Foreword

The Regulation 27 Publication version of the Ashford Urban Sites and Infrastructure DPD went out for public consultation between the 16th December 2010 and the 4th February 2011. During this consultation period the Council received 831 representations – 687 objections, 116 in support and 28 general comments.

In the light of the responses made, the Borough Council is now proposing changes to the DPD. Some of these are considered to be “significant” changes and these are:

- The deletion of Policy U6 – Land south of Godinton Park
- New policy U6A – Former South primary school site
- Policy U14 – land at Willesborough Lees
- Policy U18 – Warren Lane
- Policy U22 – Conningbrook Strategic Park
- Extending the end date of the DPD to 2017

Other minor changes are also proposed.

At this stage comments are invited on the proposed changes only.
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Policy U1 - Land off Abbey Way, Willesborough Lees

CHANGE 1 - New paragraph inserted following paragraph 6.11:
The depth to groundwater is limited at this site and thus the use of soakaways may not be permissible due to the risks of direct discharge to groundwater. The Sustainable Drainage SPD should be referred to in establishing suitable options for surface water disposal.

CHANGE 2 - New paragraph inserted at end of supporting text to read:
In addition, capacity in the local sewerage system is insufficient to service the proposed development. It will be necessary to upgrade the existing local sewerage infrastructure before development can connect into it. Liaison with the relevant infrastructure company at the time is recommended.

Policy U2 - Newtown Works

CHANGE 3 - New paragraph inserted following paragraph 6.25 to read:
Development of this site presents an opportunity to incorporate a sustainable drainage system that will contribute to managing surface water for the benefit of flood risk, water quality, biodiversity and amenity.

CHANGE 4 - New paragraph inserted at end of supporting text to read:
In addition, capacity in the local sewerage system is insufficient to service the proposed development. It will be necessary to upgrade the existing local sewerage infrastructure before development can connect into it. It is also important that existing sewerage infrastructure which crosses the site is protected and future access secured for the purposes of maintenance and up sizing. Liaison with the relevant infrastructure company at the time is recommended.
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Policy U3 - Land at Chart Industrial Estate

CHANGE 5 - New paragraph inserted following paragraph 6.33 to read:
An existing sewer runs beneath the site and any layout of development will need to ensure that the existing sewerage infrastructure on 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.

Policy U4 - Lower Queens Road

CHANGE 6 - New paragraph inserted following paragraph 6.37 to read:
An existing sewer runs beneath the site and any layout of development will need to ensure that the existing sewerage infrastructure on 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.

Policy U5 - Land at Blackwall Road, Willesborough Lees

CHANGE 7 - Amend the first sentence of paragraph 6.39 to read
The land proposed for development at Blackwall Road adjoins attractive open countryside to the north and east and is located on the edge of the built up area of the town.

CHANGE 8 - Amend the first sentence of paragraph 6.40 to read:
South of the Sandy Lane track which bisects the site, the eastern boundary of the site is adjoined by the Lees Woodland. Development alongside this boundary would need to protect the woodland area's biodiversity and prevent access to it. adjoins the Willesborough Lees and Flowergarden Wood Local Wildlife Site (LWS). Careful consideration will need to be given to the relationship of the proposed development to this LWS.
CHANGE 9 - Add a new paragraph after paragraph 6.40

Due to the wet woodland and bog habitats present within the LWS there is a need to ensure no change in the hydrology within the site as the health of the woodland and bog is likely to be dependant, at least in part, on water from the U5 site. Therefore a hydrological survey may be required at the planning application stage to ensure water feed to the LWS is not impacted. The possibility of producing this strategy in partnership with the developers of site U14 would be seen as an acceptable approach.

CHANGE 10 - New paragraph inserted following paragraph 6.42 to read:

The depth to groundwater is limited at this site and thus the use of soakaways may not be permissible due to the risks of direct discharge to groundwater. The Sustainable Drainage SPD should be referred to in establishing suitable options for surface water disposal.

Policy U6 - Land South of Godinton Park Estate

CHANGE 11 - Delete Policy U6 - Land south of Godinton Park Estate
6 - Site Policies

6.43 This site is currently cultivated agricultural land which adjoins the existing housing estate at Godinton Park. It is bisected by a small stream and footpath and generally slopes down to the west towards the Great Stour river which adjoins the site. The southern boundary of the site is formed by the Ashford to Tonbridge railway line. There are mature trees along most of the north eastern boundary of the site which adjoins the existing Godinton Park housing estate. A number of these trees are protected by Tree Preservation Orders and will need to be protected in any development of this site.

6.44 The south-western third of the site is within Flood Zone 3 and so it is unlikely to be developed for housing or other built development that would displace flood water. There is an opportunity here to incorporate habitat links between the new development and the open countryside through native planting. The area covered by the floodplain also lies within the Environment Agency groundwater vulnerability zone and would need to be protected. A full flood risk assessment is therefore required.

6.45 The Godinton Park housing estate has gradually extended northwards over recent years but development in this location would be less visually intrusive in the wider landscape as the site is relatively low-lying and would be seen from the west against the backdrop of the existing estate. The existing development currently has a harsh urban edge which presents a stark contrast with the rural character of the area to the west, including the setting of Great Chart village. New development here must create a more landscaped and softened edge to the town with housing and planting that presents a varied frontage to the open countryside. In particular, the western edge of the site should be appropriately landscaped to minimise the visual impact of development on the adjoining countryside. The proposed allocation should be regarded as the opportunity to 'complete' the estate as further development to the north would begin to adversely affect the setting of Godinton House and Gardens.

6.46 The location and character of the site means that it is not appropriate for higher density housing and development should be restricted to no more than two full storeys in height (i.e. not including any use of roofspace). An acceptable layout should maintain a reasonable distance between dwellings and the railway line and ensure a suitable level of residential amenity for future residents.

6.47 The scale of the site and its close relationship with both the existing estate and the adjoining countryside means that it is particularly important that the design and layout of the site should be worked up collaboratively with local residents and stakeholders. A participative approach including stakeholder workshops should be undertaken as part of the process of bringing forward an acceptable scheme for the site.

