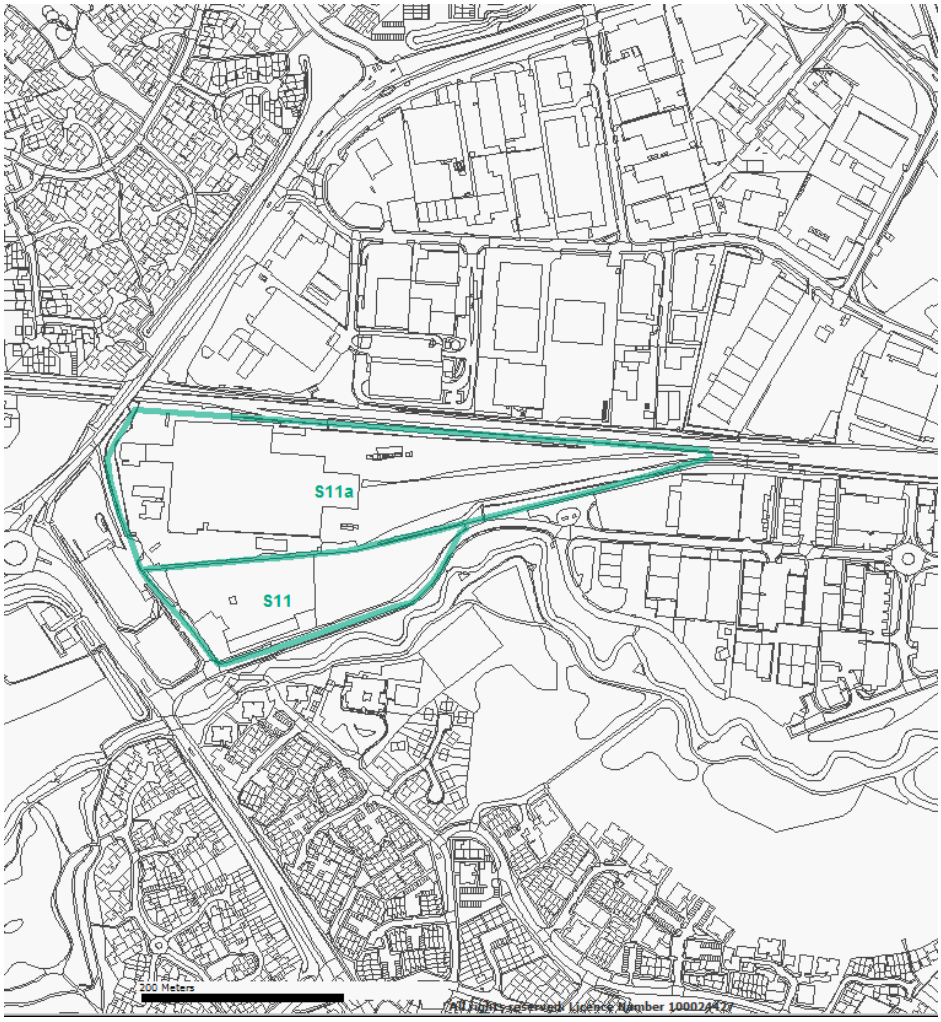
Development proposals for standalone older persons housing are exempt from this requirement and will be supported in principle where the need has been identified by extensive and robust evidence, and where they can be located in a suitable and sustainable way.

New Site Policies

These policies will be inserted within the site policies section, and are also referenced within the revised Housing Trajectory which can be viewed at Main Change reference MC84 in Part 1.

Urban Area

(MC87) Policy S11a – Former Bombardier Works



This site lies to the south of the Ashford – Tonbridge railway line and to the immediate east of the Matalan retail building and car park. The site is that of the former Bombardier Works site, and is now vacant. The land contains railway sidings within the northern section of the site, which provide a signalled connection to the mainline.

The site and in particular the railway sidings, has been identified by Southeastern Railways, the Department for Transport and Network Rail as a highly important piece of infrastructure that needs to be maintained for rail purposes. The site has the potential to provide facilities for the berthing of trains for storage, cleaning and light maintenance. Additional provision of train berthing is required in the Borough in order to accommodate additional rolling stock that is required to meet the increased

demand for rail services from Ashford and the surrounding network. It is therefore considered vital that the site is safeguarded for that purpose. An initial feasibility study for the proposals has indicated that only part of the site would be required for rail use, leaving the remainder of the land open for development. It is considered that employment uses, with a mix of B1-B8 would be most appropriate on the remainder of the site.

If, for any reason, the rail operating company / Network Rail subsequently decide that alternative berthing facilities are to be pursued, then that part of the site may be also be redeveloped for an appropriate type and scale of commercial development, in discussion with the local planning authority.

The land to the south is allocated for residential development (site S11), and in all circumstances, the need for appropriate mitigation of noise and disturbance from activities on this site will need to form part of any redevelopment proposals.

Southern Water's assessment has revealed that additional sewerage infrastructure would be required to serve the proposed development. The development will therefore be required to make a connection to the nearest point of adequate capacity in the sewerage network. Early liaison should take place with the service provider in this regard. There is also existing sewerage infrastructure on the site that needs to be taken into account when designing the proposed development. An easement width of between 6 and 13 metres would be required depending upon the pipe size and depth. This easement should be clear of all proposed buildings and substantial tree planting

Policy S11a - Former Bombardier Works site

The site is allocated for a mix of operational railway use and commercial (B1-B8 uses) development. Development proposals for the site shall:

a) Safeguard an area of land to the north of the site adjacent to the railway line, including the existing railway sidings, for operational railway use in accordance with the requirements of the train operators;

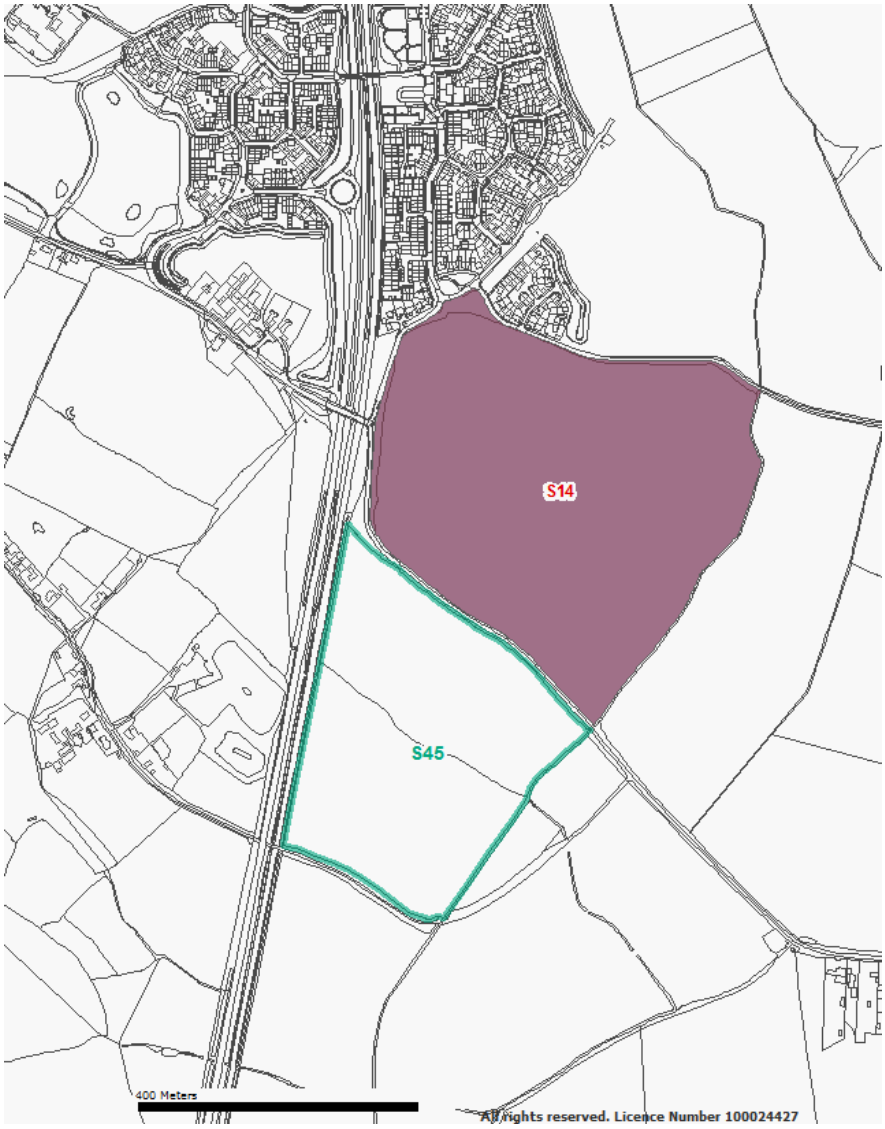
b) Provide commercial development on the remaining land that is not required for operational railway use

c) Ensure the commercial uses along the southern boundary of the site are compatible with the residential development proposed on land to the south of the site;

d) Provide access to the site via an improved access from Beaver Lane;

e) Provide a connection to the nearest point of adequate capacity in the sewerage network, in collaboration with the service provider.

(MC88) Policy S45 – Land South of Brockman's Lane (Bridgefield)



The site is located between Brockman's Lane to the north, the Ashford- Hastings railway line and A2070 bypass to the east and the southern boundary of the site is formed by a mature hedge and a bridleway, which crosses the A2070 and into Steeds Lane. Beyond this, the south and east is open countryside. The eastern edge of the site adjoins a section of the South Willesborough Dykes. The site is currently in agricultural use.

Critically, land on the northern side of the Brockman's Lane is identified for residential development in this Local Plan in Policy S14 and the allocation of that site presents the opportunity to bring forward this additional area of land to achieve a comprehensive approach to the area and form part of the wider network of development and supporting infrastructure that could be well connected to adjoining development and services. Park Farm is well served by public transport via local bus services and there is a proposal for a rail halt station along the adjacent Ashford-

Hastings railway line. Development of this site should make provision for local bus services and contribute towards the provision of the Ashford-Hastings rail station if required.

The total site area is approximately 11 hectares but there are significant flooding constraints in the area that affect the southern and eastern parts around the South Willesborough Dykes and as a consequence the developable area in the north western areas of the site is approximately 5 hectares with a development capacity of 100 dwellings which reflects the net residential densities of the adjoining development at Bridgefield.

Designed and layout proposals must take account of the topography of the site. Dwellings should be orientated to enable overlooking and natural surveillance of any open areas. The development should be no more than 3 storeys in height due to the edge of countryside location, and 3 storeys would be most appropriate along the railway line edge, reflecting the Bridgefield scheme.

Access is proposed via Brockmans Lane, and it is recommend that as part of this development that the speed limit along Brockmans Lane is reduced to 40mph. The proposed development at the adjacent site (S14) indicates a proposed site access adjoining the existing controlled junction at Finn Farm Road and it is proposed that the development of the S14 site should investigate the potential to improve the overall junction arrangements in this vicinity. The development of this additional site will impact upon this junction and if deemed appropriate then it should make a proportionate contribution to junction improvements in this location.

There is a pedestrian connectivity constraint with regards to delivery of this site, which is that site should not come forward until the Park Farm South East (S14) is developed as there is no footway connection and no means of providing a footway connection until connections with Park Farm South East can be achieved. Therefore the council could not support this site coming forward in advance of S14. Furthermore, more thought needs to be given about bus provision and how the Park Farm South East site and this site will be served. A new service is likely to be required to serve these two sites due to the distance from the existing services at Park Farm East (Bridgefield).

Flood zone 2 and 3 covers the eastern and southern part of the site which is unsuitable for development but may provide opportunities for sustainable drainage solutions, and is also identified as potential future area for Green Corridor designation. The developable area outside of the flood constraints will need to be supported by a full flood risk assessment which should be carried out in consultation with the Environment Agency.

Southern Water's assessment has revealed that additional sewerage infrastructure would be required to serve the proposed development. The development will therefore be required to make a connection to the nearest point of adequate capacity

in the sewerage network. Early liaison should take place with the service provider in this regard.

Policy S45 – Land South of Brockman's Lane, Bridgefield

The site to the south of Brockman's Lane is proposed for residential development with an indicative capacity of 100 dwellings, to be delivered after completion of S14 site. Development proposals for this site shall:

a) **Be designed and laid out to take account of the topography of the site. Dwellings should be orientated to enable overlooking and natural surveillance of open areas. The development should be no more than 3 storeys in height;**
b) **Be accessed from Brockman's Lane. Potential contribution to junction improvements at Finn Farm Road if required;**
c) **Make provision for links to the public transport network including contributions to the rail station along the Ashford-Hastings railway line if required;**
d) **Provide new pedestrian and cycle routes throughout the development with linkages into the wider network and adjoining developments – emphasise pedestrian/cycle linkages to the adjoining site and network;**
e) **Provide generous landscaping along the southern edge, retain hedging along Brockman's Lane and create a suitable and appropriate landscape buffer along the western edge adjoining the Ashford – Hastings railway line;**
f) **Facilitate and contribute to the proposed extension to the Green Corridor designation along the southern and eastern parts of the site;**
g) **Include a full flood risk assessment prepared in consultation with the Environment Agency;**
h) **Provide a connection to the nearest point of adequate capacity in the sewerage network, in collaboration with the service provider.**

(MC89) Policy S46 - Chart Road (A28), Ashford



Key: New vehicular access ↓ Pedestrian/Cycle access

This site is part of the former Ashford Hospital site in Kings Avenue, which was identified as a potential redevelopment opportunity in the Urban Sites and Infrastructure DPD adopted in 2012, and has been mostly redeveloped for residential use. This remaining part of the site, which adjoins Chart Road (A28) was initially retained as a potential site for a healthcare facility, however, it has now been determined that this use is not to be pursued, and therefore this area is now available for residential development. The site currently lies vacant with hoardings around its perimeter.

The site is located close to the town centre within a largely residential area, and at 0.8ha is therefore considered suitable for around 25 dwellings. The primary vehicular access should be from Chart Road, as shown on the policies map, and a connection to the footpath on Chart road with a formal pedestrian crossing facility across Chart Road is required. Pedestrian and cycle access should also be provided through to the new development of Kings Avenue, at the point shown on the policies map.

Given the character and appearance of the surrounding areas, a scheme of 2 - 3 storey buildings would be most appropriate here. The design and layout must take account of the residential amenity of neighbouring occupiers. Particular attention needs to be given to the topography of the site which slopes up from Chart Road towards the old hospital buildings and any potential impact on residents on the northern side of Chart Road. The site lies in close proximity to the Ashford-Maidstone railway line and the Channel Tunnel Rail Link. The potential noise impact of both will need to be taken into account in any detailed design and layout.

On the north-west corner of the site, there is a row of garages and an informal parking area which serve 20-33 Chart Road. The previous policy identified that this area could be redeveloped as part of the site and replacement parking facilities for those properties provided within the redevelopment. This is optional and should be considered in consultation with the homeowners.

Due to the close proximity of the new open space and play area in King's Avenue, there will be no requirement to provide open space provision on site, but contributions to the maintenance of that facility will be sought.

Development of this site presents an opportunity to incorporate a sustainable drainage system that would contribute to managing surface water for the benefit of flood risk, water quality, biodiversity and amenity. This site has a sensitive groundwater setting and significant area of brownfield land. Contamination assessments will need to be carried out and drainage schemes will need to be sympathetic to the results to ensure no future risk to groundwater.

Southern Water's assessment has revealed that additional sewerage infrastructure would be required to serve the proposed development. The development will therefore be required to make a connection to the nearest point of adequate capacity in the sewerage network. Early liaison should take place with the service provider in this regard.

