Ashford Borough Council
Civic Centre, Tannery Lane, Ashford, Kent TN23 1PL
T. +44 (0)1233 330229
www.ashford.gov.uk

CONSULTANTS:

Grontmij
33 Stannary Street, Kennington, London SE11 4AA
T. +44 (0)20 7820 0388 F. +44 (0)20 7820 0389
www.grontmij.co.uk

John Thompson & Partners
23-25 Great Sutton Street, London EC1V 0DN
T. +44 (0)20 7017 1780 F. +44 (0)20 7017 1781
www.jtp.co.uk

Sellwood Planning
Stoughton Cross House, Somerset, BS28 4QP
T. +44 (0)1934 712041 F. +44 (0)1934 712118

WSP - Ecology
WSP House, 70 Chancery Lane, London WC2A 1AF
T. +44 (0)20 7314 5000 F. +44 (0)20 7314 5111
www.wspgroup.com

WSP - Heritage and Archaeology
Mountbatten House, Basing View, Basingstoke RG21 4HJ
T. +44 (0)1256 318 800 F. +44 (0)1256 318 700
www.wspgroup.com

WSP - Sustainability
WSP House, 70 Chancery Lane, London WC2A 1AF
T. +44 (0)20 7314 5000 F. +44 (0)20 7314 5111
www.wspgroup.com

WSP - Transport
Mountbatten House, Basing View, Basingstoke RG21 4HJ
T. +44 (0)1256 318 800 F. +44 (0)1256 318 700
www.wspgroup.com

CONSULTANTS:
CONTENTS

1. INTRODUCTION
   1.1 Introduction
   1.2 Inclusive Process
   1.3 Evidence Base
   1.4 Quantum of Development
   1.5 Masterplan Structure

2. SITE CONTEXT
   2.1 Topography
   2.2 Existing Buildings
   2.3 Existing Routes
   2.4 Utilities
   2.5 Landscape
   2.6 Ecology
   2.7 Heritage & Archaeology
   2.8 Drainage & Flood Risk

3. PRINCIPLES & OPPORTUNITIES
   3.1 Development Principles
   3.2 Opportunities

4. ESTABLISHING THE BUILT FOOTPRINT
   4.1 Built Footprint
   4.2 Landscape & Ecology
   4.3 Flooding & SUDS

5. ESTABLISHING THE LAYOUT
   5.1 District & Local Centres
   5.2 Schools
   5.3 Open Space
   5.4 Transport & Movement
      5.4.1 Existing routes
      5.4.2 Proposed bus route
      5.4.3 Proposed strategic roads
      5.4.4 Proposed non-vehicular routes
   5.5 Residential Density

6. THE MASTERPLAN
   6.1 Strategic Diagram 1: Layout & Land Use
   6.2 Strategic Diagram 2: Movement Framework - a)
   6.3 Strategic Diagram 2: Movement Framework - b)
   6.4 Strategic Diagram 2: Movement Framework - c)
   6.5 Development Phasing
      6.5.1 Phase 1
      6.5.2 Phase 2
      6.5.3 Phase 3
      6.5.4 Phase 4
      6.5.5 All phases

APPENDIX
1.1 INTRODUCTION

1.1.1 Ashford Borough Council’s (ABC’s) adopted Core Strategy policy CS5 establishes the principle of development at Chilmington Green in the form of an urban extension to Ashford and states that:

"The Chilmington Green area should be planned to accommodate no less than 3,350 dwellings and 600 jobs by 2021 and has the potential for over 7,000 dwellings and about 1,000 jobs in total."

The policy further states that the urban extension should be planned and implemented in a comprehensive way, with an Area Action Plan (AAP) produced which provides a framework for development.

1.1.2 The AAP has been influenced by the Chilmington Green Masterplan[1] which is a background document to the AAP. Both the AAP and Chilmington Green Masterplan set out the aspiration for the whole development to its 'end state'. This reflects the requirement of policy CS5 of the Core Strategy that the area should be planned in a ‘comprehensive way that is linked to the delivery of key infrastructure’. The policy clearly indicates that development at Chilmington Green will continue well past the end date of the adopted Core Strategy (2021) and it is therefore sensible that the area is planned as a whole rather than a series of incremental extensions.

1.1.3 The Masterplan has taken a number of years to evolve and its approach has been supported by a range of evidence, most of which also forms the evidence base for the AAP (see AAP Appendix 1). At key stages throughout the masterplanning process, the emerging work was tested with local community representatives in a variety of ways ranging from intensive workshops to public exhibitions. The Masterplan has also been the subject of ABC’s Sustainability Appraisal (SA) process.

1.1.4 This Masterplan provides the strategic framework and spatial plan for the AAP; it shows where new development should be located and how facilities and on-site infrastructure including the first phases of Discovery Park, a new strategic park for Ashford, should be developed.

1.1.5 The Chilmington Green Masterplan concludes with three Strategic Diagrams which have been replicated within the AAP. The Strategic Diagrams represent the outcome responding to the various layers of evidence and bringing them together in a spatial plan.

1.1.6 These diagrams, in combination, establish the broad location of a range of important uses proposed within the built footprint. These include the District Centre, secondary school, four primary schools, green corridors, the sustainable urban drainage system (SUDS) and the proposed movement network for vehicular and non-vehicular movements. The diagrams establish an appropriate range of residential densities across the site.

1.1.7 The Strategic Diagrams are indicative and not intended to fix the exact location of elements of the development, such as the precise location of the District Centre. They are however considered to provide a robust basis for the policy approach proposed within this AAP, whilst providing a suitable level of detail to adequately inform any planning applications made within the AAP boundary.