6.48 Vehicular access to the site should only be achieved via the existing housing estate. Potential access points from Maple Close and Rowan Close are suitable for accommodating a limited amount of new development but for the full capacity of the site to be realised, a third point of access via the gap in the built frontage of Springwood
Drive opposite the The Copse (which currently accommodates a public footpath link) will be required. This will be likely to necessitate the loss of one of the adjoining properties in order to provide a suitably designed vehicular access. It is expected that this will be facilitated by the developer of the site. Pedestrian and cycleway links to Maple Close and Rowan Close should also be provided to enable greater permeability to the existing estate.

6.49 Access into the existing Godinton Park housing estate is also constrained and congestion experienced at the junction of Loudon Way and the A28 Chart Road and along this section of the A28 at peak times. Development of this site will add to this congestion and therefore, development will be required to enable the improvement of the capacity of this part of the network prior to development being occupied. A combined scheme of improvements to the Templer Way roundabout, the A28 corridor and the Loudon Way junction will deliver the necessary additional capacity to enable new development at Godinton Park to come forward without worsening existing congestion in the morning peak hours. These improvements can be delivered within the existing highway boundary and are part funded through the Community Infrastructure Fund. However, additional funding is necessary and it is appropriate that a developer contribution should be required from the delivery of this site. This may be in the form of the funding of bespoke improvements to the Loudon Way junction or a contribution to the linked improvements of the A28 and the Templer Way roundabout, depending on the timing of this site coming forward.

Policy U6 - Land south of Godinton Park Estate

Land adjacent to Godinton Park estate is proposed for residential development with an indicative capacity of up to 230 dwellings.

Development proposals for this site shall:

a) retain the protected trees along the north eastern boundary of the site (unless required to be lost to facilitate vehicular access to the site) and incorporate these protected trees into a green link with the adjoining countryside;

b) be restricted to no more than 2 full storeys in height;

c) provide substantial landscaping along the western and southern boundaries of the site;

d) include a full flood risk assessment prepared in consultation with the Environment Agency;
e) provide a network of pedestrian and cycle routes through the development, which connect with the network of roads and paths on the adjoining Godinton Park housing estate;

f) provide habitat links through the site linking new planting with existing trees and hedgerows adjoining the site; and,

g) prior to the occupation of any development, fund or deliver improvements needed to the A28 Chart Road, Templer Way roundabout and Loudon Way junction to facilitate the increased volume of traffic arising from the development. No more than 175 dwellings shall be occupied until a third point of vehicular access (from Springwood Drive) is provided.
This former primary school is principally vacant with a small number of the buildings being let on a short-term basis for community uses and clubs. It is located off Jemmett Road and provides a rare opportunity to develop a partly brownfield site within walking distance of the town centre, railway station and the existing strategic Victoria Park. The South School site is considered suitable for up to 110 residential units.

The site is land-locked, located to the west of the further education college (K-college) and north of the Ashford Oak Tree Primary School. However, with the college pursuing a scheme to re-locate to the town centre and a redevelopment scheme proposed for the Jemmett Road K-College site, redevelopment of this former primary school site becomes deliverable with access to the site being provided through the former college.
The concept of redevelopment to residential uses has long been established on this site and on the adjoining K-College sites. On the K College site there is a resolution to grant permission for residential development subject to the completion of an s.106 agreement. That application seeks to extend the time limits for implementation of a residential redevelopment of the site previously granted permission by Council under reference 07/00117/AS. A planning condition will restrict the redevelopment to no more than 154 dwellings unless the applicant can demonstrate that any increase will comply with all adopted parking, sustainable drainage and space standards supplementary planning documents and the Council agrees to such an increase in writing. The Council has previously resolved to grant planning permission (07/01789/AS) for up to 158 units on the former South Primary School subject to the signing of a s106 agreement. The amended capacity of the South Kent College site and the application of recently adopted SPDs will need to be taken into account in determining the residential capacity of this site which has been reduced indicatively to 110 units.

Immediately abutting the eastern boundary of the site is the public right of way, Jemmett Path, that is also known as the 'Learning Link' which is a major north-south pedestrian/cycleway route identified in the Core Strategy. This strategic routeway is termed the 'Learning Link' due to its close proximity to several schools and colleges and extends from the town centre to Stanhope. Development proposals for the site should not detrimentally impact on the retention of the 'Learning Link'.

As part of the overall strategy for the site, the community uses and clubs currently located in the former school buildings should be relocated to a similar or more appropriate locations before commencement of building work. The Council and its partners will continue to work to help assist relocation where this is necessary.

Development of this site should be cohesive with the adjacent K College re-development proposals but it is important that the development of this site is able to function as a self contained development in its own right. Consequently, the design and scale of development of the scheme would need to take account of the character of the surrounding area and the scheme proposed on the adjoining K College site and ensure that the residential amenity of neighbouring occupiers is protected and not overburdened, this is particularly the case on the northern boundary. Any development proposals would need to provide a frontage facing the Learning Link to ensure that natural surveillance of this community area is achieved.

The site lies adjacent to the Oak Tree primary school and the opportunity should be taken to provide an additional access to the school via this development site.

The site is within close proximity (150 metres) of Victoria Park, a strategic community facility providing play equipment for a number of age groups, areas of open space for informal play and more formal areas of planting. Therefore a contribution towards this facility may be more suitable than the requirement for an onsite play facility. However,
the site does provide the opportunity to provide more local areas of open space, which could form part of the overall site design and aesthetics.

The closure of the school has led to loss of a playing field that was used by the wider community and arrangements will have to be made to secure the use of an appropriate alternative playing field in the locality.

The western boundary of the site contains a number of mature trees which would need to be retained as part of any new proposal, this will not only provide a natural boundary to the site but help smooth the transition between the surrounding housing and new development. The existing mature trees within the site curtilage, some of which have a TPO should also be retained to add design features to the new development and to provide wildlife havens and habitat links.