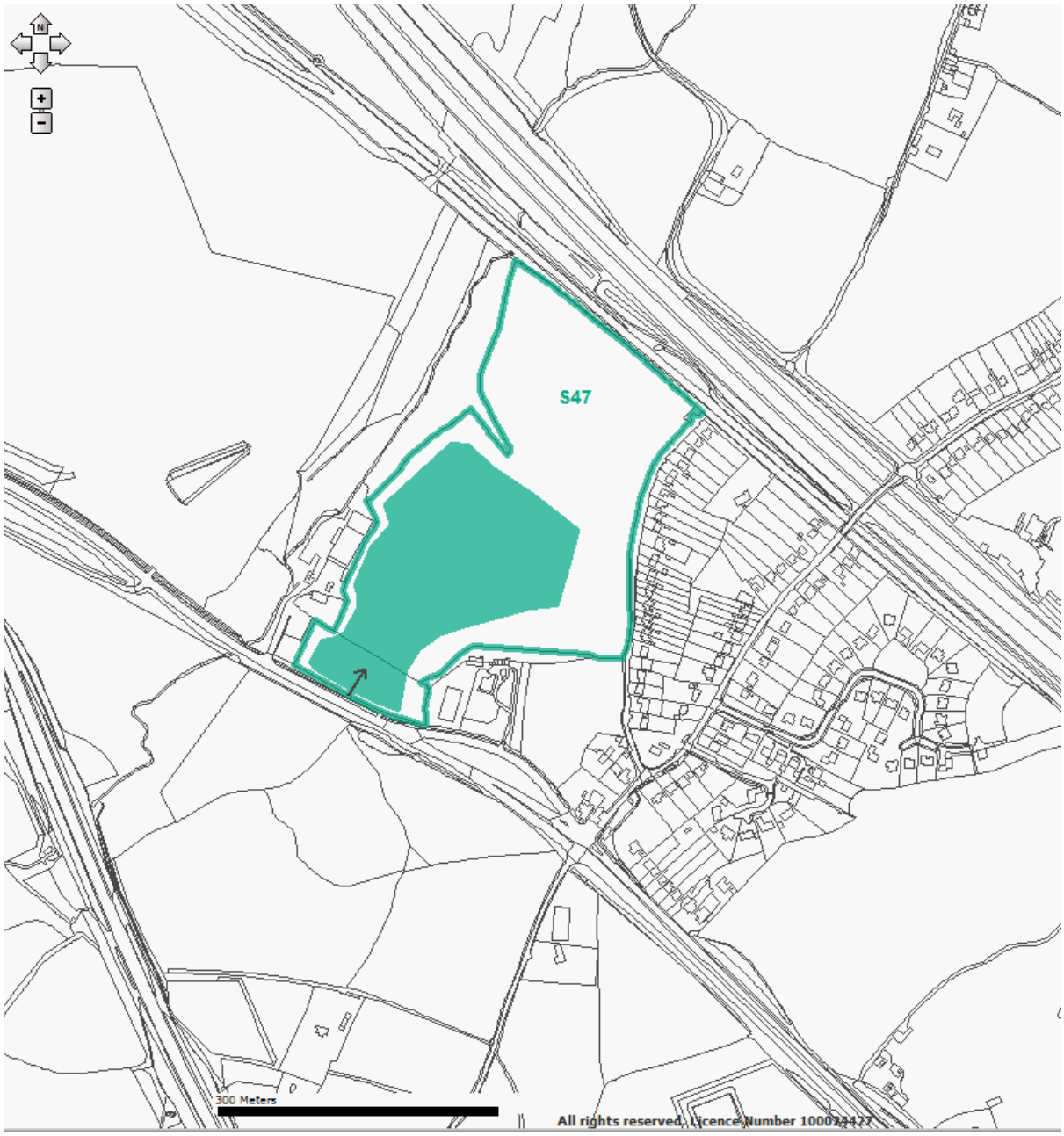
Policy S46 - Chart Road

The site in Chart Road is proposed for residential development with an indicative capacity of 25 dwellings. Development proposals for this site shall:

a) **provide vehicular access from Chart Road;**
b) **provide an extension to the existing footways and create a formal pedestrian crossing facility across Chart Road;**
c) **provide a pedestrian/cycle access through to Kings Avenue;**
d) **have a design/layout appropriate for the site's location adjacent to residential areas and addresses the possible noise impact from the railway and Channel Tunnel Rail Link;**
e) **provide replacement parking facilities for the residents of 23-33 Chart Road, if redevelopment is to include the current area which they are located; and,**
f) **Provide a connection to the nearest point of adequate capacity in the sewerage network, in collaboration with the service provider.**

A20 Corridor Sites

(MC90) Policy S47– Land east of Hothfield Mill, A20



Key Indicative Development area Access Road

This site is located along the A20, directly to the east of Hothfield Mill which is in operation as a mixed employment site. The A20 is a main transport route into Ashford and therefore by road the site is a short distance from the Town Centre and the nearby local centres within Eureka Park, Repton Park and Hothfield village.

The boundaries of the site are defined by mature established hedgerows. Of particular importance is the boundary of the detached property 'Woodside', which is located directly to the east of the site entrance on the A20. The isolated detached property is served from a layby which is used frequently as an informal lorry parking area.

To the east of the site is a small residential settlement located around Westwell Lane, Potters Corner and Sandyhurst Lane. These residential areas are a mixture of ribbon development and cul-de-sacs to the rear of them, and dwellings here are typically detached or semi-detached 2 storey properties.

Along the western boundary of the site beyond the Mill is an Ancient Woodland belt, which is protected by a Tree Preservation Order and prevents wider views of the site from the west. A Railway line and the M20 directly to the north of the site, disconnects it from the wider countryside and North Downs AONB.

The site is currently in agricultural use as two separate fields, the land is generally flat, although rises from lower ground around Hothfield Mill area and A20 frontage to the east and north, peaking in the centre of the site before declining again as it adjoins the Railway line. However, the AONB beyond the M20 to the north is much higher land and is prominent in the landscape from the north and eastern areas of the site.

The southern area of the site, between the Mill and 'Woodside' property on the A20 is suitable for residential development of up to 75 dwellings, a scale which is considered sustainable in this edge of town location. The indicative area for built development is shown on the Policies map. This part of the site is less visible in the wider landscape and is largely screened by the woodland belt on the west of the site, which can be extended. The developable area is around 4ha in size and therefore depending on the layout of development proposals, the overall density would be less than 20dph which is suitable on this countryside edge location and reflective of the nearby residential areas.

It is important that the eastern boundary is sensitively screened to mitigate any visual impact from new development. A lower residential density will be appropriate in this part of the site and a landscaping scheme that 'breaks up' the urban edge created by built development here will be necessary as it is visible to the properties in Westwell Lane and 'Woodside', and within the setting of the AONB. Design and layout must also take into consideration of the Listed Buildings within the adjoining Mill site. At present these are screened by mature trees, and these should be retained.

The primary vehicular access should be provided from a new access directly from the A20, as shown on the policies map, which will also require Highway improvements to accommodate a right turn lane into the new access. In addition, Highway improvements may be required with regards to the nearby layby, to ensure appropriate separation from the site access. The closure of this layby and a new

private access directly from the A20 to serve 'Woodside' could be provided. There may be options as to how this can be achieved and proposals for this would need to be consulted on with the relevant homeowners and Kent Highways, who have control of the layby and land up to the A20.

Due to the location of the site, there is no nearby provision of public open space or recreation, and therefore the site should provide an area of designated space within the proposal. There is also potential to connect the site by way of a new footway from the development, across the field to Westwell Lane.

Southern Water's assessment has revealed that additional sewerage infrastructure would be required to serve the proposed development. The development will therefore be required to make a connection to the nearest point of adequate capacity in the sewerage network. Early liaison should take place with the service provider in this regard.

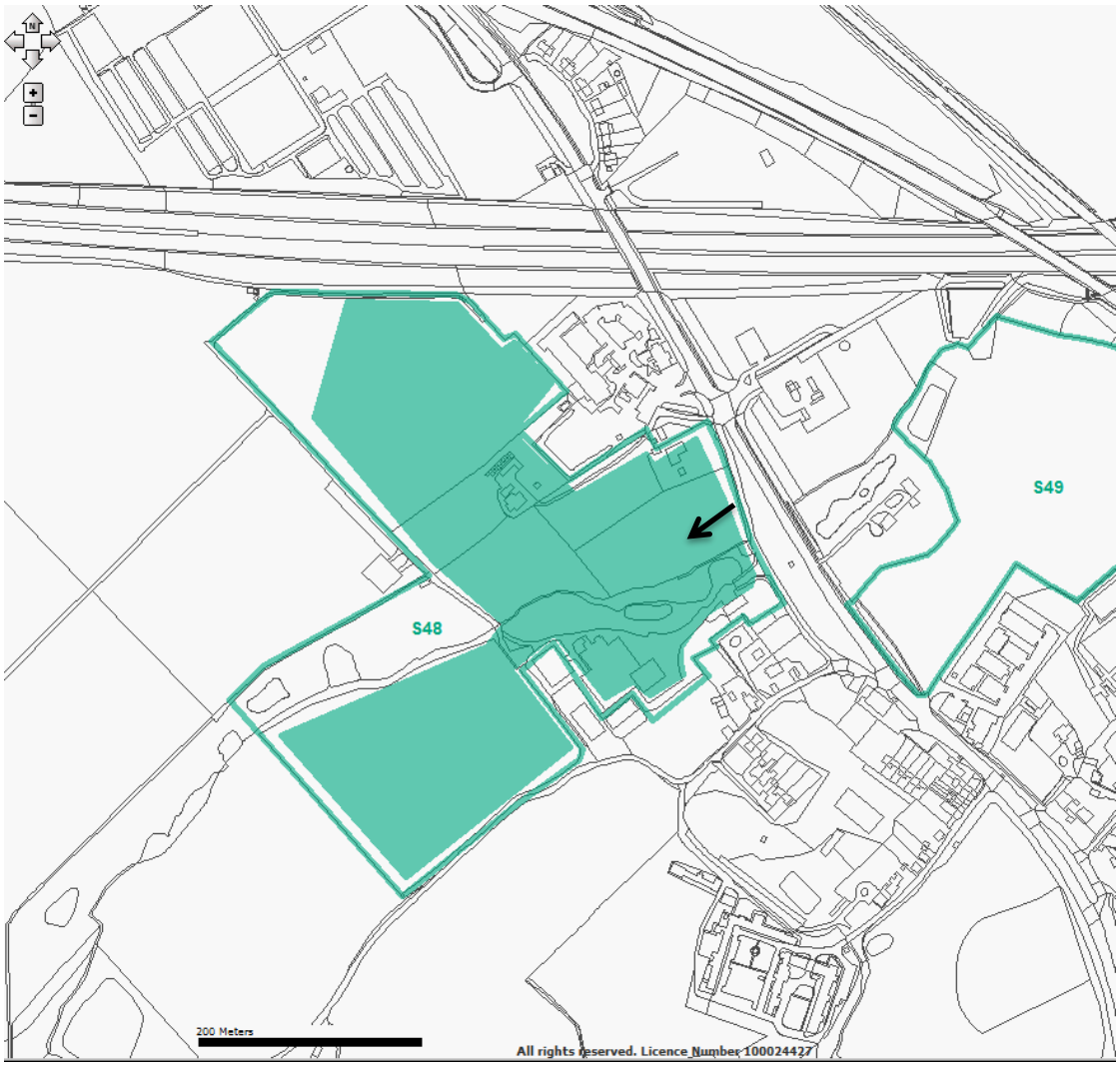
Policy S47 - Land East of Hothfield Mill, A20

The site to the east of Hothfield Mill, is proposed for residential development with an indicative capacity of 75 dwellings.

Development proposals for this site shall:

a) **Be designed and laid out to take account of the residential amenity of the 'Woodside' property, and those that overlook the site in Westwell Lane. Particular attention needs to be given to the topography of the site, adjacent Listed buildings and the wider countryside and AONB settings. The development should be no more than 2 storeys in height;**
b) **Provide primary vehicular access from the A20 Ashford Road in the location indicated on the policies map, with the provision of a right turn lane on the A20, in accordance with Kent Highways recommendations;**
c) **Investigate the provision of a direct access to the property 'Woodside' from the A20, with closure of the current layby, in accordance with recommendations from Kent Highways, and in liaison with the property owners;**
d) **Provide appropriate landscaping on the eastern built boundary and retain and improve existing screening around the site boundaries;**
e) **Provide a connection to the nearest point of adequate capacity in the sewerage network, in collaboration with the service provider;**
f) **Provide an area of public open space and play provision in accordance with guidance contained within the SPD;**
g) **Provide new pedestrian and cycle routes throughout the development with linkages into the wider network where possible, including Westwell Lane.**

(MC91) Policy S48 - Land to the rear of the Holiday Inn, Hothfield (A20)



Key Indicative Development area Access Road

The site is part of the wider conglomeration of development in the Tutt Hill, Hothfield area that is divided by the A20. There are two hotels and a pub/ restaurant, a petrol filling station and small businesses in this vicinity which serve the local population. The site is approximately 1.5 miles distance from the village of Charing which has a range of local facilities and is one the most sustainable larger rural settlements in the Borough.

The site is located on land that lies to the rear of the Holiday Inn hotel at Hothfield. It is bounded by the A20 and the Holiday Inn hotel to the east and the M20 to the north. There is an unused area of land on the frontage to the A20 and the remainder of the site is in use as a landscape gardening/plant nursery with related commercial buildings. The site currently has a frontage onto a lay-by off the A20 that provides an

existing access to the current commercial use that occupies part of the site as well as linking directly to Ram Lane.

The whole site divides into three distinct sections that are developable that form part of the wider area of open land that lies to the rear of the Holiday Inn. The land adjoining the immediate frontage to the A20 lies in a dip and is lower lying that the wider area to the west and is considered to be suitable for development incorporating the access onto the A20. The area of land that adjoins existing development and Ram Lane is relatively well hidden from existing development and adjoins a central woodland area and is also considered to be suitable for development. The area immediately to the rear of the Holiday Inn hotel is part of the much wider area of open land to the west that rises up to adjoin the M20 motorway along its northern edge. The part of this site that lies to the rear of the Holiday Inn is considered to be suitable for development with the area to the west kept free from development to include significant landscape screening

The site is 12 hectares in area and is suitable for 150 dwellings. Development of the site should be limited in terms of its western extent and impact on the more sensitive landscape and wider views from the west. The central woodland area should be retained and enhanced and improved where possible. Due to the close proximity of the site to the M20, the noise impact must be taken into consideration in design and layout with suitable landscaped buffers and acoustic protection.

The existing access arrangement into the site is unusual as the current access to the market garden/nursery business is from a lay-by off the A20. The lay by also gives direct access to Ram Lane which is a rural lane that runs along the southern edge of the site. The development of this site is the opportunity to resolve the access arrangements and it is proposed that access to the site will be directly from the A20.

The site includes the buildings of the current commercial operation of the landscape gardening/plant nursery and as part of the redevelopment of this area these will need to be relocated on a suitable alternative site.

The development should provide effective pedestrian and cycle routes within the development that link in to the wider network of routes adjoining the site and due to the location of the site, there is no nearby provision of public open space or recreation, and therefore the site should provide an area of designated space within the proposal.

Hothfield Common SSSI is situated within close proximity to this site and is already under considerable pressure from recreational use. Any development proposals in this location need to give careful consideration to potential additional recreational use of the common, and contributions towards appropriate mitigation measures will be required. These should include on-site provision of informal open space which meets additional recreation pressures such as dog walking. Development proposals must ensure that any mitigation or enhancement as a result of development reflects

the local habitats and species, as outlined in the Biodiversity Opportunity Area (BOA) guidelines for the BOA of Mid Kent Greensand and Gault. Liaison with the Council and Kent Wildlife Trust will be necessary to ensure that appropriate measures are defined and delivered as part of the wider programme for the management of the SSSI.

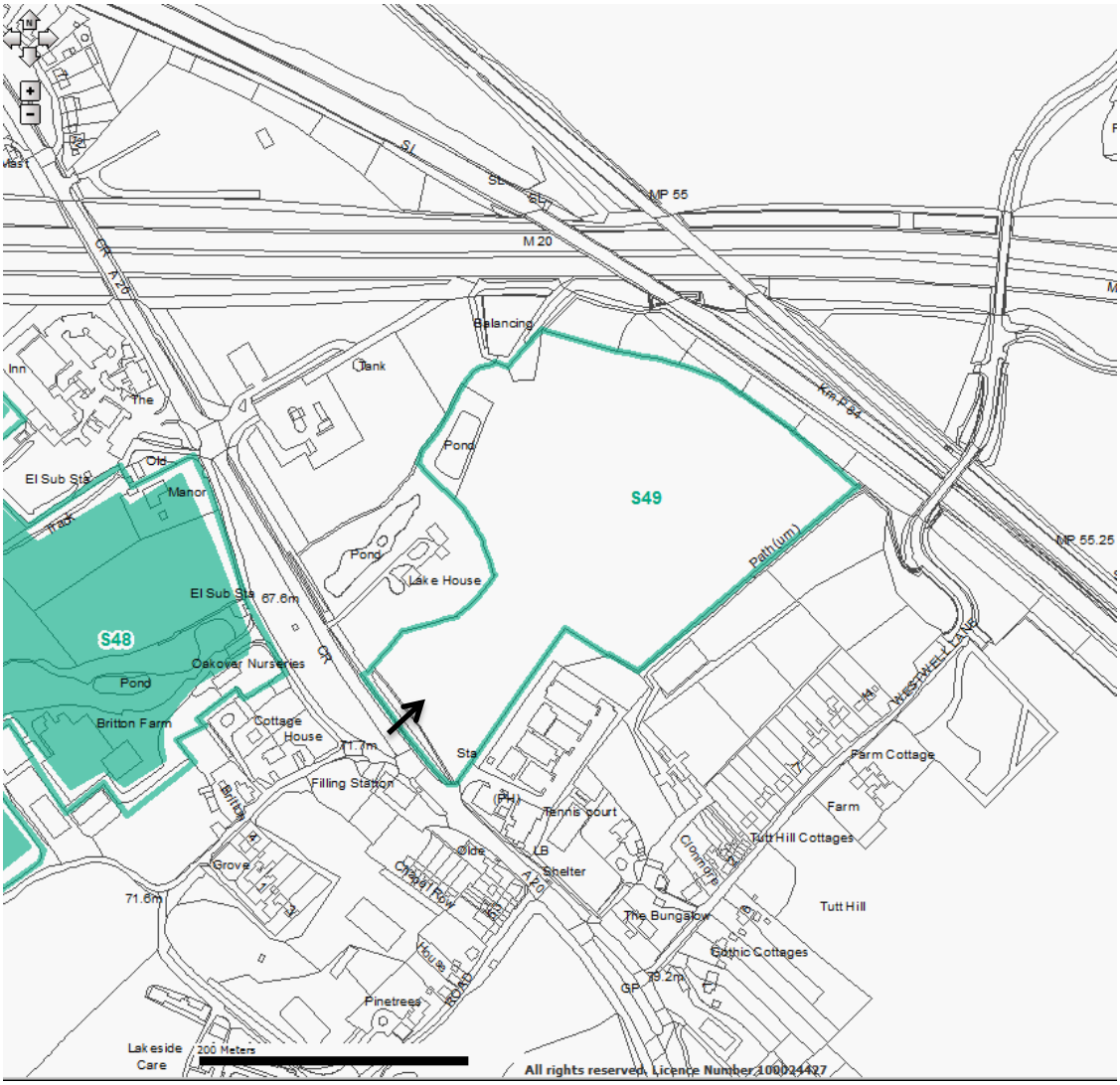
Southern Water's assessment has revealed that additional sewerage infrastructure would be required to serve the proposed development. The development will therefore be required to make a connection to the nearest point of adequate capacity in the sewerage network. Early liaison should take place with the service provider in this regard.