Policy U6A - Former Ashford South Primary School

The former South Primary School site is proposed for residential development (indicative capacity up to 110 units)

Development proposals for the site shall:

a) be accessed via the adjoining K-College site;

b) enhance and improve the 'learning link' pedestrian and cycle route way;

c) ensure that the scale, design and character of the development takes account of the character of the surrounding area and the scheme proposed on the adjoining K College site;

d) ensure that there is no significant impact on the residential amenity of neighbouring occupiers;

e) provide an additional access through the site to the adjacent Oak Tree Primary school;

f) provide a financial contribution towards the provision and maintenance of new play equipment at Victoria Park in accordance with 'saved' policy LE7 of the Borough Local Plan 2000 or, any subsequent SPD superseding that policy;

g) provide a financial contribution towards the maintenance of Victoria Park, in accordance with 'saved' policy LE9 of the Borough Local Plan 2000, or any subsequent SPD superseding that policy;

h) retain the mature trees on the site.
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Policy U7 - Leacon Road

CHANGE 13 - Amend criteria b) to read:

b) create new access points to the site from Leacon Road and improve access to the
development via Beaver Lane. Retain a small strip of land along the southern frontage
for Victoria Way.

Policy U8 - Warren Park and Ride

CHANGE 14 - New paragraph inserted following paragraph 6.60 to read:

The car park should be safe and secure for its patrons. Reference should be made to the
criteria in the Park Mark specification in the design of the Park & Ride and its associated
facilities.

CHANGE 15 - Amend proposed access point

Amend proposed access point from Drovers Roundabout approximately 50m in an
easterly direction along Fougeres Way.

CHANGE 16 - Amend criteria b to read:

Include a strip of mature tree planting, buffering and ecological habitat creation and
management along the northern boundary of the site.

Policy U9 - Maidstone Road

CHANGE 17 - Amend paragraph 6.62 to read:

A key characteristic of the site is that it lies at a significantly lower level than the
adjoining carriageway and footway. Development should be set back from the A20
frontage to enable suitable forward-facing dwellings to be achieved. These should be 3
storey townhouses to take account of the change in levels and create suitable living
conditions for the residents. Planting should be provided on the A20 frontage to provide
some visual interest and privacy for residents of the new dwellings on the site.
Development must also take account of the railway embankment providing suitable
mitigation measures against possible noise impact from the railway.
CHANGE 18 - Amend paragraph 6.63 to read:

The relationship of built development to the Warren will also be an important factor in the assessment of proposals on this site. This should see a lower and less dense scale of development along this boundary to reflect the transition to the countryside and woodland beyond. The Warren requires protection and appropriate contributions to mitigate against loss of foraging habitat and to the management of the Warren as a result of development should be provided.

6.64 Dwellings should be orientated to enable overlooking and natural surveillance to the Warren. A mix of unit sizes and types will be required here but the larger detached properties should be generally located at the northern / north-eastern parts of the site.

CHANGE 19 - Delete paragraph 6.64:

To ensure the site benefits from its location next to the Warren, the layout of development on site should enable suitable pedestrian / cyclist access to the Warren.

CHANGE 20 - Delete policy criteria b)

b) provide for a pedestrian / cyclist link to the Warren; and,

Policy U10 - Former Ashford Hospital

CHANGE 21 - New paragraph inserted following paragraph 6.71 to read:

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.

CHANGE 22 - New paragraph inserted at end of supporting text to read:

In addition, capacity in the local sewerage system is insufficient to service the proposed development. It will be necessary to upgrade the existing local sewerage infrastructure before development can connect into it. It is also 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.
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Policy U11 - Bishop's Green, Singleton

CHANGE 23 - New paragraph inserted following paragraph 6.74 to read:

Development of this site presents an opportunity to improve the neighbouring Singleton Stream for the benefit of amenity, wildlife and water quality. Consideration should be given to draining the site to the Singleton Stream and potentially 'opening-up' the watercourse, incorporating a sustainable drainage system that will contribute to managing surface water for the benefit of flood risk, water quality, biodiversity and amenity.

CHANGE 24 - Amend the last sentence of paragraph 6.74 to read:

The main vehicular access point to the site will be from Longacre Road, with an emergency vehicle access point to Bishop's Green.

CHANGE 25 - Amend policy criteria a) to read:

a) provide the main vehicle access point from Longacre Road with an emergency access point from Bishop's Green;
6.83 The site to the south east of the William Harvey Hospital is identified in the Core Strategy as suitable for primarily residential development and enables a secondary access point for the Hospital to accommodate its growing sub-regional role. It is proposed for residential development with an indicative capacity of 200 dwellings.

6.84 The site directly adjoins the built up urban area of Ashford and links in to attractive open countryside on the eastern edge of the town. At its western edge, the site directly adjoins the Conservation Area at The Street. Hinxhill Lane forms the northern edge that slopes up to the small settlement of Hinxhill and at the southern edge is the A20. The site is characterised by rolling countryside with some substantial areas of woodland.
6.85 The built footprint of development on this site needs to be carefully planned. It should avoid any of the existing areas of woodland that provide both natural screening and habitat whilst also including a distinct gap and soft green buffer along part of the western boundary to help mitigate the impact on the adjacent residential occupiers and on the character and setting of the Conservation Area. This area is residential in character consisting mainly of large detached properties, some of which are listed and so, the scale and density of new development in this part of the site should also be low. In the central area of the site, particularly along the new link road to the hospital, slightly higher densities can be achieved but overall, the site is suitable only for lower net residential densities (i.e. below an average net 30 dph).

6.86 The opportunity exists, by detailed design, layout and landscape planning, to create a distinct neighbourhood to help create a real sense of place in this attractive location. Street frontages should be 'active' to add interest, life and vitality to the public realm. This can be achieved by minimising blank walls and making all primary entrances overlook the street. The layout of the site should be designed to allow views, and pedestrian links where possible, through to the countryside and woodland to the north and east of the site.

6.87 Cycle and pedestrian links are critical. They should provide easy access to bus stops and serve all areas of the site. A pedestrian crossing on the A20 to the supermarket is essential, to link with the improved walking/cycling environment around M20 Junction 10, to link with the existing pathways and enable access towards the Town Centre. Links to existing rural footpaths should also be provided.