Policy S48 – Land rear of Holiday Inn, A20

The site to the rear of the Holiday Inn at Hothfield is proposed for residential development with an indicative capacity of 150 dwellings. Development proposals for the site shall:

- **a) Be designed and laid out to take account of the surrounding uses in particular the existing hotel and the M20 motorway;**
- **b) Provide a primary vehicular access directly from the A20 Ashford Road, to eliminate the current lay by access arrangement whilst maintaining access to Ram Lane and the other commercial uses;**
- **c) Provide significant landscaping screening on the north western edge of the site to limit the impact on the wider landscape and acoustic protection around the site boundaries;**
- **d) Retain of the central tree belt;**
- **e) Provide new pedestrian and cycle routes throughout the development with linkages into the wider network where possible;**
- **h) Provide on site public open space and contributions to community facilities in accordance with guidance contained within Policy and SPD;**
- **i) Ensure that any indirect impact on the Hothfield Common SSSI is suitably mitigated, including provision of on-site recreation space. Mitigation measures must reflect BOA guidelines and be addressed in consultation with Kent Wildlife Trust;**
- **j) Provide a connection to the nearest point of adequate capacity in the sewerage network, in collaboration with the service provider;**
- **f) Re-locate the current commercial buildings on the site to a suitable alternative location.**

(MC92) Policy S49 - Land at Tutt Hill, Westwell (A20)



The site is located off the A20 at Tutt Hill. The site is bounded by the A20 in the east, the M20 to the north and the Ashford – Maidstone railway line forms the north eastern boundary of the site. and the rear of properties that front onto Westwell Lane. The site is secluded from the A20, is relatively self contained and is currently in the ownership of Oakover Nurseries.

The site adjoins a pub/restaurant in the southern corner of the site and the property known as the Banyan Retreat that also fronts onto the A20 to the west of the site and has a boundary to the site of substantial mature plating.

The site is part of the wider area of development in the Tutt Hill, Hothfield area that is divided by the A20. There are two hotels and a pub/ restaurant, a petrol filling station and small businesses in this vicinity which serve the local population. The site is approximately 1.5miles distance from the village of Charing which has a good range of local facilities and is one the most sustainable larger rural settlements in the Borough.

The site is currently is used as a landscape gardening/ plant nursery and the site is in a significant dip in the landscape that helps to seclude the site from the adjoining A20.

The site area is just under 6 hectares and is considered suitable for a development of up to 75 dwellings. There is already substantial planting around the boundary of the adjoining property known as the Banyan Retreat and this should be retained in any development on the site.

There are a number of properties along Westwell Lane along the south eastern boundary of the site. The proposed development area retains the existing boundaries to the rear of those properties that will be an effective buffer for the new development.

The CTRL and the M20 adjoin the site to the north and there should be effective noise attenuation measures put in place to mitigate any impact in this part of the site. The primary vehicular access should be from the A20 as indicated on the Policies Map.

The development should provide effective pedestrian and cycle routes within the development that link in to the wider network of routes adjoining the site and due to the location of the site, there is no nearby provision of public open space or recreation, and therefore the site should provide an area of designated space within the proposal.

Hothfield Common SSSI is situated within close proximity to this site and is already under considerable pressure from recreational use. Any development proposals in this location need to give careful consideration to potential additional recreational use of the common, and contributions towards appropriate mitigation measures will be required. These should include on-site provision of informal open space which meets additional recreation pressures such as dog walking. Development proposals must ensure that any mitigation or enhancement as a result of development reflects the local habitats and species, as outlined in the Biodiversity Opportunity Area (BOA) guidelines for the BOA of Mid Kent Greensand and Gault. Liaison with the Council and Kent Wildlife Trust will be necessary to ensure that appropriate measures are defined and delivered as part of the wider programme for the management of the SSSI.

Southern Water's assessment has revealed that additional sewerage infrastructure would be required to serve the proposed development. The development will therefore be required to make a connection to the nearest point of adequate capacity in the sewerage network. Early liaison should take place with the service provider in this regard.

Policy S49 - Land at Tutt Hill, A20

The site to the rear of Westwell Lane at Tutt Hill is proposed for residential development with an indicative capacity of 75 dwellings. Development proposals for this site shall:

a. **Be designed and laid out to take account of the residential amenity of neighbouring occupiers. Particular attention needs to be given to the topography of the site. The development should be no more than 2-3 storeys in height;**
b. **Provide primary vehicular access from the A20 Ashford Road in the location indicated on the policies map;**
c. **Provide appropriate soft landscaping on boundary with adjoining properties and retain and improve screening to existing properties where possible;**
d. **Provide new pedestrian and cycle routes throughout the development with linkages into the wider network where possible;**
e. **Provide effective noise attenuation measures in the part of the site that adjoins the M20 and the CTRL railway line in the north;**
f. **Provide on site public open space and contributions to community facilities in accordance with guidance contained within Policy and SPD;**
g. **Ensure that any indirect impact on the Hothfield Common SSSI is suitably mitigated, including provision of on-site recreation space. Mitigation measures must reflect BOA guidelines and be addressed in consultation with Kent Wildlife Trust;**
h. **Provide a connection to the nearest point of adequate capacity in the sewerage network, in collaboration with the service provider.**

(MC93) Policy S50 – Land at Caldecott, A20 Smeeth



Key Indicative Development areas Access Road options

This site is located between the M20 motorway to the south and the A20 to the north. It is currently in operation as a charitable, partly on-site residential, school; The Caldecott Foundation. Planned future changes to the operations of the charity will release a number of parcels of brownfield land within the site, which are currently used as the on-site residential elements. The day school facility buildings and grounds within the east of the site will remain.

The site is accessed from the A20, which is a key transport route into Ashford. The site is a short distance from the nearby local centres within Willesborough and the villages of Smeeth/Brabourne and Mersham. There is also an entrance to the site from Station Road on the eastern boundary.

Currently within the site are a number of buildings associated with the current use which are detached residential buildings within large curtilages, mostly situated around the western area of the site, most notably within the site boundary is the main building located on the A20 frontage.

It is considered that these previously developed areas of the site are suitable to be redeveloped for residential use for an indicative capacity of 50 dwellings. These broad areas are shown on the policies map and total around 3 hectares in size. Residential development of the site would be around 16dph, which is considered suitable in this edge of settlement location.

There are opportunities to extend built development into the area east of the main building, which is currently in operation as a storage yard facility. However, development of the eastern and southern areas of the site must have regard to the residential amenity of the four large detached residential properties located adjacent to the site boundary, and the school buildings and grounds which will remain to the east.

The existing buildings within the site that are used for residential purposes would not need to be retained, with the exception of the large building located on the A20 frontage, which although not listed, is significant in terms of local heritage interest and should be retained and redeveloped as part of the overall scheme if this can be achieved. This may impact on the overall site capacity and densities, but should be considered in the master planning and design and layout proposals.

It will also be important that the eastern boundary is sensitively developed to mitigate any visual impact from new development from Station Road. A lower residential density will be appropriate in this part of the site and a landscaping scheme that 'breaks up' the urban edge created by built development here will be necessary.

The site is well contained within the wider landscape and the site is relatively level. It contains a large amount of mature trees around the boundaries and within the site curtilage itself, which creates a secluded, parkland character and setting. Along the north western boundary of the site, adjacent to the A20 access in an area of long established woodland and a smaller pocket of trees which is protected by a Tree Preservation Order on the western edge. Trees, particularly those deemed to be of significance must be retained within the development proposals. An arboriculture and landscape survey will be required.

Preferred vehicular access to the site is from Station Road as shown on the policies map, and this may require some on-site adjustments to the school car parking area to ensure that the school retains a separate access. There is also potential for vehicular access to remain directly from the A20, but this will dependent on a Highways Assessment. It is possible that improvements to accommodate a right turn lane, improved visibility splays, pedestrian crossings and/or speed reductions may

be required on the A20. There will be options as to how this can be achieved and liaison with Kent Highways is recommended.

Due to the close proximity of the site to the M20 and A20, the noise impact of both must be taken into consideration in design and layout with suitable landscaped buffers and acoustic protection.

Due to the location of the site, there is no nearby provision of public open space or recreation, and therefore the site should provide areas of designated space within the proposals.

A detailed masterplan will be required which addresses all the issues raised above and provides a comprehensive layout which is considered suitable for the new development and the school.

Southern Water's assessment has revealed that additional sewerage infrastructure would be required to serve the proposed development. The development will therefore be required to make a connection to the nearest point of adequate capacity in the sewerage network. Early liaison should take place with the service provider in this regard.

Policy S50 - Land at Caldecott, A20

The site at Caldecott is proposed for residential development with an indicative capacity of 50 dwellings.

Development proposals for this site shall be presented within a detailed masterplan which includes the following:

a) **Retain and redevelop the main building of local historic importance where possible;**
b) **Provide an arboriculture and landscape survey and incorporate important trees within the design and layout where possible, and retain the woodland areas on the site boundaries;**
c) **Be designed and laid out to take account of the residential amenity of the nearby residential properties and school building and grounds;**
d) **Provide primary vehicular access from Station Road, and retain a separate access for the school or/and an access from the A20 in the locations indicated on the policies map, in addition to highway improvements in accordance with Kent Highways recommendations and requirements;**
e) **Provide appropriate landscaping on the eastern built boundary and retain and improve existing screening/ acoustic protection around the site boundaries;**
f) **Provide a connection to the nearest point of adequate capacity in the sewerage network, in collaboration with the service provider;**
g) **Provide public open space provision in accordance with guidance contained within the SPD.**

Rural Areas

(MC94) Policy S51 – Aldington, Land north of Church View



This site is located on the north eastern entrance to Aldington village, adjoining the small cul-de-sac of Church View. On the opposite side of Goldwell Lane are the former surgery, the Aldington Eco Centre, and 5 terraced houses in Goldwell Close. The site is located in close proximity to the village hall/recreation field and Primary School, and a number of other local services in the village centre.

The topography and landscape setting of the site is significant, as Aldington sits on top of the Greensand Ridge, and the North Downs Frame views to the north. This site is part of a larger agricultural field which slopes down from the Roman Road and existing linear housing development which is located along its frontage, to the north and east, before inclining again towards Aldington Church in the east.

From within the site, and from Goldwell Lane itself, there are long and important views of the Grade I listed Aldington Church, Court Lodge Farm and the remains of the Archbishops Palace which are also listed. Situated 1km away from the village to

the east, this cluster of listed buildings is included within a Conservation Area designation, and together forms an important heritage asset and a key feature in the landscape as it sits prominently on higher ground. For these reasons, it is concluded that only single depth, frontage development is suitable in this location to enable retention of these key vistas and protection of the wider landscape character. At around 0.35ha, the site is considered suitable for up to 10 dwellings. Given the landscape character and vistas of the heritage assets, only single or two storey buildings would be appropriate here.

There is a PRoW located along the northern edge of the site which must be retained and if possible enhanced, in collaboration with the development of Site S52. The important views from this footpath towards the site, and across the Greensand Ridgeway towards the church, must be retained by providing gaps in the built frontage and any screening that should also be provided to lessen the visual impact of the development from this wider setting. The design and layout must also take account of the residential amenity of neighbouring occupiers in Goldwell Close and Church View.

There is currently an agricultural vehicle access on the northern part of the site in Goldwell Lane, however it is recommended that a new vehicle access is created for the development in the southern area, at the point shown on the policies map.

The boundary between the site and the road frontage is currently defined by an established mature hedgerow, and to preserve the existing character it is proposed that this be retained within the development layout where possible. It is suggested that a set back layout similar to that of the adjacent Church View development would achieve this aim.

Due to the close proximity of the village's public open space and equipped play area to the site, no on-site provision is required as part of this development, but there are opportunities through financial contributions to provide enhancements for these areas. A footpath connection must be made to the local network.

Southern Water's assessment has revealed that additional sewerage infrastructure would be required to serve the proposed development. The development will therefore be required to make a connection to the nearest point of adequate capacity in the sewerage network. Early liaison should take place with the service provider in this regard.

POLICY S51 – Aldington - Land north of Church View

The site is proposed for residential development of up to 10 dwellings. Development proposals for this site shall:

a) **Be designed and laid out in such a way as to conserve the mature hedgerow along the road frontage if possible, retain gaps in the built frontage of the to preserve views and vistas through the site to the heritage assets and also consider the wider landscape settings, the topography of the site and Greensand Ridge location. Dwellings should be a maximum of 2 storeys in height;**
b) **Retain and enhance the PRoW adjoining the site;**
c) **Provide vehicle access from Goldwell Lane, as shown on the policies map, and pedestrian footways to connect to the village centre and the local services;**
d) **Provide a soft landscaped boundary along the eastern and northern edges of the site, which should include mature tree planting in places to lessen the visual impact of the development on the wider landscape, but also enable the longer views to be retained towards the heritage assets cluster around the church;**
e) **Provide a connection to the nearest point of adequate capacity in the sewerage network, in collaboration with the service provider.**
f) **Provide contributions towards the enhancement or maintenance of the nearby public open space and equipped play area provision.**

(MC95) Policy S52 - Aldington, Land south of Goldwell Manor Farm



This site is located on the north eastern entrance to the village of Aldington and is currently agricultural fields situated between a site allocated for residential development (policy S51) to the south, and Goldwell Manor Farm to the north. The area of Goldwell Manor Farm adjoining the site is in operation as a small rural business park, Goldwell Court.

On the opposite side of Goldwell Lane is the former surgery, now an Osteopathy clinic, and the Aldington Eco Centre. The site is located in close proximity to the village hall/recreation field and Primary School, and a number of other local services in the village centre. The site is currently in use as a paddock.

The topography and landscape setting of the site is significant, as Aldington sits on top of the Greensand Ridge, and the North Downs Frame views to the north. From within the site, and from Goldwell Lane, there are long and important views of the Grade I listed Aldington Church, Court Lodge Farm and the remains of the Archbishops Palace which are also listed. Situated 1km away from the village to the east, this cluster of listed buildings is included within a Conservation Area designation, and together forms an important heritage asset and a key feature in the

landscape as it is located prominently on higher ground. For these reasons, it is concluded that only single depth, frontage development is suitable in this location to enable retention of these key vistas and protection of the wider landscape character.

At around 0.8ha, the site is suitable for up to 20 dwellings, depending on design and layout. Given the landscape character and vistas of the heritage assets, only single or two storey buildings would be appropriate here. There is a PRoW located along the southern edge of the site which must be retained and if possible enhanced, in collaboration with the development of Site S51. The important views from this footpath towards the site, and across the Greensand Ridgeway towards the church, must be retained by providing gaps in the built frontage and any screening that should also be provided to lessen the visual impact of the development from this wider setting.

There is currently an agricultural vehicle access on the northern area of the site in Goldwell Lane, however it is recommended that a new vehicle access is created for the development in the south, at the point shown on the policies map. This would ensure the access is located within the 30mph zone.

The boundary between the site and most of the road frontage is currently defined by an established mature hedgerow, and to preserve the existing character it is recommended that this be retained within the development layout where possible. It is suggested that a set back layout similar to that of the nearby Church View development would achieve this aim.

Due to the close proximity to the village public open space and equipped play area from the site, no on-site provision is required as part of this development, but there are opportunities through financial contributions to provide enhancements to this area. A footpath connection to the existing footways along Goldwell Lane must be provided.

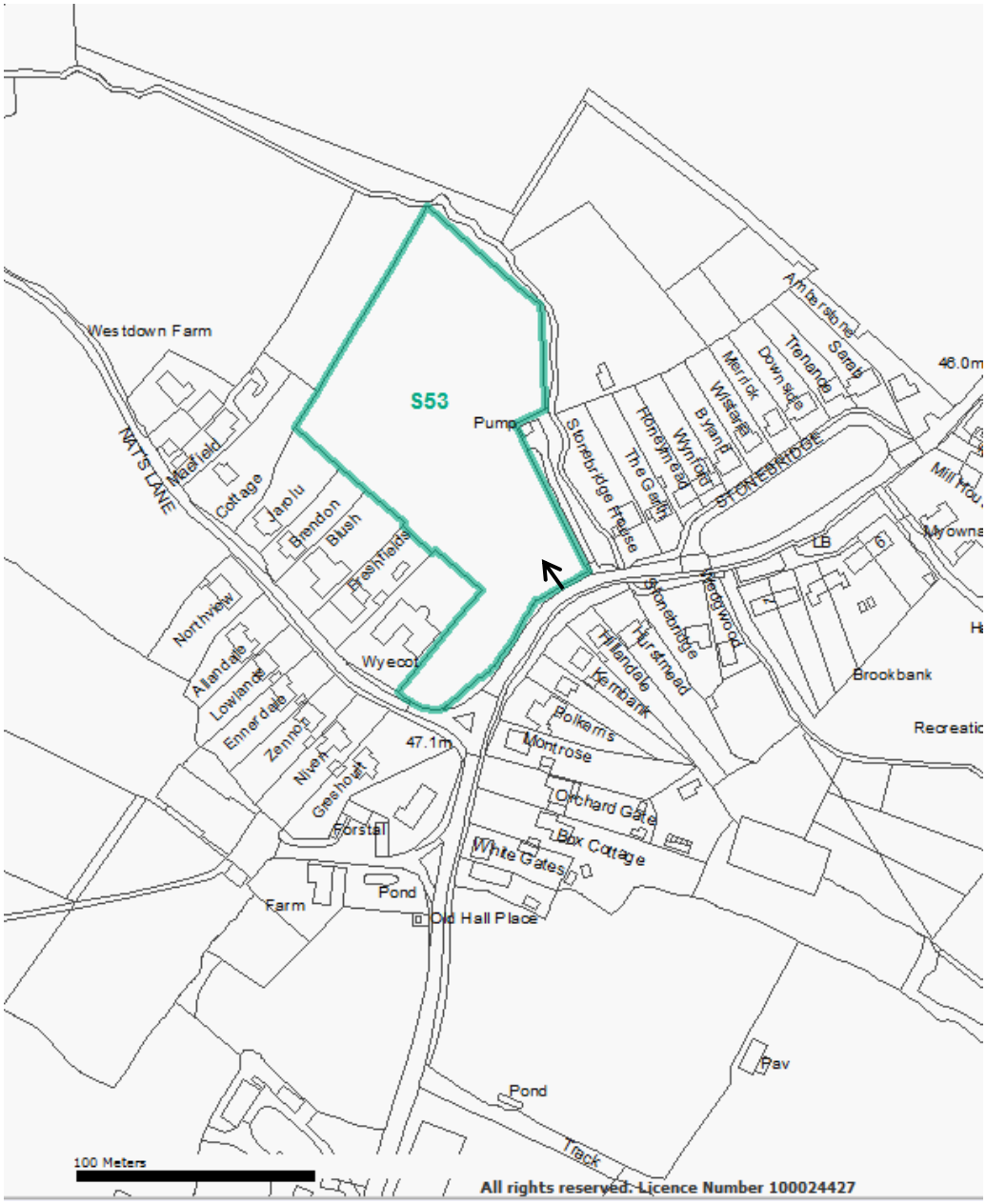
Southern Water's assessment has revealed that additional sewerage infrastructure would be required to serve the proposed development. The development will therefore be required to make a connection to the nearest point of adequate capacity in the sewerage network. Early liaison should take place with the service provider in this regard.

POLICY S52 – Aldington - Land south of Goldwell Manor Farm

The site in south of Goldwell Court is proposed for residential development of up to 20 dwellings. Development proposals for this site shall:

a) **Be designed and laid out in such a way as to conserve the mature hedgerow along the road frontage if possible, retain gaps in the built frontage to preserve views and vistas through the site to the heritage assets and also consider the wider landscape settings, the topography of the site and Greensand Ridge location. Dwellings should be a maximum of 2 storeys in height;**
b) **Retain and enhance the PRoW adjoining the site;**
c) **Provide vehicle access from Goldwell Lane, as shown on the policies map, and pedestrian footways to connect to the village centre and the local services;**
d) **Provide a soft landscaped boundary along the eastern and northern edges of the site, which should include mature tree planting in places to lessen the visual impact of the development on the wider landscape, but also enable the longer views to be retained towards the heritage assets cluster around the church;**
e) **Provide a connection to the nearest point of adequate capacity in the sewerage network, in collaboration with the service provider;**
f) **Provide contributions towards the enhancement or maintenance of the nearby public open space and equipped play area provision.**

(MC96) Policy S53 – Brook, Nat's Lane



The site is located within the village of Brook, at the corner of Nat's Lane and The Street and is currently in use as agricultural land. It abuts the open countryside to the north and east, and to the south west of the site is a row of detached dwellings set within generous gardens. To the North West is agricultural land, and running along the north eastern boundary is land owned by South East Water which contains a pumping station adjacent to the nearby brook. Beyond this watercourse is the Wye and Crundale Downs Saxon Shore SSSI. The Street, edged by mature hedgerow, forms the south eastern boundary of the site. The site gently slops from west to east.

The site is located within the North Kent Downs Area of Outstanding Natural Beauty and has views of the surrounding countryside. Therefore any development on this site must respect the landscape setting and at around 1.2 hectares in size the site

can accommodate up to 10 dwellings at a low density of around 8 dwellings per hectare, which is considered suitable in this context. Development proposals should also seek to retain and enhance existing mature hedgerows to the north east of the site, as well mitigate any impact it might have on the landscape setting through the use of edge of site screening and landscaping within the site.

A very narrow strip of the north western edge of the site falls within Flood Zone 3 and it is therefore unlikely that development in this part of the site would be acceptable but a full flood risk assessment will need to be carried out in consultation with the Environment Agency.

Access to the site should be from The Street, as shown on the policies map, and any proposal should consider the need for suitable visibility from the site entrance along the highway. This site would particularly benefit from improved pedestrian provision on this side of The Street.

Adjacent to the west of the site is a detached listed building. Particular care should be taken to preserve the setting of the adjacent listed building and to respect the openness of this edge of village site. The scale and density of any development on this site must reflect its surroundings.

The Wye and Crundale Downs SAC is located immediately to the north of the village of Brook. All applications for the development of this site should therefore include an Environmental Impact Assessment study demonstrating how the proposals will effect upon the integrity of the biodiversity of this designated environment and the Wye and Crundale Downs SSSI which adjoins the site. Development that will have an adverse effect on the integrity of these designated sites will not be permitted. Opportunities to incorporate and enhance biodiversity will be encouraged. In particular, development should take opportunities to help connect and improve the wider ecological networks in this area and to mitigate against any potential increase in recreational pressure that may arise from the development of this site.

Southern Water's assessment has revealed that additional sewerage infrastructure would be required to serve the proposed development. The development will therefore be required to make a connection to the nearest point of adequate capacity in the sewerage network. Early liaison should take place with the service provider in this regard.

Policy S53 – Brook, Nat's Lane

Land at Nat's Lane is allocated for up to 10 dwellings. Development proposals on this site should:

a) **Be designed and laid out in such a way as to preserve the Area of Outstanding Natural Beauty. Any proposal should pay particular attention to landscaping of the edges of the site as well as internally;**
b) **Limit dwellings to two storeys in height in order to protect character of the surrounding area;**
c) **Be designed and laid out in such a way as to preserve the setting of surrounding heritage assets, and to reflect the character of the broader built environment;**
d) **Provide primary vehicle access from The Street and provision of improved pedestrian links;**
e) **Be accompanied by a full flood risk assessment that has been prepared in consultation with the Environment Agency;**
f) **Provide an Environmental Impact Assessment Study to address any potential adverse impacts of the proposals on the biodiversity of the Wye and Crundale SAC and SSSI and how they can be avoided or mitigated;**
g) **Provide a connection to the nearest point of adequate capacity in the sewerage network, in collaboration with the service provider.**

MC97 Policy S54 – Challock, Clockhouse



The site is located to the north of the A232 on the northern edge of the village of Challock. It is a level agricultural field bounded to the south by housing, to the west by woodland, to the east by residential curtilage and to the north by agricultural land. To the north west of the site lies a commercial unit, which is served by an access track that traverses the site from north to south which will need to be retained. A public right of way (PRoW) runs adjacent to the western boundary of the site. The site is within the AONB and abuts Carpet Wood to the west which is a designated Ancient Woodland, and which provides natural screening and habitat. The plot to the south of the site has recently been developed and contains six large dwelling houses arranged in a compact formation. The wider area is residential in nature, and properties along the A252 are predominantly spaced generously with substantial gardens.

At 1.85 hectares in size, the site is considered suitable for up to 15 dwellings, depending upon their size and layout. An approximate density of around 8 dwellings per hectare is reflective of this site's location and surroundings, and takes into

account the proximity of the Ancient Woodland and the sites setting within the AONB.

Given the sites location within the AONB, the well-spaced character of the adjoining dwellings and mature gardens surrounding the site, particular attention needs to be given to the landscaping of the site. Dwellings should be limited to two-storey in height to prevent a prominent visual edge to the village. Existing hedging to the north and east of the site should be retained. The built footprint of the development on this site needs to be carefully planned, and particular regard should be given to the close proximity of the site to the adjacent Ancient Woodland, and to the TPO to the south east of the site.

Southern Water's assessment has revealed that additional sewerage infrastructure would be required to serve the proposed development. The development will therefore be required to make a connection to the nearest point of adequate capacity in the sewerage network. Early liaison should take place with the service provider in this regard.

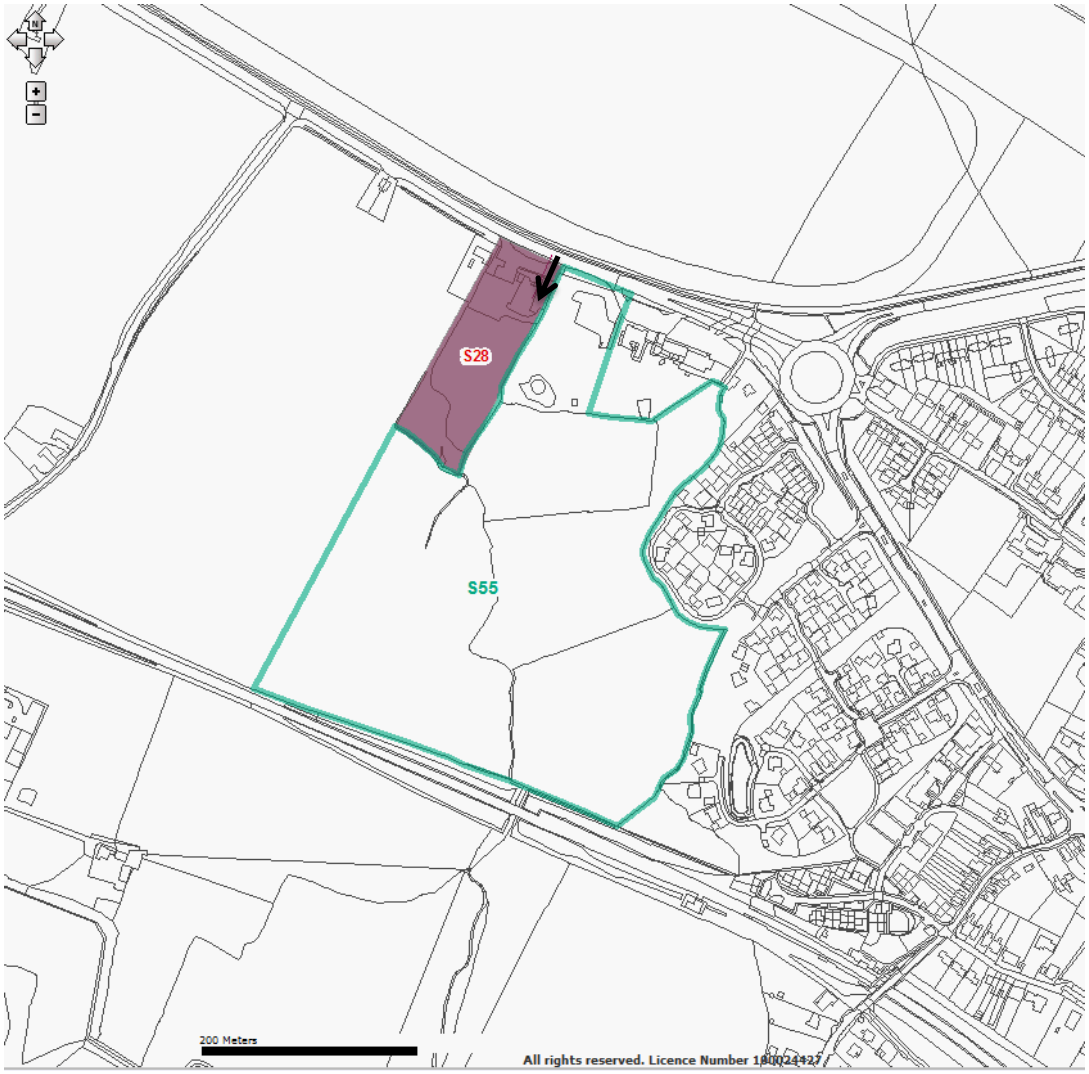
Policy S54 – Challock, Land at Clockhouse

The site at Clockhouse is proposed for residential development for up to 15 dwellings:

Development proposals for this site shall:

a) **Be designed and laid out in such a way as to preserve the character of the AONB and this edge of settlement area, paying particular attention to the well-spaced nature of nearby development;**
b) **Dwellings should be limited to two storeys in height in order to protect character of the surrounding area.**
c) **The built footprint of any proposed development should be laid out so as to ensure the protection of the adjacent Carpet Wood ancient woodland.**
d) **Retain and enhance the hedge and tree boundaries around the site, particularly where these abut the open countryside;**
e) **Provide primary vehicle access off the track known as Old Clockhouse Green and retain vehicular access to the commercial unit to the north; and**
f) **Provide a connection to the nearest point of adequate capacity in the sewerage network, in collaboration with the service provider.**

(MC98) Policy S55 – Charing, Land adjacent to Poppyfields



This site lies immediately west of the recently completed Poppyfields development in Charing village. It is bounded to the north by the A20 and existing development that fronts onto the A20. The site also adjoins the existing allocation at S28 which also fronts onto the A20. To the south the site boundary is formed by the Ashford – Maidstone railway line.

The site is currently open agricultural land that rises up towards the west and Hook Lane. There are a number of individual trees and hedgerows that form the boundary with the Poppyfields development but there are few other features on the site. To the north of the site, beyond the route of the A20 the land rises up significantly into open countryside and the North Downs escarpment. The alignment of the A20 is the boundary of the North Downs AONB.

Development in this location would be a continuation of Charing's existing built form and would not encroach into the more visually sensitive areas to the north and east of the village. The site is approximately 11 hectares in area and is proposed for development of up to 180 dwellings. This would result in an approximate density of

16dph, which is considered suitable on this countryside edge location. A mix of dwelling types of two storeys is proposed. Proposals should reflect the design guidelines set out in the Charing Parish Design Statement.

The approach into the village of Charing along the A20 from the west is an important entrance to the village and the development of the site presents the opportunity to establish a clear edge on this western boundary with suitable boundary treatment of planting and landscaping adjoin lower density development on this western edge. In addition there are existing tree and hedge boundary between this site and Poppyfields and this should be retained and enhanced as part of this development.

There are a number of options to access the site directly from the A20 along the northern edge of the site which could be in co-ordination with the access to the adjoining S28 site allocation. There is no vehicular access into the adjacent Poppyfields development but there is the opportunity to create pedestrian and cycle access into this development that can link into the wider network connecting with the village and the other footpaths in the area.

Charing is a large village with a good range of local facilities and there has been a number of new residential developments in recent years that have been completed that have made a contribution to he improvement to local facilities The scale of development proposed on this site is significant in a village context and it is therefore particularly important that the scheme makes an appropriate contribution to the facilities of the village so as to cater for the additional demand generated. The scale of such a contribution will be negotiated with the Borough Council (in consultation with the Parish Council).