6.88 The main access point to the site is shown on the Proposals Map and is located on the A20 to the west of the Highmead House/Warren Lodge land. To accommodate the whole of the development and the link to the hospital, this junction must be signal-controlled due to the amount of traffic that will be entering the area and to enable the smooth flow of traffic on the A20. However, up to 100 dwellings could be accessed from a more simple priority junction prior to the completion of the link road to the hospital and the resulting closure of Hinshill Lane (see below).

New paragraphs inserted after 6.88 to read:

The access route through the site to the hospital should be delivered by an appropriate layout of the 200 dwellings allocated in this policy. The phasing of the opening of the access route should be agreed with the Council, the local highway authority and the Highways Agency and should follow highway works to the existing secondary access point to the hospital, which would increase capacity and pedestrian and vehicle safety at this new junction.
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As a consequence of the above, Hinxhill Lane should be closed south of the hospital access in order to avoid traffic using this narrow road to access the Hospital and having a detrimental impact on the existing residential area, although a gated access should remain for emergency vehicles. The proposed closure of Hinxhill Lane should benefit the existing residents of The Street as it will mean that the road will no longer be used as a through route to and from Wye and the villages north-east of Ashford. However, the Council will endeavour to monitor this change to the road layout once the link road is opened and should it be identified that there are increased traffic movements on The Street as an alternative route is sought to the A20 by road users, then the Council will look at potential schemes for closing The Street and creating two separate two-way cul-de-sacs.

6.89 In addition, highway works will need to be carried out at the existing secondary access point to the hospital to increase capacity and pedestrian and vehicle safety at this new junction. As a consequence, Hinxhill Lane should be closed south of the hospital access in order to avoid traffic using this narrow road to access the Hospital and having a detrimental impact on the residential area, although a gated access could remain for emergency vehicles. The proposed closure of Hinxhill Lane will also benefit the existing residents of Willesborough Lees as it will mean that the road will no longer be used as a ‘rat-run’ for traffic using this as a short-cut to and from Wye and the villages north-east of Ashford. The ability to provide an access route through the site to the hospital should be delivered by an appropriate layout for the 200 dwellings allocated in this policy and the phasing of the opening of the access route should be agreed with the Council, the local highway authority and the Highways Agency.

6.90 The site lies close to M20 Junction 10. Development of the site will generate additional peak hour traffic movements around the existing motorway junction. Although a full Transport Assessment will be required to support a planning application for development here, an initial assessment indicates there is sufficient capacity at the existing motorway junction to cater for a 200 dwelling scheme on this site to be brought forward within the DPD period, based on a peak hour capacity of 300 two-way movements.

6.91 The eastern edge of the site is mainly open countryside and long established woodland (Breeches Wood). This woodland spreads into the centre of the site and the landscape and topography of the north eastern edge would act as a boundary and screening for any development. Development should not occur in the area east of the woodland as this would be greatly visible in this location. Additional screening should be placed on the north eastern boundary of the site, from the woodland edge to the Hospital, to reduce the visibility of the development from the north.
6.92 The site also includes Highmead House and Warren Lodge on the A20, west of the Pilgrims Hospice. This part of the site contains some large trees protected by Tree Preservation Orders, so lower densities in this part of the site would also be appropriate. This section of the site could be redeveloped as a separate scheme, although it must be accessed through the new A20 junction as the existing residential access would not be suitable. In either circumstance, development shall not prejudice the delivery of the main site access and the associated development.

6.93 The connection of the link road through the site to the hospital should be provided prior to the completion of development. A phasing programme will need to be agreed with the Council and the Highways Authorities to ensure that the opening to hospital-bound traffic would not have an adverse effect on the operation of the surrounding highway network identified in the Transport Assessment. In order to ensure that hospital staff and visitors are not encouraged to park on the residential streets of the new development, appropriate on-street parking restrictions within the new development would need to be provided as an extension of the existing arrangements in the area and funded as part of any Section 106 agreement.

6.94 The land to the north of this site, adjacent to the existing secondary access of the hospital is a Local Wildlife Site - Willesborough Lees and Flowergarden Wood (AS44). The site is formed of wet woodland and bog habitats and both badger setts and rare plants have been recorded here. These habitats must be protected.

New paragraphs inserted after 6.94 to read:

Careful consideration will need to be given to the impact of the proposed development on the adjacent LWS and this could include the development of an appropriate management strategy.

Due to the wet woodland and bog habitats present within the LWS there is a need to ensure no change in the hydrology within the site as the health of the woodland and bog is likely to be dependant, at least in part, on water from the U14 site. Therefore a hydrological survey may be required at the planning application stage to ensure water feed to the LWS is not impacted. The possibility of producing this strategy in partnership with the developers of site U5 would be seen as an acceptable approach.

6.95 There is evidence of soil contamination on parts of the site and detailed proposals will be needed to deal with this prior to development taking place. The south eastern edge of the site (behind the Pilgrims Hospice into the woodland) falls within Flood Zone 2 and is close to Flood Zone 3. Therefore, a full flood risk assessment must be provided, in consultation with the Environment Agency.
addition, the depth of groundwater is limited and thus the use of soakaways may not be permissible due to the risks of direct discharge to groundwater. The Sustainable Drainage SPD should be adhered to in establishing suitable options for surface water disposal.

There is evidence of soil contamination on parts of the site and detailed proposals will be needed to deal with this prior to development taking place. In addition, capacity in the local sewerage system is insufficient to service the proposed development. It will be necessary to upgrade the existing local sewerage infrastructure before development can connect into it. It is also 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.

Policy U14 - Land at Willesborough Lees

The site to the south east of the William Harvey Hospital is proposed for residential development with an indicative capacity of 200 dwellings.