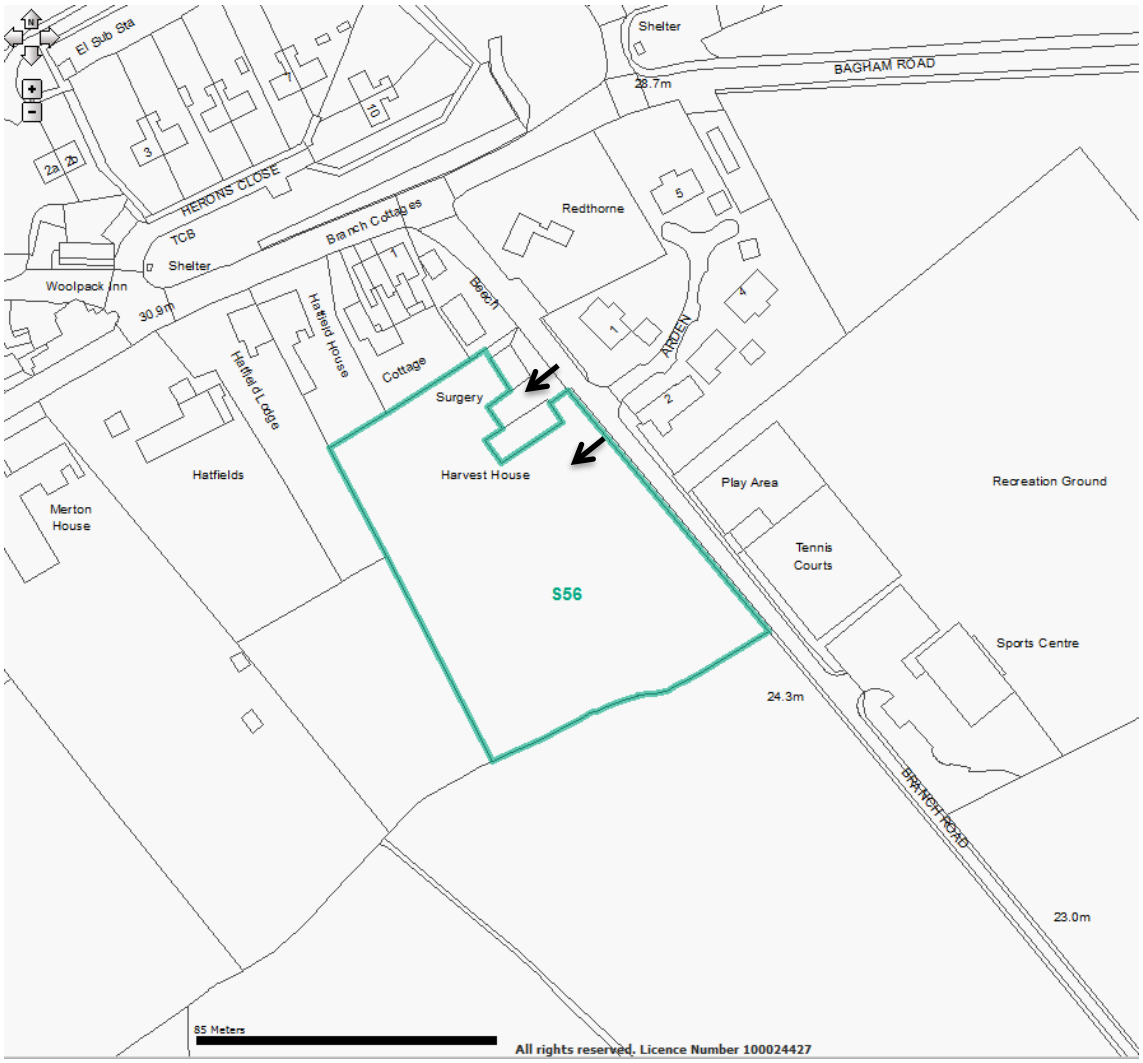
Southern Water's assessment has revealed that additional sewerage infrastructure would be required to serve the proposed development. The development will therefore be required to make a connection to the nearest point of adequate capacity in the sewerage network. Early liaison should take place with the service provider in this regard.

Policy S55 – Charing, Land adjacent to Poppyfields

Land to the west of the Poppyfields development is proposed for residential development for an indicative capacity of 180 dwellings. Development proposals for the site shall:

a) **Be designed and laid out in such a way as to integrate the development into the existing settlement, with particular attention given to the topography of the site, taking into account design guidance set out in the Charing Parish Design Statement and impact upon the adjoining AONB. The development should take account of the residential amenity of neighbouring occupiers;**
b) **Create an appropriate soft landscaped northern and western edge to the development to establish a clear western edge to the development with substantial boundary planting;**
c) **Retain and enhance the current hedge and tree boundaries between the site and the Poppyfields development;**
d) **Be accessed directly from the A20;**
e) **Provide new pedestrian and cycle routes throughout the development to connect with the adjoining Poppyfields development and to existing adjacent PRoW;**
f) **Provide an appropriate contribution towards the provision, management and maintenance of related community facilities and infrastructure;**
g) **Provide a connection to the nearest point of adequate capacity in the sewerage network, in collaboration with the service provider.**

(MC99) Policy S56 – Chilham, Branch Road



The site is located on the South west of the settlement of Chilham, on Branch Road, a rural entrance road to the village from the A28. The site wraps to the south of a 2-storey single residential property of Harvest House and is currently garden land associated with this property. To the north of Harvest House is a single storey building, in use as the village GP surgery. Opposite the site to the east of Branch Road is a small cul-de-sac of detached houses, Arden Grange, and the village sports and recreation ground which includes an indoor hall, outdoor facilities and a children's equipped play area with a large car park. To the north is the built residential area of the settlement, with the site adjoing the rear gardens of properties in Hambrook Lane.

This site has been identified as a suitable location, on the edge of a large village, for a small residential development of up to 10 dwellings, whilst also being able to

improve the current problem of on-street parking associated with the GP surgery with the provision of a new parking area within the site. The parking area will provide a minimum of 5 spaces, in addition to retaining existing spaces located at the front of surgery. However, these existing spaces could be relocated within the new parking area.

The vehicle access for the new residential area should be located on Branch Road, as shown on the policy map. Access to the GP surgery and new parking area, will remain in the current location.

The whole settlement lies within the designated Kent Downs Area of Outstanding Natural Beauty (AONB), and therefore development proposals for this site must conserve the natural beauty of the landscape. The boundary of the site along Branch Road is defined by a mature and maintained hedgerow and trees and there are a number of mature trees on the southern boundary of the site, within the site and a small woodland area on the land parcel to the west of the site. Therefore the site is reasonably well screened from the wider setting.

As Branch Road is a key rural entrance road to the settlement, the trees and natural features must be retained within the proposal and the current gaps in the tree boundary on the southern edge should be planted to enhance the screening and lessen the visibility of the new development from the south, where the site is visible from the busy A28.

The village of Chilham is particularly important in heritage terms as it contains Chilham Castle and a large number of Listed Buildings within a Conservation Area which covers most of the settlement. This site is a located within the Conservation Area on its eastern edge, and there are two semi-detached properties adjoining the North West corner of the site which are Grade ll Listed (Hatfield Lodge and Hatfield House). Development proposals for this site must ensure that the setting of these heritage assets is conserved.

The developable area of the site, after providing GP surgery parking area and retaining a curtilage for Harvest House, is around 0.6ha, and therefore residential development would result in a maximum density of 17dph, which is appropriate and suitable with regards to the AONB and Conservation Area location and reflects local character and density. Given the character and appearance of these surrounding areas, a scheme of 2 storey buildings would be most appropriate here. The design and layout must take account of the residential amenity of neighbouring occupiers and be guided by the principles set out in the Chilham Village Design Statement.

Due to the close proximity of the village recreation ground, on-site provision of public open space will not be expected but appropriate contributions towards the management, maintenance and enhancement of the village recreation ground provision will be sought. Enhancements to the pedestrian access around the area

through the creation traffic calming measures along Branch Road, should also be explored in consultation with Kent Highways.

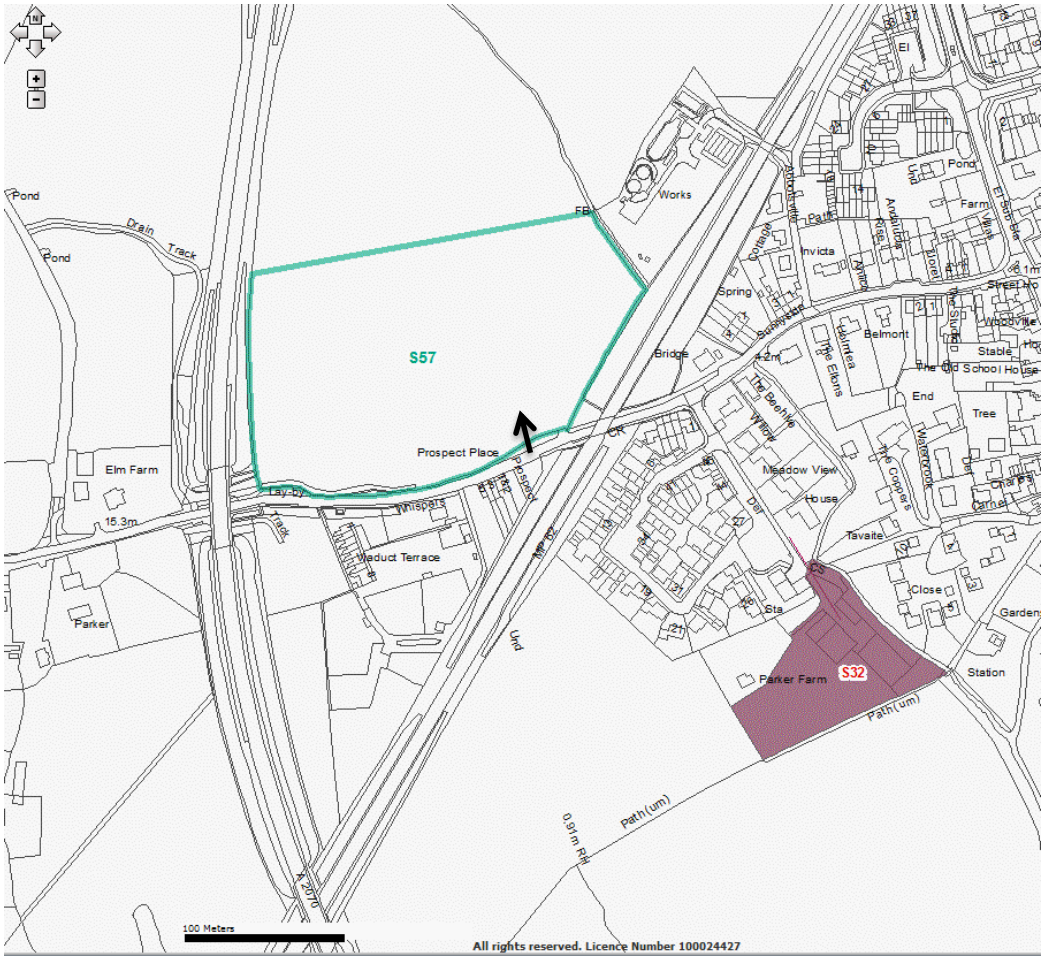
Southern Water's assessment has revealed that additional sewerage infrastructure would be required to serve the proposed development. The development will therefore be required to make a connection to the nearest point of adequate capacity in the sewerage network. Early liaison should take place with the service provider in this regard.

Policy S56 - Chilham, Branch Road

Land at Branch Road is proposed for residential development for up to 10 dwellings. Development proposals for this site shall:

a) **Provide a car park of a minimum of 5 additional spaces for the use of the GP surgery;**
b) **Be designed and laid out in such a way as to protect and conserve the character and setting of the village Conservation Area and the residential amenity of neighbouring dwellings, particularly listed buildings, whilst also taking into account the guidance in the Chilham Village Design Statement;**
c) **Provide primary vehicle access to the residential area on Branch Road, as shown on the policies map and retain the current access for the GP surgery and associated parking;**
d) **Include the provision footpaths and/or traffic calming measures in Branch Road, in accordance with the recommendations of Kent Highways;**
e) **Retain and enhance the hedge and tree boundaries within and around the site, and make enhancements to the southern boundary ensuring the setting of the AONB is preserved and the development is well screened from the wider area;**
f) **Provide a connection to the nearest point of adequate capacity in the sewerage network, in collaboration with the service provider.**

(MC100) Policy S57 – Hamstreet, Warehorne Road



The site, although located within Warehorne Parish boundary, is situated to the west of the built up part of the village of Hamstreet and lies along the northern edge of Warehorne Road. It is bounded by the A2070 on its western edge, the Ashford - Hastings railway line on the eastern edge, and a ditch and sewage treatment works on the north east. Beyond the railway line is residential development marking the edge of Hamstreet's built up area.

The landscape surrounding the site is characterised by a mix of rolling agricultural fields and urban infrastructure. The boundary with Warehorne Road, the A2070, and the railway line, are defined by mature hedgerows which limit visibility of the site. There is currently no built development on the northern side of Warehorne Road in this location, but there is a small amount of housing opposite the site which consists of 2 rows of terraced cottages. The site is currently part of a larger field, used for grazing, and the topography of the land rises from east to west.

The site, being close to the built up edge of Hamstreet, is within easy walking distance of a range of services as well as transport links including Hamstreet Station. Vehicular access to the site would be from Warehorne Road however there are off site constraints, particularly pedestrian accessibility along Warehorne Road, which must be addressed before the site can be commenced.

A small part of the eastern area of the site lies within Flood Zones 2 and 3 and therefore it is unlikely that development in this part of the site would be acceptable; however a full flood risk assessment would need to be carried out in consultation with the Environment Agency.

At 3.0 hectares in size the site is considered suitable for approximately 50 dwellings. This would result in a density of around 17 dph, which is reflective of the edge of a settlement location of the site, and takes into account flooding constraints. Given this edge of settlement location, the character and appearance of the surrounding areas and varying topography of the site, a scheme of 2-3 storey buildings would be most appropriate here. The design and layout must take account of the amenity of nearby residents and the occupiers of the site, given its close proximity to the sewage works, A2070 and railway line.

Hamstreet is a large village with a good range of local facilities and there have been a number of new residential developments in recent years that have been completed that have made a contribution to the improvement to local facilities. The scale of development proposed on this site is significant in a village context and it is therefore particularly important that the scheme makes an appropriate contribution to the facilities of the village so as to cater for the additional demand generated. The scale of such a contribution will be negotiated with the Borough Council (in consultation with the two relevant Parish Councils).

The northern extent of the Dungeness, Romney Marsh and Rye Bay Ramsar site lies to the south of the site in the vicinity of the Royal Military Canal. All applications for the development of this site should therefore include an Environmental Impact Assessment study demonstrating how the proposals will effect upon the integrity of the biodiversity of this designated wildlife environment area. Development that will have an adverse effect on the integrity of this designated site will not be permitted. Opportunities to incorporate and enhance biodiversity will be encouraged. In particular, development should take opportunities to help connect and improve the wider ecological networks in this area and to mitigate against any potential increase in recreational pressure that may arise from the development of this site.

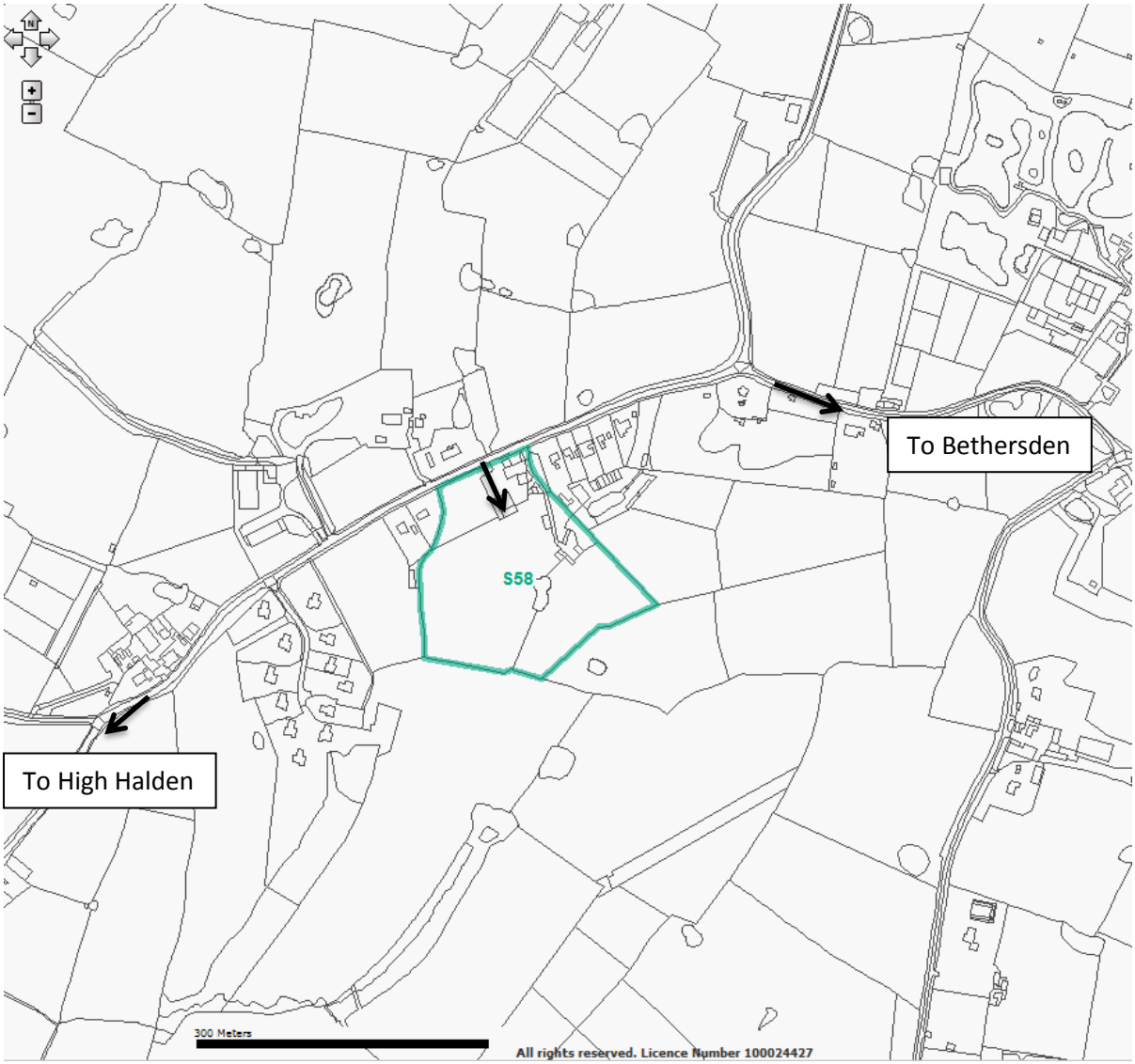
Southern Water's assessment has revealed that additional sewerage infrastructure would be required to serve the proposed development. The development will therefore be required to make a connection to the nearest point of adequate capacity in the sewerage network. Early liaison should take place with the service provider in this regard.

Policy S57 – Hamstreet, Warehorne Road

The site at Warehorne Road is proposed for residential development with an indicative capacity of 50 dwellings. Development proposals for this site shall:

a. **Be designed and laid out in such a way as to protect the character and setting of the site, paying particular attention to the frontage on Warehorne Road, the topography of the site and the sites relationship with agricultural land to the north;**
b. **The site should be designed and laid out so as to protect the amenity of those living within the new development, paying particular attention to adjacent transport uses and the nearby sewage treatment works;**
c. **Primary vehicle access shall be from Warehorne Road and any proposal shall consider the need to make improvements to the highway to facilitate safe vehicle and pedestrian movement;**
d. **Include a comprehensive landscaping scheme that seeks to make provision for the retention and enhancement of existing natural features within the site. In addition, proposed new landscaping should provide generous soft landscaping along the northern edge of the site in order to lessen its visual impact;**
e. **Retain and enhance the current hedge boundaries fronting Warehorne Road;**
f. **Be accompanied by a full flood risk assessment that has been prepared in consultation with the Environment Agency. The development shall be laid out to ensure that the built footprint avoids the flood zones;**
g. **Provide an appropriate contribution towards the provision, management and maintenance of related community facilities and infrastructure;**
h. **Provide new pedestrian and cycle routes throughout the development to connect with the adjoining development and to improve links to the existing built up part of the village;**
i. **Provide a connection to the nearest point of adequate capacity in the sewerage network, in collaboration with the service provider;**
j. **Provide an Environmental Impact Assessment Study to address any potential adverse impacts of the proposals on the biodiversity of the Dungeness, Romney Marsh and Rye Bay Ramsar site and how they can be avoided or mitigated.**

(MC101) Policy S58 - High Halden (A28) – Stevenson Brothers



This level site occupies land adjacent to the A28 Ashford Road and lies approximately mid-way between the settlements of Bethersden and High Halden. The south, west and east of the site are bounded by agricultural land, and the north by dwelling houses and the A28. Further to the west, approximately 70m from the site, is a residential development known as The Martins. Beyond the A28 to the north is a grade II listed pair of semi-detached cottages. Dwellings fronting the A28 are generally set back from the highway with generous front gardens.

The north of the site is occupied by a former petrol filling station forecourt with associated buildings, a small in-use workshop, and a small freestanding single storey retail unit. The workshop is currently in use by Stevenson Brothers and surrounding these uses is hard standing. The workshop and former petrol station

uses have the potential to generate land contamination, and therefore any proposal on this site shall be accompanied by a contamination assessment as well as proposed mitigation measures.

The east of the site contains a collection of small agricultural buildings associated with Linden Farm, and the reminder of the site is in agricultural use. Access to the site is direct from the A28 which offers good visibility on this relatively straight stretch of highway. Mature trees and hedgerow edge the west and southern boundaries of the site and a ditch runs through the site from north to south, dissecting the natural pond in the centre of the site. Public Right of Way footpath AT158 traverses the site, connecting the A28 with footpath AT167.

The gross site area is approximately 3.5 hectares; however this includes the pond within the centre of the site. Given its rural location and the spacious layout of nearby developments, the site is considered suitable for around 50 dwellings, depending upon the size and layout. This would result in an approximate density of 14.3 dph is reflective of the site location and its surroundings.

Given the character of surrounding uses and buildings, a scheme of 2 storey buildings would be post appropriate here. The design and layout of any proposal must take account of the rural character of the area, and should respect establish building lines along the A28. Redevelopment on this site offers the opportunity to improve its appearance through the removal of the disused forecourt, and any proposal must seek to capitalise on this opportunity and enhance the setting of the adjacent listed building.

Within the site provision should be made for the retention of existing landscape. Proposals for development should be accompanied by a detailed landscaping scheme which pays particular attention to retaining and enhancing natural boundary features such as mature trees and hedges. A landscaping scheme should also propose suitable natural screening where not currently present and where the site abuts the open countryside. Due to the location of the site, there is no nearby provision of public open space or recreation, and therefore the site should provide an area of designated space within the proposal.

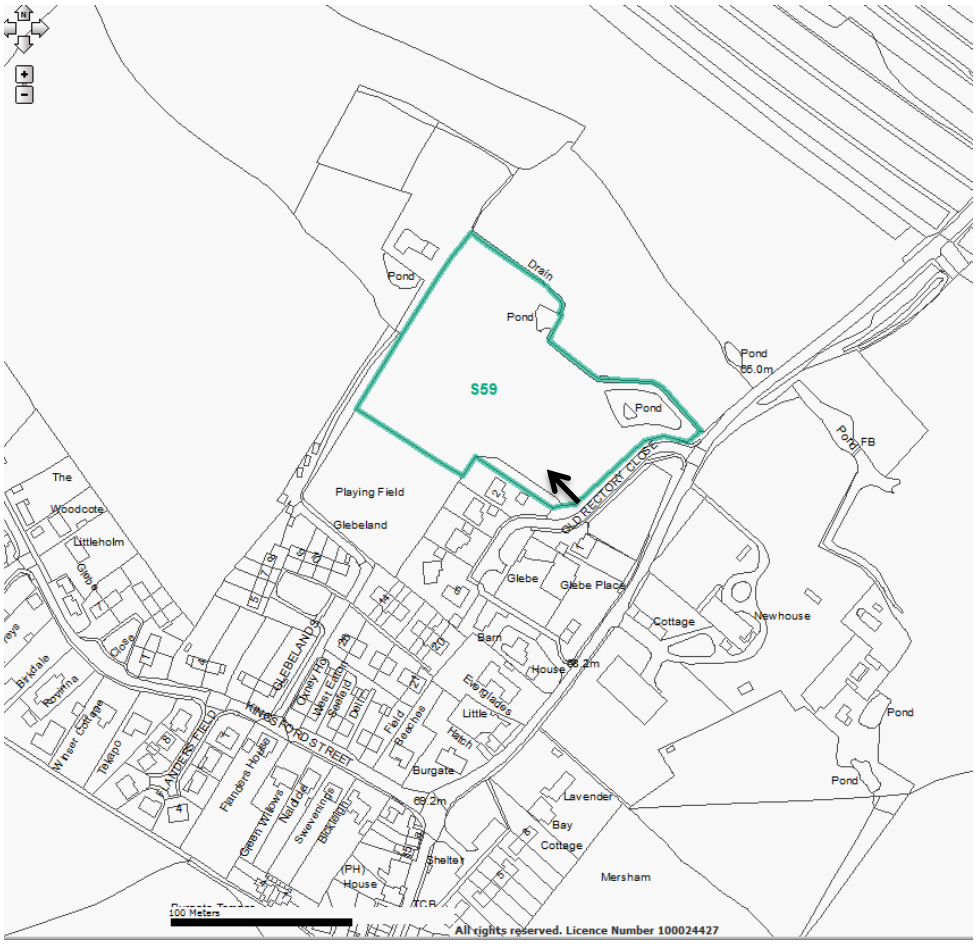
Southern Water's assessment has revealed that additional sewerage infrastructure would be required to serve the proposed development. The development will therefore be required to make a connection to the nearest point of adequate capacity in the sewerage network. Early liaison should take place with the service provider in this regard.

Policy S58 – High Halden (A28), Stevenson Brothers

The site at Stevenson Brothers is proposed for residential development for an indicative capacity of 50 dwellings. Development proposals for this site shall:

a. **Be designed and laid out to take account of the rural character of the area and the surrounding building layouts. Particular attention should be given to the enhancement of the setting of the Listed Building adjacent to the site. The development should be no more than 2 storeys in height;**
b. **Include a comprehensive landscaping scheme that seeks to make provision for the retention and enhancement of existing natural features within the site. In addition, proposed new landscaping should provide generous soft landscaping along the western edge of the site in order to lessen its visual impact;**
c. **Ensure that land contamination issues are assessed and satisfactorily resolved or mitigated;**
d. **Be accessed directly from the A28, as shown on the policies map;**
e. **Provide suitable public open space and facilities within the development;**
f. **Provide a connection to the nearest point of adequate capacity in the sewerage network, in collaboration with the service provider.**

(MC102) Policy S59 – Mersham, Land at Old Rectory Close



This site is located immediately adjoining the northernmost part of the built up part of the village of Mersham, on The Street, one of the main entrance roads into the village from the A20. To the north of the site is open fields, which are then dissected from the wider area by the M20 motorway and the A20. To the south is the residential edge of the settlement, and the south western corner adjoins a recreation field which is accessed from Glebelands cul-de-sac.

The site is currently an enclosed field bounding the entrance to a small cul-de-sac of housing, Old Rectory Close, which consists of 7 large detached properties, and wraps around to the rear of and to the side of Glebe House, a Grade ll listed building located on the frontage of The Street. The site and the relatively new 7 properties once formed a paddock relating to Glebe House. There is an open space area on the left side of the road entrance which contains a flagpole but is mainly mature trees and hedgerows, limiting views into the site and the existing housing in the close from the main road.

The site is considered suitable for up to 15 dwellings. The developable area of the site, taking into account the existing trees and ponds, is around 1ha, and therefore residential development would result in a low maximum density of 15dph, which is appropriate and suitable with regards to the Conservation Area location and reflects local character and density. The access to the site should be from Old Rectory Close, as shown on the policies map.

Along the north-east boundary of the site runs a drain as well as two ponds bounded by mature trees. The pond at the site's eastern boundary, adjoining the road, is substantial, and there are other ponds in the surrounding landscape.

The site is located within the Mersham Conservation Area, and in addition to the neighbouring Glebe House, there are a number of other significant heritage assets in the immediate location, including the Grade II* Listed 'Newhouse', which is a substantial property located on the opposite side of The Street. In addition there are further associated assets of Gardeners Cottage and the original Garden Walls which are both Grade ll Listed. However, there is already significant screening with mature trees and hedgerows between the site and these heritage assets, which must be retained and enhanced where possible. Development proposals for this site must ensure that the setting of these heritage assets is conserved.

Given the character and appearance of the surrounding areas, countryside edge, Conservation Area location and the setting of the nearby Listed Buildings, a scheme of 2 storey buildings would be most appropriate here. The design and layout must take account of the residential amenity of neighbouring occupiers, and minimise views of the development with improved landscape screening, in addition to ensuring that the trees and ponds are retained within the layout of the development to create ecological corridors.

Due to the close proximity of the village recreation ground, on-site provision of public open space will not be expected but appropriate contributions towards the management, maintenance and enhancement of the village recreation ground provision will be sought. There is an opportunity to create an informal footpath access to the adjoining recreation field which should be explored and connections to footpaths and cycleways provided which link to the local network.

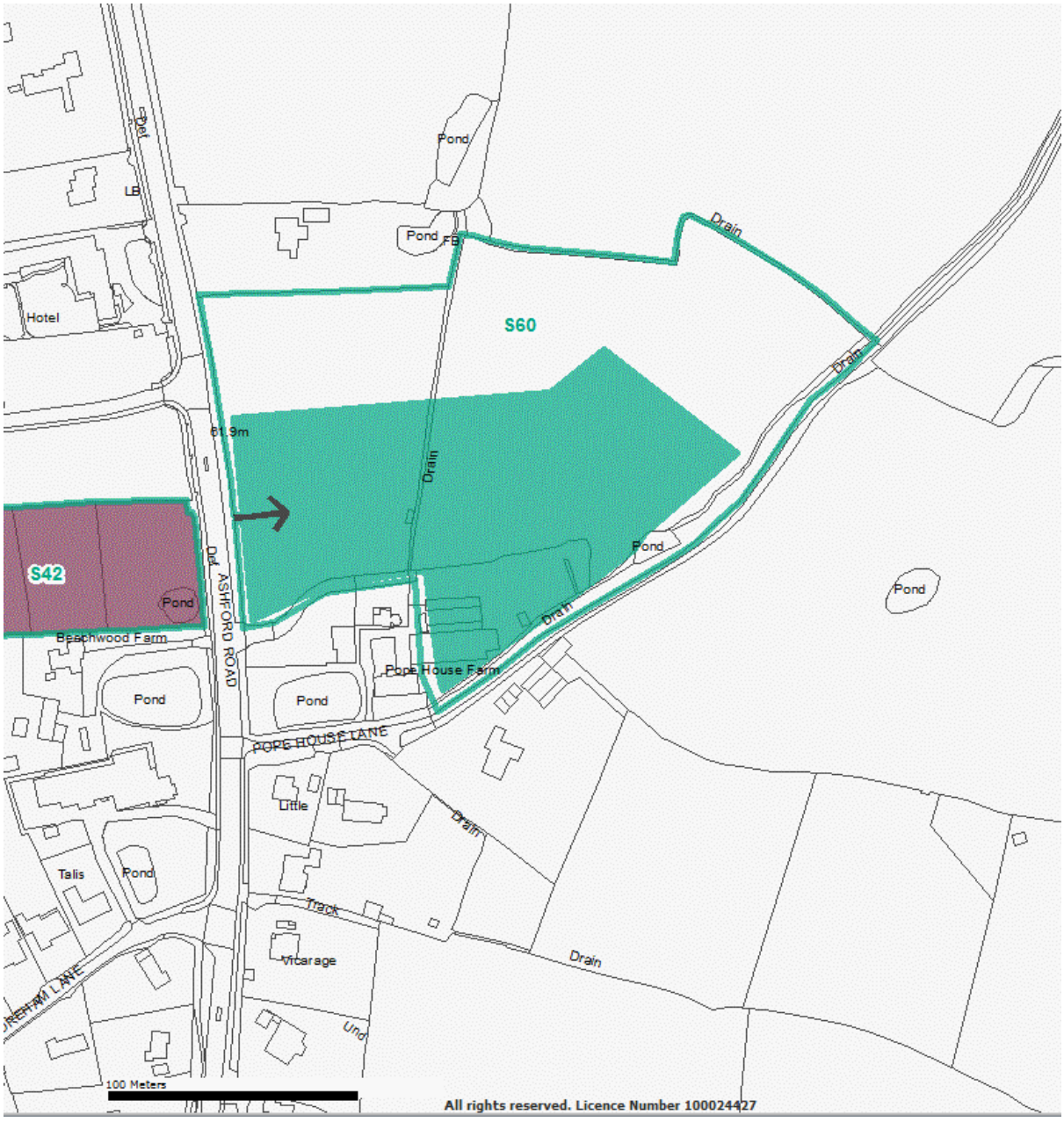
Southern Water's assessment has revealed that additional sewerage infrastructure would be required to serve the proposed development. The development will therefore be required to make a connection to the nearest point of adequate capacity in the sewerage network. Early liaison should take place with the service provider in this regard.