Development proposals for this site shall:

a) provide a new signal-controlled junction, including a pedestrian crossing on the A20 at the point shown on the Proposals Map;

b) provide a road through the site to act as a secondary link to the hospital at the point shown on the Proposals Map;

c) make improvements to the existing emergency access to the Hospital, and Hinxhill Lane, to accommodate a new link road and junction, and close Hinxhill Lane to traffic south of the hospital access. A restricted access shall remain on Hinxhill Lane for emergency vehicles, pedestrians and cyclists only;

d) include a phasing programme to be agreed with the Borough Council, local Highway Authority and Highways Agency that will include the construction and opening of the access road from the A20 to the hospital and the closure of Hinxhill Lane;

e) provide new pedestrian and cycle routes throughout the development connecting and connections to existing urban and rural routes and local services;
f) Fund the implementation of suitable on-street parking restrictions via a new traffic order, restricting non-residents parking on the roads of the new development;

g) be designed and laid out in such a way as to protect the character and setting of the adjoining Conservation area and neighbouring listed buildings;

h) retain the woodland (Breeches Wood) in the north east of the site and extend the tree boundary between the woodland and the hospital, to screen the development of the site from the north;

i) include a full flood risk assessment prepared in consultation with the Environment Agency; and,

j) ensure that any land contamination issues are satisfactorily resolved or mitigated.

k) contribute towards the monitoring of the traffic situation on The Street to enable an assessment to be made of the need to secure amendments to the existing access arrangements and to deliver those amendments if required.
Policy U15 - Henwood

CHANGE 27 - Amend paragraph 6.98 to read:

In order to limit the potential noise and traffic impact on nearby residents, vehicular access to this new area shall need to be from the existing Henwood estate road and not via the residential area at Gordon Close. Proposals for B2 uses should not be located in premises adjacent to any residential areas, and elsewhere on the site, should demonstrate that they would not have any adverse impact on residential amenity. Minimum rather than maximum parking standards will be applied to ensure new development does not compound existing inappropriate parking in residential streets. Where development necessitates highway and transport improvements, these will need to be agreed by KCC as part of the planning application process and may need to be wholly or partially funded by the developer.

CHANGE 28 - Amend paragraph 6.100 to read:

A small part of the site to the west falls within Flood Zone 3. 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, in consultation with the Environment Agency.

Policy U17 - Eureka Business Park

CHANGE 29 - Amend paragraph 6.111 to read:

As the Core Strategy indicates, parts of the Eureka site have already been developed for employment purposes and this has continued since the adoption of the Core Strategy. At present, there remain large areas of land available, some of which has detailed planning permission for a new office development and a private hospital. The areas shown outside the vacant plots on the Proposals Map should be retained free from built development.

CHANGE 30 - Amend paragraph 6.115 to read:

It is anticipated that a high quality bus service will extend to the Eureka area to provide a fast and frequent public transport link to the rest of the town. Further development at the Eureka site should make provision for appropriate stops and shelters to support these services and encourage modal shift. Should the existing outline planning permission at Eureka Business Park need to be renewed (or a new permission is sought), it would be appropriate for development to financially contribute towards the operation of the high quality bus service through a negotiated commuted sum as part of a Section 106 Agreement. Once the high quality bus service is introduced to the Business
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Park, the need to provide non-operational on-site parking should be reduced. This should mean that the maximum parking provision for individual plots should be made at 20% below the PPG13 maximum standard (or any subsequent relevant national standard). All car parking on the site should be safe and secure for its patrons. Reference should be made to the criteria in the Park Mark specification in the design of parking facilities on the site.

CHANGE 31 - Amend paragraph 6.117 to read:

The character of the site and its role dictates that new development must be of a particularly high quality in respect of its design, layout and materials. In general, building footprints should be limited to around not more than 20% of the total area of the Business Park and generous planting and landscaping should be provided to ensure the proper 'parkland' character of the area is maintained. The topography of the site varies significantly, generally rising from south to north towards the adjoining residential development. Innovative designs that complement this topography should be considered with the potential for taller buildings (up to 4 storeys) on the lower-lying parts of the site nearest the golf course being an option. Conversely, on those parts of the site closest to the Goat Lees housing estate and the properties fronting Sandyhurst Lane, proposals must ensure that buildings are orientated to generally face away from nearby dwellings and should be designed and laid out to minimise the potential impact on residential amenity from noise and disturbance from vehicle movements and intrusive lighting.
Policy U18 - Warren Lane

CHANGE 32 - Policy and supporting text amended

6.118 This site is located at a prominent gateway entrance into Ashford. This site is bounded by Warren Lane, Simone Weil Avenue and Fougeres Way and lies next to the Ashford International Hotel. It is currently unmanaged grassland. The levels of the site are significantly lower than the dual carriageways of Fougeres Way and Simone Weil Avenue. The size of the site has recently reduced as a result of the recent highway improvement works carried out to Drovers Roundabout. Warren Lane is a narrow lane with a different informal semi-rural character which lies at a similar or slightly lower level than the site. The development of the proposed Park & Ride site on the opposite side of Fougeres Way and the new BUPA care home on the opposite side of Simone Weil Avenue means that this site would be surrounded by built development and thus provides an opportunity to deliver a suitably scaled and designed development within the urban area.
6.119 The location of the site close to the motorway junction makes this site particularly suitable for B1 employment use. A high quality office development here would help to provide some additional flexibility in the local supply of such space and create a feature development at this prominent junction at the entrance to the town. As the site lies significantly below the height of the adjoining roads, there is an opportunity to create a building of four storeys with two storeys of car parking. This would create sufficient floorspace to enable flexible unit sizes to be marketed thus maximising the potential for letting and job creation.

6.120 The site is also large enough to provide additional development. It would be suitable for a limited quantum and specific nature of residential development. It has been identified as a potential suitable and deliverable location for special or extra care housing (for which there is a proven need in the Ashford urban area) with an indicative capacity of 65 flatted units. This could constitute the affordable housing element. This form of housing could constitute the 'affordable' housing element of the residential site allocation on Maidstone Road (U9). This would be an appropriate site for this specialist type of residential use given its relative proximity to local facilities and the town centre, the high quality public transport route between the town centre and Eureka Park, the proposed Warren Park & Ride site and the semi-rural nature of Warren Lane. As with the office development, the level of the site means that up to 5 residential storeys can be accommodated here but with a lower building height adjacent to Warren Lane. The development should be sited along the Fougeres Way boundary and designed to minimise potential noise impact from the adjacent roads. Any additional noise mitigation that may be required should be incorporated along the boundary. The delivery of the residential development shall not prejudice the ability to deliver the proposed employment floorspace on this site.