Policy S59 – Mersham, Land at Old Rectory Close

The site at Old Rectory Close is proposed for residential development of up to 15 dwellings. Development proposals for this site shall:

a) **Be laid out to complement and not detract from the setting of the listed buildings adjacent to and nearby the site and conserve the setting of the Conservation Area within which it is located;**
b) **Be designed and laid out to take account of the residential amenity of neighbouring occupiers. Layout should take account of surrounding areas, marking a transition between open countryside and rural settlement;**
c) **Provide primary vehicle access on to the Old Rectory Close, as shown on the policies map;**
d) **Retain mature trees on site, incorporating these into a coherent overall landscape design;**
e) **Provide new pedestrian and cycle routes throughout the development and connections to existing rural routes and local services; in particular provide an access through the site to the adjacent playing fields;**
f) **Retain the on-side ponds integrated into a coherent landscaping scheme that maintains and enhances ensure habitat connectivity to the wider area for biodiversity benefit;**
g) **Provide a connection to the nearest point of adequate capacity in the sewerage network, in collaboration with the service provider.**

(MC103) Policy S60 – St.Michaels, Pope House Farm



Key: Indicative Development area Access Road

This site is located on the A28, Ashford Road, on the northern entrance to the built up settlement of St.Michaels. The settlement of St.Michaels contains a number of local services, such as schools, shops and good transport connections. The settlement also forms part of Tenterden, which is a main service centre in the Borough with a large number of services available.

The site is currently agricultural, with large buildings in place around Pope House Farm in the southern nib, and two fields making up the remaining area. These fields have a distinct north south boundary line in the centre, which is defined by a mature tree and hedgerow and also a natural drainage ditch. The boundaries of the site are also largely defined by tree and hedgerow boundaries and the site is flat with long views to the wider countryside.

The London Beach Golf Club and Hotel and Little Silver Hotel are situated to the west of the site on the opposite side of the A28, but are either well set back from the road frontage or well screened. There are also a number of large detached properties along Ashford Rd to the south, west and north of the site, with Sicklefield House, directly adjacent to the north. To the south of the site, is Pope Farm House, which is a Grade ll Listed building and associated oast and other buildings of heritage importance. Beyond this is a narrow rural lane, Pope House Lane, which serves a few large properties to the south.

Parts of this site are considered suitable for a residential development of around 50 dwellings, depending on design and layout. These area suitable for resdiential development are broadly defined in shading on the policies map above, and is approximately 1.5ha in size. The area identifed does not include the northern and most easterly parts of the site which have the constraint of underground gas mains, or would cause a detrimental visual impact on the wider landscape.

The site adjoins the open countryside to the east and the adjoining residential areas to the south currently consist of mainly of large detached properties, some of which are listed. Therefore the scale and density of new development in the eastern and southern parts of the site should also be relatively low. In the western area of the site, particularly along road frontage, slightly higher densities can be achieved but overall, the site is suitable only for net residential densities with an average of 30 dph.

The primary vehicle access will be provided directly on to the A28, as shown in the policies map. The current access which serves the Pope House Farm and Oast House properties must be retained to serve these dwellings. A pedestrian footway connection must be made to the current network.

Due to the site's heritage and the features of the adjoining listed building and housing cluster around it, high quality design must be achieved within the new development, in addition to a suitable buffer area around this heritage cluster. However, development around this location also has the opportunity to provide an enhanced setting to the the listed building with the removal of the large agricultural buildings which currently lie in close proximity.

The impact on trees and biodiversity must be assessed prior to any development as there are a number of mature trees and hedgerows and ponds and drainage ditches in and around the site boundary. These should also be taken into consideration in

the design and layout of the site, and incorporated where possible to limit the impact of the built development on the wider landscape. Additional structural screening and planting will be required around the development, particularly on the north eastern boundary where the site is visible in the wider landscape.

The established hedgerow boundary on the road frontage should be retained where possible, where not impacted by the access arrangements. The northern areas of the site should be designed as natural open space areas with the potential to provide ecological zones.

Southern Water's assessment has revealed that additional sewerage infrastructure would be required to serve the proposed development. The development will therefore be required to make a connection to the nearest point of adequate capacity in the sewerage network. Early liaison should take place with the service provider in this regard.

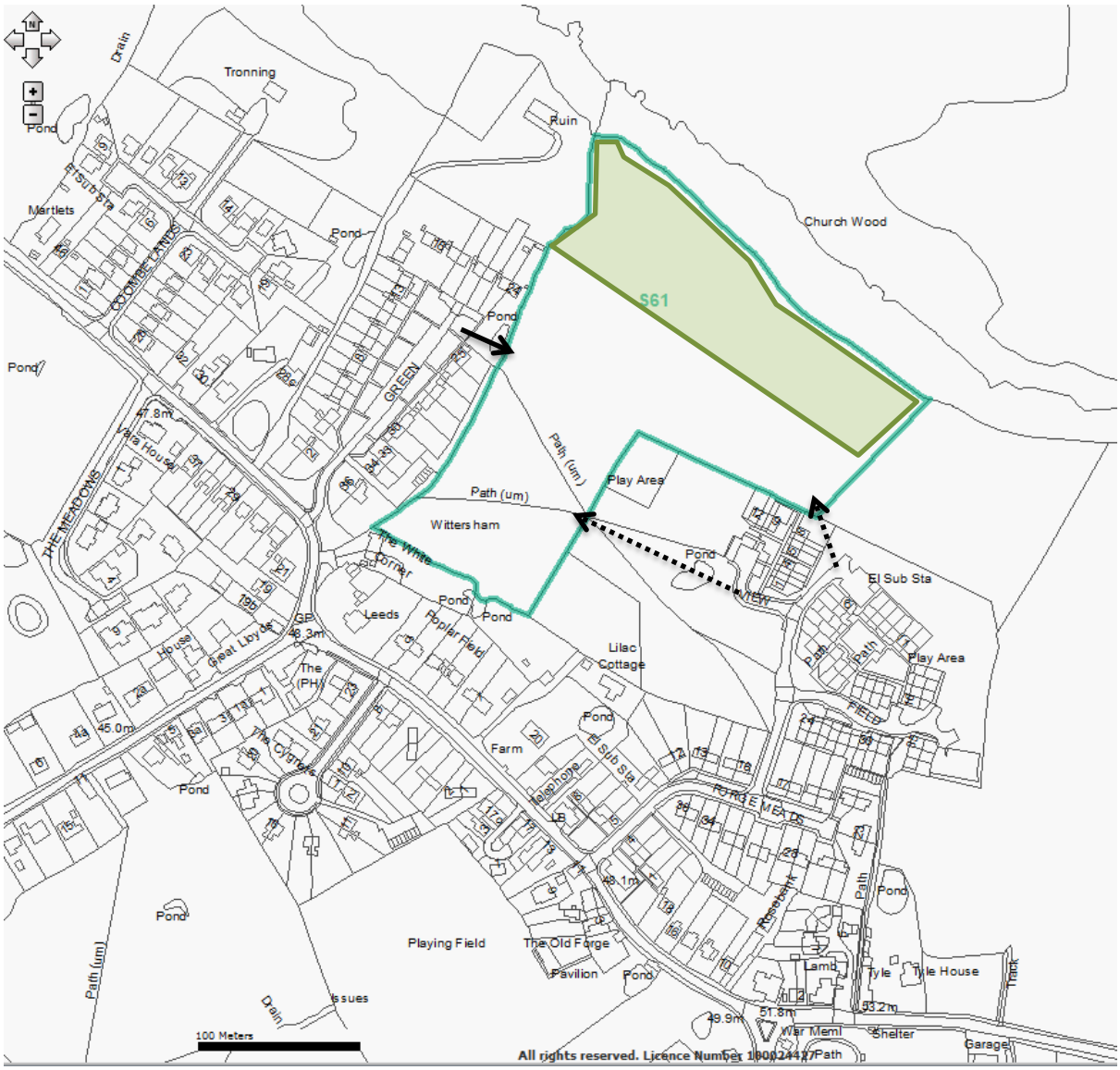
POLICY S60 - St.Michaels, Land at Pope House Farm

The site at Pope House farm is proposed for residential development with an indicative capacity of 50 dwellings.

Development proposals for this site shall:

a) **Be designed and laid out in such a way as to protect and enhance the character and setting of the adjoining listed building and associated properties. Particular attention also needs to be given to the eastern area of the site, where it adjoins the open countryside and is visible in the wider landscape. Densities should reflect the surrounding character of these locations and overall the site density should be around 30dph;**
b) **Provide primary vehicle access on Ashford Road, as shown on the policies map;**
c) **provide new pedestrian routes throughout the development and connections to existing urban and rural routes and local services, with the potential of a pedestrian crossing explored with the Highway Authority;**
d) **Retain the existing mature trees and hedgerows boundaries where possible and enhance the planting in the north eastern areas, to screen the development of the site from the wider countryside and create additional soft landscaping throughout the site to lessen the visual impact of the development;**
e) **Provide appropriate ecological mitigation and provision of ecological corridors through the site and an area of open recreation space in the northern areas of the site which are not identified for residential development;**
f) **Provide a connection to the nearest point of adequate capacity in the sewerage network, in collaboration with the service provider.**

(MC104) Policy S61 – Wittersham, Land between Lloyds Green and Jubilee Fields



Map Key: Green Buffer Access Road Potential access points

This site is located on the northern edge of the settlement of Wittersham, between Lloyds Green, a residential cul-de-sac in the west, and Woodland View, a small residential close accessed off the larger Forge Meads and Jubilee Field cul-de-sac. The site wraps around the north and west of open recreational space, a large informal sports field with an equipped play area in the northern corner. The boundary between the site and the recreation space is currently defined by an established

hedgerow, but there are two informal footpaths which cross the open space and link Lloyds Green and Forge Meads for pedestrians.

There is currently no vehicle access between the two residential cul-de-sacs, and due to the piecemeal housing additions in Forge Meads, which have extended the close numerous times, there are identified highway concerns. Development of this site provides an opportunity to link the two cul-de-sacs together with a link road running from Jubilee Field to Lloyds Green. This proposal has the support of the local Highway Authority as it removes the problems associated with single access points to large residential cul-de-sacs in an emergency situation. The options for the proposed link road are shown on the policy map.

Along the northern boundary of the site is a vast area of combined woodlands (Combe, Church, Rushgreen & Stemps Woods) which is designated Ancient Woodland, a Local Wildlife Site (LWS) and covered by a TPO. This woodland extends 400m or more to the east, west and north of the site, providing screening to the majority of the site from the wider countryside setting. On the northern parcel, to the east of the site is open countryside and agricultural fields, and at this point there is no planted boundary between them.

The whole settlement lies within the designated High Weald Area of Outstanding Natural Beauty (AONB), and therefore development proposals for this site must conserve the natural beauty of the landscape. The significant woodland screening along the northern boundary, and the limited views of the site from the main road in the settlement and the wider area, provide an opportunity to deliver additional housing in this settlement, which does not significantly impact on the views and setting within this important landscape designation.

However, from the east, there is some visibility of the site from the wider area particularly from a PROW footpath that leads from Jubilee Field, and therefore it is proposed that the development footprint of this site must not extend up to the woodland edge of the site boundary, leaving a minimum of a 50m green buffer between the built edge and the woodland, indicatively shown on the policies map. This buffer also enables protection and mitigation of the effects of development on the Ancient woodland and LWS, and could be enhanced as an informal green space and ecological mitigation area.

Based on the requirements for the buffer area in the north of the site and the link road requirement across the site, the remaining developable area of the site is around 2.5ha, and therefore the site is proposed for a residential development of around 40 dwellings. This would result in a density of less than 20dph, which is appropriate and suitable with regards to the AONB location and reflects local character and density.

Given the character and appearance of the surrounding areas and the AONB location, a scheme of 2 storey buildings would be most appropriate here. The design

and layout must take account of the residential amenity of neighbouring occupiers, particularly where they will be in close proximity to the new link road access points. Although located some distance from the Conservation Area, there are two semi-detached properties adjoining the south west corner of the site which are Listed (The White Cottage and Corner Cottage). Development proposals for this site must ensure that the setting of these heritage assets is conserved.

Dwellings should be orientated to enable overlooking and natural surveillance to the village recreation area where possible, and should also front the link road. A mix of unit sizes and types will be required here in accordance with policy ** but the larger detached properties should be generally located at the northern / north-eastern parts of the site where the impact on the wider landscape is most sensitive. It is important that the eastern boundary is sensitively developed to mitigate any visual impact from new development. A lower residential density will be appropriate in this part of the site and a landscaping scheme that 'breaks up' the urban edge created by built development here will be necessary. This should include the planting of some mature trees to create screening in the short-term.

Due to the close proximity to the public open space and equipped play area adjacent to the site, there are opportunities to upgrade this provision and provide enhancement to the current un-adopted pathways through the area, creating enhanced pedestrian access around the village.

Southern Water's assessment has revealed that additional sewerage infrastructure would be required to serve the proposed development. The development will therefore be required to make a connection to the nearest point of adequate capacity in the sewerage network. Early liaison should take place with the service provider in this regard.

POLICY S61 – Wittersham, Land between Lloyds Green and Jubilee Fields

The site between Lloyds Green and Jubilee Fields is proposed for residential development with an indicative capacity of 40 dwellings.

Development proposals for this site shall:

a) Provide a minimum buffer of 50m between built development and the woodland edge to the north, to conserve the Ancient woodland and LWS designations, and limit views of the development from the PRoW and wider AONB landscape to the east. This buffer provides an opportunity to create informal greenspace and ecological mitigation if required;

b) Be designed and laid out in such a way as to protect the character and setting of the AONB and adjoining listed buildings, and must take account of the residential amenity of neighbouring occupiers, particularly those in close proximity to the access roads. Dwellings should be a maximum of 2 storey and orientated to enable overlooking and natural surveillance of the adjoining public open space area, and should also front the link road;

c) Provide dual primary vehicle access from Lloyds Green, and one of the options in Jubilee Fields as shown on the policies map, creating a through link road between the two areas;

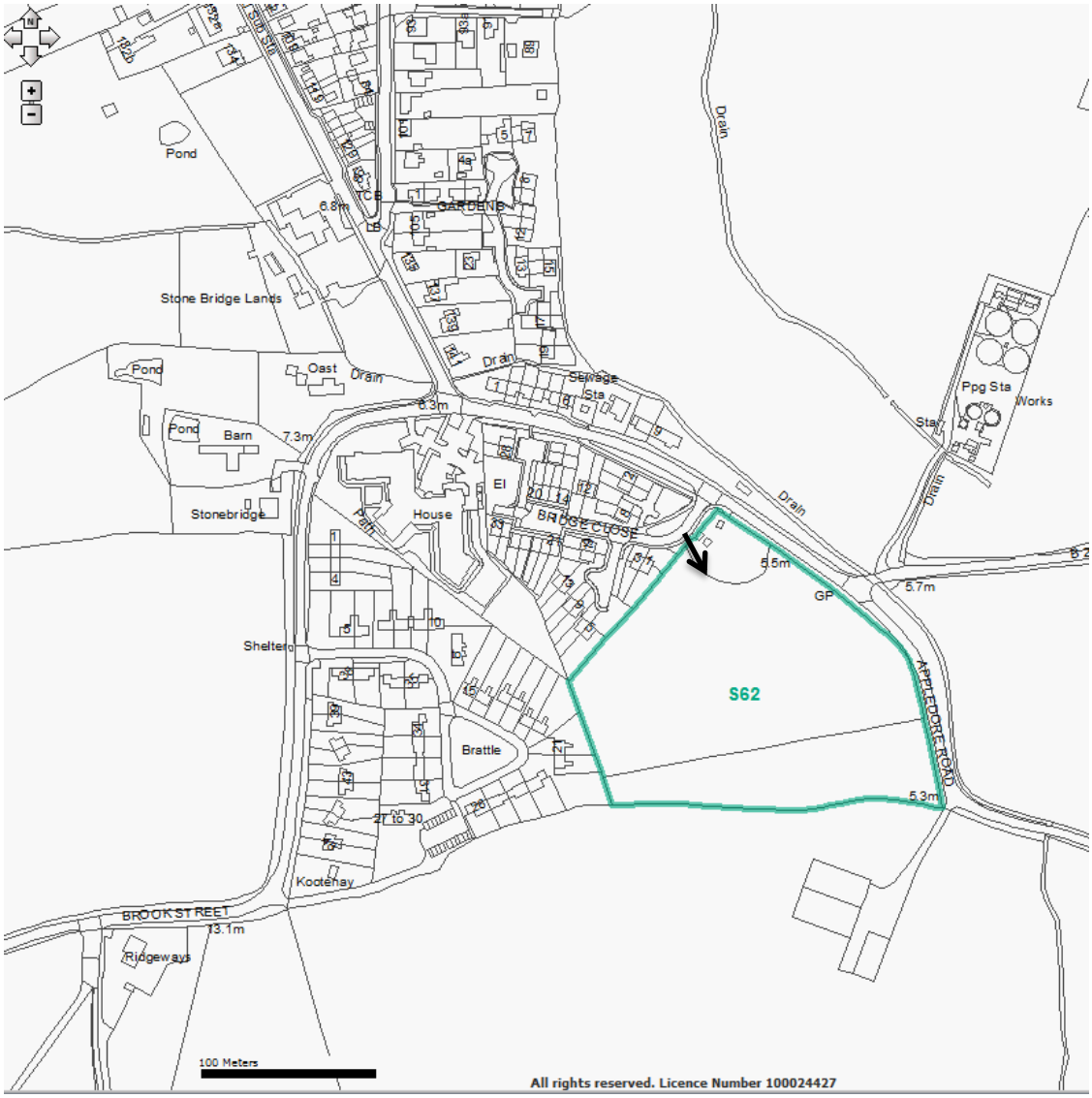
d) Provide a landscaped boundary along the eastern edge of the northern parcel of the site, which should include mature tree planting in the short term to lessen the visual impact of the development, from the wider countryside;

e) Provide a connection to the nearest point of adequate capacity in the sewerage network, in collaboration with the service provider;

f) Upgrade and enhance the adjoining open space and equipped play area provision if required and enhance pedestrian access around the area to a more formal arrangement than the current un-adopted pathways;

g) Provide new pedestrian and cycle routes throughout the development and connections to existing routes and local services.

(MC105) Policy S62 – Woodchurch, Appledore Road



This site is located to the south east of the settlement of Woodchurch, adjacent to Bridge Close, with frontage onto Appledore Road. This is one of the main roads into the village and is also an important route between the larger settlements of Tenterden and Hamstreet (B2067).

The site is an agricultural field, currently used for grazing. On the north eastern boundary of the site is an agricultural vehicle entrance onto the main highway, and a small copse. Within the copse there appears to be building debris and sheds in disrepair and the area appears not to be maintained. There is a mature hedgerow boundary around the perimeter of the site.

To the south is a large double gabled corrugated iron farm building and beyond this, open countryside and farmland. To the north west of the site is a relatively recent local needs housing development, Bridge Close, with a large 4 storey care home beyond it which also fronts Appledore Road. To the south west is a residential close, Brattle, which is accessed on the opposite side of a 'loop' in the highway network. Development of this site would complete the current built form within the 'loop' and therefore is a natural extension to the settlement form in this part of the village.

At over 1.7 hectares in size, development of this site will provide around 30 dwellings, including a mix and range of housing in accordance with policy HOU18. Development would be of low density (under 20dph), which reflects the location and adjacent countryside setting. Given the character and appearance of the surrounding areas, a scheme of 2 storey buildings would be most appropriate here. The design and layout must take account of the residential amenity of neighbouring occupiers. Particular attention needs to be given to the topography of the site. The design of proposals coming forward should reflect the 'guidelines' set out in the Woodchurch Village Design Statement.

Access must be provided from Bridge Close, as shown on the policies map. This has been identified as a specific requirement by the Local Highway Authority due to the unsuitability of the Appledore Road entrance visibility and proximity of nearby junctions. Pedestrian footways should be provided throughout and link with existing footways in Bridge Close.

Vehicle access and the pedestrian footway may require removal of the copse, but there is an opportunity to improve the appearance of this area, whilst retaining some of the trees. There is one mature tree on the road frontage which must be retained as it is an important feature at the entrance to the village. The hedgerows around the site boundary must also be retained and enhanced where possible, to provide screening to the development. This should include the planting of some mature trees around the southern and eastern boundaries.

Southern Water's assessment has revealed that additional sewerage infrastructure would be required to serve the proposed development. The development will therefore be required to make a connection to the nearest point of adequate capacity in the sewerage network. Early liaison should take place with the service provider in this regard.

POLICY S62 – Woodchurch, Appledore Road

The site in Appledore Road is proposed for residential development with an indicative capacity of 30 dwellings. Development proposals for this site shall:

a) Be designed and laid out in such a way to reflect the edge of countryside location and take account of the residential amenity of neighbouring occupiers. Particular attention needs to be given to the topography of the site and rising land. Dwellings should be no more than 2 storeys and design of proposals should reflect the guidelines set out in the Woodchurch Village Design Statement;

b) Provide primary vehicle access from Bridge Close, as shown on the policies map;

c) Provide new pedestrian footways throughout the development and connections to existing routes;

d) Retain the mature tree on the road frontage and the hedgerows around the site boundary and enhance where possible. This should include the planting of mature trees around the southern and eastern boundaries to create screening;

e) Provide a connection to the nearest point of adequate capacity in the sewerage network, in collaboration with the service provider.

(MC106) Appendix 6 - Monitoring Framework *(to be inserted after Appendix 5)*

Housing Indicators

Indicator Objective	Local Plan Policies	Indicators	Target	Data Source
Net Housing Growth	SP1 (a) – Strategic Objectives SP1 (f) – Strategic Objectives SP2 – The Strategic Approach to Housing Delivery	i. Net annual dwelling completions ii. Cumulative net additional dwelling completions over the plan period iii. Total extant permissions • Under construction • Not Started	Total Requirement 2011-2030: **16,120** 2017-2030: **12,943**	Annual Housing Information Audit (HIA)
Location of new housing growth	SP2 – The Strategic Approach to Housing Delivery HOU3a– Residential windfall development within settlements HOU5 – Residential windfall development in the countryside SP5 – Ashford Town centre	Net annual dwelling completions by area: i. Ashford Town Centre ii. Ashford Urban Area iii. Urban extensions iv. Tenterden v. Rural Settlements **vi.** Countryside	SP2 – Table 1	Annual Housing Information Audit (HIA)
Allocation Vs Windfall Delivery	SP2 – The Strategic Approach to Housing Delivery HOU3a – Residential windfall development within settlements	Net Annual dwelling completions on: i. Allocated sites ii. Chilmington Green iii. Windfall Sites – Total a. Prior Approval – Office to Residential b. Prior Approval – Agricultural to Residential	As set by the Housing Trajectory	Annual Housing Information Audit (HIA)
Affordable Housing	HOU1 – Affordable Housing	Net annual affordable housing completions on major sites* by tenure and area: i. Ashford Town ii. Ashford Hinterlands iii. Rest of Borough	As set by Table in Policy HOU1	Annual Housing Information Audit (HIA)
Custom and Self Build	HOU6 – Self and custom build development SP1 (f) – Strategic Objectives	i. % of custom and self build plots provided on sites over 40 dwellings in Ashford and Tenterden ii. % of custom and self build plots provided on	Edge of Ashford and Tenterden sites of 40 or more dwellings: 5%	Annual Housing Information Audit (HIA)

Indicator Objective	Local Plan Policies	Indicators	Target	Data Source
		sites over 20 dwellings in villages and rural areas iii. Plots returned unsold (annual) iv. Annual borough dwelling completions of custom/ self build dwellings v. Cumulative borough completions of custom/ self build in plan period	Villages and rural areas sites of 20 or more dwellings: 5% No target Borough Target: as required by up to date self build register	Self Build Register (ABC)
Specialist Housing	SP1 (f) – Strategic Objectives HOU2 – Local Needs/ Specialist Housing HOU18 - Providing a range and mix of dwellings types and sizes	Net annual additional dwellings by housing type: i. Local Needs ii. Specialist Housing iii. Older Person Housing (C2 uses) iv. Exclusive Homes	No Target	Annual Housing Information Audit (HIA)
Land Use	SP1 (a) – Strategic Objectives	Percentage of net annual dwellings built on Brownfield Land	No Target	Annual Housing Information Audit (HIA)
Housing Range & Mix	HOU18 - Providing a range and mix of dwellings types and sizes SP1 (f) – Strategic Objectives	Net annual dwelling completions by bedroom size: i. Studio & 1 bed, ii. 2 bed, iii. 3 bed, iv. 4 bed **v.** 5 bed or more. *Will be split into Town Centre, Urban and Rural*	To provide a range identified by most up to date SHMA or equivalent housing need data	Annual Housing Information Audit (HIA)
Accessibility and Space Standards	HOU12 – Residential Space Standards (Internal) HOU15 – Private external open space HOU18 - Providing a range and mix of dwellings types and sizes SP1 (c, f) – Strategic Objectives	% of Net annual dwelling completions meeting the following standards: i. Internal Space Standards ii. External Space Standards iii. Accessibility Standards	100% Accessibility: 100% on major developments of 10 or more only	Annual Housing Information Audit (HIA)

Indicator Objective	Local Plan Policies	Indicators	Target	Data Source
Gypsy & Travellers Pitches	HOU16 – Traveller Accommodation HOU17 – Safeguarding existing traveller sites SP1 (f) – Strategic Objectives	i. Total annual permanent pitch increase ii. Extensions to existing sites iii. Annual Temporary Pitches granted permission iv. Annual loss of pitches v. Baseline borough pitches	Meet need identified 5 year supply need in most up to date GTAA *No net loss if 5 year supply not achieved*	Annual Housing Information Audit (HIA) Gypsy and Traveller Needs Assessment (GTAA)
Design Quality	SP6 – Promoting High Quality Design SP1 (c) – Strategic Objectives	Percentage of applications refused on design grounds and Success of Design Quality policy at appeal	No Target	Annual Housing Information Audit (ABC)
HMOs	HOU11 – Houses in Multiple Occupation	Permissions granted for HMO properties by Ward	No Target	Annual Housing Information Audit (ABC)

**Major residential developments are those of 10 dwellings or more or over 0.5ha*

Economic Indicators

Indicator Objective	Local Plan Policy	Indicator	Target	Source
Employment Floorspace	SP1 (g) – Strategic Objectives SP3 – Strategic Approach to Economic Development EMP1 – New Employment Uses EMP2 – Loss or redevelopment of employment sites and premises EMP5 – New employment premises in the countryside	Annual increase of employment floorspace (m2), borough- wide. Gross and net totals by use class: i. B1a ii. B1b iii. B1c iv. B2 v. B8 vi. B1-B8 (unable to split) vii. Total Gain viii. Total Loss ix. Net Total *Will also be recorded by area: Ashford Town Centre, Urban, and Rural settlement and countryside.*	66 hectares gain between 2014 and 2030 (Borough-wide) Minimal gain in countryside (EMP5)	Annual Commercial Information Audit (CIA) – ABC
Retail and Leisure floorspace	SP1 (g) – Strategic Objectives SP4 – Delivery of Retail and Leisure Needs SP5 – Ashford Town Centre	Annual change of Retail and Leisure (Use classes A1, A2, A3, A4, A5, D2 & Sui Generis) floorspace (m2) by area; Ashford Town Centre; Tenterden Town Centre; local/village centres, and Rest of Borough.	Need contained within Tables 2 and 3 of the Local Plan	Annual Commercial Information Audit (CIA) – ABC

Indicator Objective	Local Plan Policy	Indicator	Target	Source
Fibre to Premises	EMP6 – Promotion of Fibre to the Premises (FTTP) SP1 (d) – Strategic Objectives	% of new development enabling FTTP; residential and employment	All development within urban area. All major* developments within the rural area	ABC
Shopping frontages	SP4 – Delivery of Retail and Leisure Needs EMP7 – Primary and Secondary shopping frontage in Ashford Town centre EMP8 – Primary shopping frontage in Tenterden Town Centre	% of shop frontages in Ashford and Tenterden which are A use class (retail)	Primary Shopping Frontages – 100%	Shop front survey (ABC)
Local and Village Centres	SP4 – Delivery of Retail and Leisure Needs EMP10 – Local and Village Centres	Gains and losses of shops and services within local and village centres.	No loss of shops and services	Annual Commercial Information Audit (CIA) – ABC

Transport Indicators

Indicator Objective	Local Plan Policy	Indicator	Target	Source
Strategic Schemes	TRA1 – Strategic Transport Schemes SP1 (d) – Strategic Objectives	Implementation of strategic schemes which include: i. M20 Junction 10a ii. Pound Lane Link Road iii. A28 dualling/Chart Rd improvements iv. Former ring road junctions	Within plan period	ABC
Town Centre Parking	TRA2 – Strategic Public Parking Facilities	Total gains and losses of public parking spaces serving Ashford Town Centre: • Long-Stay • Short-Stay	Gains within plan period	ABC

Indicator Objective	Local Plan Policy	Indicator	Target	Source
Residential Parking Standards	TRA3(a) Parking standards for Residential development	% of residential development applications meeting the standards set out in TRA3(a)	100%	HIA - ABC
Parking Standards for non-residential	TRA3(b) Parking Standards for non-residential development	% of non-residential development applications meeting the standards set out in TRA3(b)	100%	Annual Commercial Information Audit (CIA)
Sustainable Travel	TRA4 – Promoting the Local Bus Network TRA5 – Planning for Pedestrians TRA6 – Provision for cycling SP1 (e) – Strategic Objectives	Enhancements to bus networks provided from new development Enhancements to cycle and pedestrian routes and cycle parking provision	No Target	KCC Highways
Local Road network	TRA7 – The road network and development TRA8 – Travel plans, assessments and statements TRA9 – Planning for HGV movement SP1 (e) – Strategic Objectives	Developments permitted against highway authority advice	0%	KCC Highways

Natural and Built Environment Indicators

Indicator Objective	Local Plan Policy	Indicator	Target	Source
Biodiversity	ENV1 – Biodiversity SP1 (b) – Strategic Objectives	i. Condition of the 57 SSSI's ii. Condition of the Biodiversity Opportunity Areas' (BOA's) iii. Condition of Nature Reserves and Local Wildlife Sites	No decline	Natural England – Condition of SSSI report Kent BAP – BOA reports Kent Nature Partnership - State of Kent Wildlife Report and Kent Habitat Survey

Indicator Objective	Local Plan Policy	Indicator		Target	Source
Green Corridor	ENV2 – The Ashford Green Corridor SP1 (b) – Strategic Objectives	i. ii.	Development permitted within Green Corridor Designation areas Development proposals contributing to projects identified within the Green Corridor Action Plan	Not permitted unless policy criteria applies	ABC - HIA and CIA
Dark Skies	ENV4 – Light Pollution and Promoting Dark Skies	External lighting levels on new developments comply with standards in policy and guidance.		100%	ABC - HIA
Rural Features	ENV5 – Protecting important rural features SP1 (b) – Strategic Objectives	i. ii. iii.	Loss or gain to Ancient woodland or semi-natural woodland Loss or gain to River corridors and tributaries Loss or enhancement to rural lanes and/or PROWs	No net loss	Kent Nature Partnership - The 2012 Kent Habitat Survey and Data Environment Agency – Our Stour Data report KCC Highway and PROW Teams
Flood Risk	ENV6 – Flood risk	% of planning applications granted on Flood Zones 2 or 3 against Environment Agency Advice		0%	HIA
Water resources	ENV7 – Water Efficiency ENV8 – Water Quality, Supply and Treatment ENV11 – Sustainable Design and Construction – non-residential	i. ii.	% of new residential development meeting the requirements of water efficiency regulations - 110 litres per person per day % of major* development proposals not providing adequate water supply and connections to wastewater treatment facilities	i. 100 % ii. 0% iii. 100 %	Building Regulation data , HIA and CIA

Indicator Objective	Local Plan Policy	Indicator	Target	Source
		iii. % of non-resi major applications meeting 40% improvement in water consumption against baseline performance		
SUDS	ENV9 – Sustainable Drainage	Compliance of all development proposals with SuDS Policy, SPD and subsequent revisions	100%	HIA
Energy	ENV10 – Renewable and low carbon energy	New development which generates energy from renewable and low carbon sources	No Target	ABC
BREEAM	ENV11 – Sustainable Design and construction – non-residential SP1 (c) – Strategic Objectives	% of Major non-resi development achieving BREEAM 'Very good' standard	100%	Building Regulation Data
Air Quality	ENV12 – Air Quality	% of proposals permitted which result in National Air Quality Objectives being exceeded	0%	DEFRA Statistics https://uk-air.defra.gov.uk/
Agricultural Land	SP1 (a) – Strategic Objectives National Policy	Amount of high quality agricultural land (Grade 1& 2) lost to development (ha) Major* sites only	No Target	Kent Landscape Information system (K-LIS); Natural England; Agricultural Land Classification (ALC)

Community, Leisure and Tourism Indicators

Indicator Objective	Local Plan Policy	Indicator	Target	Source
Tourism	EMP11 – Tourism	Loss and gain of tourism facilities. Loss and gain of hotel and B&B development	Borough wide retention and gains in urban areas.	Annual Commercial Information Audit (CIA) – ABC
Community	COM1 – Meeting the community's needs COM3 – Allotments	Amount of existing public leisure, cultural, school and adult education, youth, health, public service, allotments, cemetery	No Target	HIA CIA ABC - Amount of

Indicator Objective	Local Plan Policy	Indicator	Target	Source
	COM4 – Cemetery Provision SP1 (d) – Strategic Objectives	provision and community facilities lost (unless satisfactory replacement facilities are provided) and gained as a result of new development *Split between Town Centre, Urban and rural.*		developer contributions and commuted payments received and spent
Play, Open Space & Sports	COM2 – Recreation, sport, play and open spaces SP1 (d) – Strategic Objectives	Amount of existing public play, open space and sports provision lost (unless satisfactory replacement facilities are provided) and gained as a result of new development *Split between Town Centre, Urban and rural.*	Table 4 – Spatial target for play, open space and sports	Amount of developer contributions and commuted payments received and spent