New paragraph inserted after 6.120 to read:

The drop in levels from Fougeres Way and Simone Weil Avenue means that development up to 4 residential storeys above the existing ground level of the site can potentially be accommodated here. The higher elements of the building should be located towards the Drovers roundabout corner of the site or along the Fougeres Way boundary with building heights scaled down towards Warren Lane to respect its more informal, semi-rural character and the amenity of the adjoining residential property, Rose Cottage. The development will need to be of a high quality design that relates well to adjoining developments with generous landscaping on site that should include tree planting to break up the massing of the building and car parking to provide residential amenity and reflect the tree lined nature of surrounding roads such as Simone Weil Avenue. Secure private communal amenity space for residents of the development should be provided on the site as off-site provision would not be appropriate given the allocated use. The
development should be designed to minimise potential noise impact from the adjacent roads. Any additional noise mitigation that may be required should be provided as part of the development.

6.121 In developing this site, it is necessary to limit any additional traffic that would need to use Warren Lane itself. This will necessitate access to the site being from Simone Weil Avenue only via a 'left-in, left out' junction. The layout of the site will also need to be designed to prevent vehicles passing through the site into Warren Lane. Pedestrian and cyclist access to the site from Warren Lane however should be provided.

Policy U18 - Warren Lane

Land at Warren Lane is allocated for B1 office development (indicative capacity 6,500 sq.m.) and for specialist special or extra care residential uses (indicative capacity 65 units).

Development proposals for this site shall:

a) Provide vehicular access only from Simone Weil Avenue;

b) Provide pedestrian and cyclist access to the site from Simone Weil Avenue and Warren Lane;

c) not exceed six storeys in height. 4 storeys above the current site level, with the higher parts of the development at the south-western Drovers roundabout end of the site but scaled down towards Warren Lane to respect its character and to ensure it does not adversely impact on the residential amenity of Rose Cottage.

d) Provide generous landscaping to allow trees to grow to maturity and help break up views of the building and car parking on site, and,

e) Provide an attractive and secure private communal amenity space on site for residents.
7 - Employment

Policy U20 - Loss or Redevelopment of Employment Sites

CHANGE 33 - Amend paragraph 7.3 to read:

With Ashford already home to approximately 49,000 jobs (ABI 2008), an important aspect of achieving the overall jobs growth within the town will be the facilitation of growth in existing companies alongside new inward investment. The safeguarding of existing employment sites (B1-B8) within the urban area is important to retain a good supply and range of units in size, type and cost to enable local companies to continue to prosper. Smaller sites and units continue to be the most vulnerable premises to competition from higher value land uses that do not create employment for the area.
8.10 Policy CS18a of the Core Strategy identifies Conningbrook as one of four strategic recreational open spaces to be established as part of Ashford's growth.

8.11 Conningbrook lake and the land around it is identified in the Ashford Borough Local Plan 2000 (BLP) as a site for a range of water-based and other leisure activities (S31). This policy base derives from the approved restoration plan for the minerals extraction that created the lakes and recognises the lack of equivalent inland water recreational opportunities in east Kent, particularly close to significant centres of population.

8.12 The Core Strategy sought to enhance this policy basis by focusing on the opportunity to create a regional watersports facility that is complementary to the adjacent Julie Rose Stadium with associated open space and leisure activities (para 14.9). Therefore, a wider area is allocated in this DPD than was the case in the BLP policy.

8.13 For several years, the Council has been working with the major landowner (Brett Group) and other stakeholders to establish a sustainable and commercially viable set of proposals for the site that meets the aspirations of each party. This has involved the consideration of several different scenarios and land uses and some extensive cost assessments and market scoping exercises. This work has derived a set of appropriate activities and facilities that should form the basis of the sporting and recreational uses that will establish the core function of the country and water-sports park and these are set out in the policy. For reasons of residential amenity and ecological value, no motorised watersports activities shall form part of the recreational offer of the park.

8.14 This background work also established that, to achieve the sort of regional facility envisaged by policy CS18a, major investment would be necessary and that this would consequently require a scale of enabling residential development at this site that would not otherwise be deliverable given the sensitive landscape setting of the site and the limitations imposed by the 100 year floodplain (Flood Zone 3). As a result, the Council's focus has turned to delivering a high quality set of primarily water-based sporting and recreational facilities accessible to the general public and aimed at a more local and sub-regional catchment in order to establish the park as a destination serving existing and future residents who would currently...
have to travel to alternative facilities outside the Borough to enjoy these activities. However a site specific flood risk assessment should be carried out in consultation with the Environment Agency.

8.16 8.15 Paragraph 4.14 of the Core Strategy highlighted that some ‘enabling’ housing development may be required at Conningbrook as the means of helping to fund the delivery of the wider sporting and recreational objectives there. The scope for residential development here has been assessed taking account of its location and flooding constraints as well as its ability to contribute to the delivery of the park and its facilities as well as meet its own requirements. This work has established that a residential development of up to 200 dwellings can be accommodated on the site and is around 300 dwellings would be necessary to fund the establishment of the proposed sporting and recreational facilities, provide an endowment sum to contribute towards maintenance and enable the running costs of the activities to be met in the early years whilst providing a reasonable return to the landowners so that viable development of the park may be brought forward. Any residential development at Conningbrook must be of a high quality of design and suitably located so as to function as part of a coherent and comprehensive layout for the site as a whole. In general, a lower density form of residential development will be suitable here to reflect the site’s location on the edge of the countryside and to mitigate the impact on the character of the area.

8.15 8.16 In addition to the base elements of the country and water sports park, there are a range of complementary other uses that may also benefit from co-location with the base recreational functions of a successful Conningbrook park and its associated residential enabling development. These may include tourist facilities such as camping, caravanning or chalet /guest accommodation, restaurant/cafe, indoor sports hall/tennis/rackets centre and related visitor or community facilities. Complementary sports facilities such as an indoor sports hall/tennis/rackets centre or associated small-scale retail opportunities related to the park facilities. Such facilities should contribute to the recreational nature and functionality of the park and generate additional revenue streams to underpin its viability and enable the park to grow and expand its leisure offer in the future. Once the core functions of the park are established, later phases could also include the addition of parkland to the east and complementary enhancements to the Julie Rose Stadium and potential links to other recreational facilities in the area.

8.17 The precise mix and relationship of the uses on this site should be set out in a masterplan for the site to be agreed by the Local Planning Authority. This will establish the detailed location and mix of uses to be delivered for the country park and residential enabling development and how these will be phased in their implementation and operated in the most sustainable and complementary way. The masterplan will also identify which parts of the site should be retained for future uses that will enhance and sustain the park’s viability in due course.
the policy area shown on the Proposals Map, there are likely to be parts of the site which are not required to be developed either as part of the country and water sports park or for the residential enabling development. These areas may be suitable for other uses within the context of the recreational and residential development and adjoining uses, for example, as B1 commercial units. Potential uses on these areas should be identified in the masterplan for the site and should not prejudice the wider aims of delivering the strategic park.

8.18 The long term sustainability of the activities to be based at Conningbrook will also depend on the ability of these activities to generate sufficient and sustainable income for management, maintenance and future investment. A full Business Plan for the park’s facilities should be provided as part of the agreed masterplan.

8.19 Part of the site is currently the subject of an extant minerals permission which has an associated approved restoration plan. This permission and restoration plan will be formally superseded by the subsequent approved detailed scheme for the park and associated development brought forward under this policy, once that detailed scheme is implemented.

New paragraph inserted after 8.19 to read:

A further part of the site has a separate planning permission for a range of industrial activities, most of which have been put into operation. The current industrial activities on the site are scheduled to be relocated to the Sevington railhead site and the remaining element of this separate permission (a roadstone coating facility) should not be installed as it would have a serious adverse impact on the amenities of future residential occupiers at Conningbrook. The masterplan shall indicate how much of this area is required for the residential enabling development and which alternative industrial or other uses may be suitable on the remainder.

8.20 It is not anticipated that the proposals for Conningbrook Park will require significant improvement to the off-site highway network as the trip generation resulting from the proposed range of uses is relatively low and, with the exception of any residential development, will not be focused in the peak hours. The net impact on the wider highway network of the mix and scale of uses contained within the approved masterplan for the site will need to be fully assessed through a Transport Assessment. As the site lies relatively close to M20 Junction 10, an initial assessment of the impact on the junction has indicated that the scale of enabling development proposed here can be accommodated at the existing junction, based on a potential peak hour trip generation of 220 to no more than 330 two-way vehicle movements at the junction. This will need to be confirmed through the Transport Assessment supporting the masterplan or any Transport Assessment related to a planning application for development on the site. It will
be important for there to be good public transport, cycling and walking connections to the park to ensure car trip generation is minimised, especially in the peak hours but also as a means of creating the wider sustainable links from the site to the town and countryside beyond.

New paragraphs inserted after 8.20 to read:

The river corridor that forms the eastern boundary of the site is a designated Local Wildlife Site. Proposals for both the recreational facilities and any associated enabling development will need to ensure that any impact on ecological important habitat is minimised and mitigated in accordance with the requirements of Core Strategy policy CS11.

Capacity in the local sewerage system is insufficient to service the proposed development. It will be necessary to upgrade the existing local sewerage infrastructure before development can connect to it.

Policy U22 - Conningbrook Strategic Park

Land at Conningbrook is allocated for the creation of a strategic sporting and water-based recreation leisure park. In order to meet the aims and objectives of the park, publicly accessible activities / facilities shall be provided for:-

Angling, canoeing, wind-surfing, sub-aqua training, swimming, kayaking, sailing, boats for hire, walking, orienteering/cross country running, cycling and (including BMX), nature trails, adventure activities and a children's play area.

A lakeside lawn for general recreation and events and a high quality equipped children's play area should also form part of the recreation facilities at the park.

In association with the above list of activities, suitable storage facilities and a Water Activities Centre (including provision for a café facility) shall also be provided to act as the hub for the leisure/recreation uses in the park.

In addition to the above activities, complementary uses may also be acceptable, in principle, as part of the strategic park. Such complementary uses would may include:-

Indoor sports hall, tennis / rackets centre, holiday chalet/guest accommodation, camping and caravanning, related visitor/community facilities, related sporting retail or hire facilities, restaurant/cafe, play area and lakeside piazza.
Proposals for 'enabling' residential development of up to 200 approximately 300 dwellings will also be acceptable in order to achieve a financially viable scheme to deliver the strategic park. The amount of enabling development will be proportionate and depend on both the package of facilities and associated development agreed between the Local Planning Authority and the relevant landowners as well as the scale of any other development-related contributions that may be justified by this scheme. On implementation of a detailed scheme for this site, this will supersede any existing restoration requirements agreed by Brett with Kent County Council as the minerals planning authority.

A masterplan for the site land within the policy area shall be submitted to and agreed by the Local Planning Authority prior to the grant of planning permission for any element of the strategic park, or enabling development or other land within the policy area. The masterplan will specify the location of each sporting/leisure use to be provided and of the enabling residential development and shall include details of the phasing of the implementation of the park's constituent elements. The masterplan shall also indicate the range of potential compatible uses which may be brought forward on the remaining areas of site U22.

Prior to the occupation of any residential development on the site, the ability to bring into operation (or continue the use of), the permitted roadstone coating facility, shall have been permanently relinquished / ceased.

All proposals will be required to demonstrate long term viability by providing a business case for future management and maintenance through a Business Plan that will form part of the agreed masterplan.

All proposals must include a full flood risk assessment prepared in consultation with the Environment Agency.
9 - Implementation and Delivery

CHANGE 35 - Amend paragraph 9.10 to read:

However, some improvements to the network will be required to allow SMARTLINK or other bus services priority at busy junctions and for the associated infrastructure such as shelters, seating and real time information to be provided for customers. It is expected that where Government funding will not be able to cover these costs, they should be delivered at an appropriately defined level as part of new developments when they come forward or, exceptionally, via the Strategic Tariff.

CHANGE 36 - Insert new section after paragraph 9.24 to read as follows:-

M20 Junction 10

The existing M20 Junction was upgraded in 2006-7 to provide some additional capacity to serve planned developments in the south and east of the town. However, even the upgraded junction cannot serve all committed and planned development and it remains a significant constraint on new development. The site allocations in this DPD reflect this constraint based on current assumptions about the overall capacity of the junction. However, with the major improvements to Junction 9, further survey work may indicate that additional development could be accommodated at Junction 10 prior to Junction 10a being needed. In such circumstances, the Council will respond positively to proposals to bring forward additional development on allocated sites where this can be realistically delivered.

Policy U24 - Infrastructure Provision to serve the needs of new developments

CHANGE 37 – Insert new paragraph after 9.40 to read as follows:-

Where Southern Water has made known that there are specific shortfalls to be overcome in existing sewerage systems, this information will be added to the paragraphs which precede the policy.
CHANGE 38 - Amend text under the Infrastructure heading to read:

A summary term for facilities and services required to support development, including water supply, sewage and waste water treatment, electricity, highways, cycle routes, public transport, health and social care, education services, community facilities, open spaces, parks, sports pitches, play areas, etc.
Appendix 4 - Links to the Community Strategy

CHANGE 39 - Amend first sentence in right hand column under 'Improving Health and Wellbeing' to read:

The DPD promotes a large amount of residential development within the Ashford urban area. Sites will contribute specifically to the delivery of health and social care facilities through financial contributions.
Amend DPD timescale to 2017

CHANGE 40 - Various consequential to the text and supporting material to reflect the changed timescale to 2017.

Potential changes needed to the Urban Sites DPD and associated background documents following the decision to change timescale to 2017 from 2016 (October 2011).

The list below focuses on references made to 2016 and does not extend out to other issues that need changing, e.g. strategic tariff.

<table>
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<tr>
<th>Page</th>
<th>Para.</th>
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<tr>
<td>4</td>
<td>2.5</td>
<td>Accordingly, this DPD will cover the period to 2017…</td>
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<tr>
<td>12</td>
<td>5.6</td>
<td>This initial target of 3,500 dwellings has been reduced by the completion of 529 dwellings since the 2006 base year for the Core Strategy targets, and for the DPD period to 2017, the residual pro-rata dwelling requirement is 1782 units.</td>
</tr>
<tr>
<td>13</td>
<td>5.9</td>
<td>In addition, the DPD makes an allocation at Newtown Works (Policy U2) where infrastructure constraints mean that the indicative site capacity will not be achieved by 2017.</td>
</tr>
<tr>
<td>15</td>
<td>5.20</td>
<td>Based on the ELR figures, a pro-rata target for new jobs and B-class floorspace within the Ashford urban area has been calculated for this DPD based on a 2016 end-date for the DPD. This results in revised targets of an additional 2482 jobs and about 92,979 sq.m. of additional B-class floorspace (inc. the 40% oversupply) in the urban area to 2016.</td>
</tr>
<tr>
<td>19</td>
<td>6.2</td>
<td>To achieve the pro rata housing and jobs targets to 2017, a wide ranging process of site identification and assessment has been undertaken, the results of which can be found in the accompanying Sustainability Appraisal (SA).</td>
</tr>
<tr>
<td>24</td>
<td>6.14</td>
<td>The site is therefore proposed with an indicative capacity of 700 dwellings of which 225 dwellings are expected to be completed by the end of this DPD period.</td>
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### Amend DPD timescale to 2017

<table>
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<td>27</td>
<td>Policy</td>
<td>The Newtown Works site is proposed for redevelopment to create a new mixed use neighbourhood based on the former railway works with an indicative capacity of 700 residential units (225 up to 2017) and up to 7,000 m² of A1- A5, B1, D1 and D2 (limited to gymnasium) uses.</td>
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<td>29</td>
<td>6.30</td>
<td>The area contains a number of existing employers, and as it is not the Council's policy to encourage redevelopment of their facilities for other uses until alternative land or premises within the town are available, there is likely to be limited potential for redevelopment prior to 2017 as new employment areas requiring new infrastructure are constrained from coming forward.</td>
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<tr>
<td>67</td>
<td>6.126</td>
<td>With the building out of the existing employment areas at Orbital Park and Henwood, it will be important to ensure that suitable alternative strategic employment opportunities can continue to be provided in the longer term. As such, a larger area of the site is allocated in this DPD than is purely necessary in simple quantitative terms to 2017 to provide both flexibility and confidence for the investment needed to bring the site forward into active use.</td>
</tr>
<tr>
<td>94</td>
<td></td>
<td>Number of net additional dwellings completed within the Ashford Urban Area up to 2017; including target 1,782 dwellings to 2017.</td>
</tr>
<tr>
<td>94</td>
<td></td>
<td>Number of additional jobs created within the Ashford Urban Area up to 2016; including target 2482 jobs to 2016.</td>
</tr>
<tr>
<td>App. 1</td>
<td></td>
<td>Indicative capacity (to 2017)</td>
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<tr>
<td>App. 2</td>
<td></td>
<td>Indicative Floorspace (sq. m.) that can be provided by 2017</td>
</tr>
<tr>
<td>App. 2</td>
<td></td>
<td>* part of a larger site allocation which has the capacity to provide additional floorspace beyond 2017.</td>
</tr>
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</table>
CHANGE 41

Delete first sentence of paragraph 5.25

In addition to these strategic areas, a smaller allocation is proposed at Warren Lane, close to M20 Junction 9 in order to provide additional floorspace and variety in the potential stock of premises and employment locations.
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