1.1.8 This Masterplan document describes how the spatial plan has been developed to relate to its surroundings and illustrates how Chilmington Green will grow over time. The ambition is to make Chilmington Green a high quality place with a distinctive character and a strong sense of community where sustainable lifestyles are encouraged.

[1] The Chilmington Green Masterplan was produced by a team of consultants led by a stakeholder group including the landowners/developers, the Council, and other public sector organisations.
1.2 INCLUSIVE PROCESS

1.2.1 The Masterplan has been developed through an inclusive planning process involving many stakeholders including local residents. Consultation on the AAP dates back to 2007 when ABC carried out a number of consultation events with key stakeholders leading to the production of The Chilmington Green Area Action Plan – Issues and Option Report in September 2007. This document considered the planning objectives and site location of the urban extension. Statutory consultation on ABC’s Core Strategy, which was adopted in 2008 also included public exhibitions and stakeholder workshops.

1.2.2 In 2007 ABC’s planning team established a Chilmington Green and Discovery Park AAP Steering Group which was extended in 2010 to include the developer consortium promoting the land at Chilmington Green and their consultants. Since 2010 the Steering Group has met on a regular basis (generally monthly) to discuss the evolving proposals for the site. The meetings have provided a steer for consultants tasked with developing the Masterplan as well as an opportunity to report back on discussions with the various statutory authorities who will be instrumental in delivering and servicing Chilmington Green. The group has also agreed the consultation strategy for engaging with the wider stakeholder group and the local community.

1.2.3 In 2008 ABC established the Community Stakeholder Forum which includes ABC planning officers, local councillors and residents. The Forum has generally met on a monthly basis to review and comment on the emerging Masterplan that now forms basis for the AAP.

1.2.4 Four Stakeholder Workshops organised by ABC have also informed the development of the masterplan. The first two workshops held in September 2008 and February 2009 focused on exploring initial ideas and the summary report of the workshops was the subject of appraisal through ABC’s Sustainability Appraisal (SA) process. Key principles established at these workshops including creating a vibrant High Street, developing walkable neighbourhoods focused on mixed-use centres, providing a sustainable transport network and retaining key landscape and ecological features have informed the masterplanning process.

1.2.5 The third workshop in July 2010 provided the opportunity to review options for the overall scale of development, the number of homes, the development footprint, the movement strategy, provision of local services and the character and location of the District and Local Centres.

1.2.6 A facilitated public exhibition illustrating the Masterplan options was held in September 2010 at Singleton Environment Centre which is located to just to the north of the development site. The event provided the opportunity for the public to comment on the options using a questionnaire. The outcome of the workshop and questionnaire informed the AAP Sustainability Appraisal prepared by ABC in 2010 and led to the selection of a preferred option for further development.

1.2.7 A further public exhibition of the masterplan proposals was organised and facilitated by the developer consortium and their consultants in September 2011. Questionnaires were again used to gather feedback and the analysis shared with ABC.

1.2.8 In November 2011 ABC held a fourth stakeholder workshop as part of their consultation on the emerging AAP. The developers’ consultant team presented the masterplan and assisted in facilitating topic workshops on placemaking, green space and community development, transport and movement and phasing and timing. Feedback from the workshops provided evidence of a high degree of support for the masterplan and an endorsement of its key principles. Reports of the 2010 and 2011 AAP Stakeholder Workshops were prepared by JTP and sent to all participants. A summary of the workshops can be found in the appendices to this document.
1.3 EVIDENCE BASE

1.3.1 An extensive evidence base of technical reports on topics including ecology, drainage, archaeology, heritage and transport underpins the masterplanning proposals. The Stage 1 Baseline Technical Report (August 2010) summarised the site constraints prior to the first Stakeholder Workshop. Additional studies including archaeological field work and ecology surveys have supplemented the initial baseline work and led to further refinement of the constraints and opportunities plans. The current Masterplan has been significantly influenced by the results of these technical studies and feedback from the stakeholder and public consultation events. A second Sustainability Appraisal has also been undertaken by ABC in March 2012.

1.4 QUANTUM OF DEVELOPMENT

1.4.1 In order to establish the optimum number of homes for Chilmington Green a process of capacity testing has been undertaken. This has involved applying sustainable development principles to the development footprint to create a spatial plan for the key elements of the new settlement. The spatial plan includes a network of open space within which existing landscape features and areas of ecological value are retained where possible. The development footprint created by this process has then been divided into a number of distinctive character areas and a representative sample of urban blocks within each area tested by laying out dwellings with associated parking and open space. ABC’s current guidance on parking requirements and dwelling space standards has been applied along with a range of densities that reflects the ambition to create a high quality place with neighbourhoods of varied character. The quantum of development resulting from this process is around 5,750 and this in turn has been used to establish the requirements for open space, play provision and community infrastructure to be delivered in each phase of Chilmington Green.

1.4.2 Having considered the spatial implications of the evidence base and undertaken the capacity study, the Masterplan demonstrates that all the needs arising from the development of 5,750 homes at Chilmington Green can be accommodated on land controlled by the consortium within the AAP boundary.

1.5 MASTERPLAN STRUCTURE

1.5.1 The following sections of this document explain the rationale that underpins Masterplan. Section 2 summarises the site constraints. Section 3 sets out a number of high level design principles and illustrates how these can be translated into spatial opportunities. Section 4 explains how the built footprint has been established and in particular how it has been influenced by the landscape and SUDS strategy. Section 5 establishes the location of key elements within the footprint including the District and Local Centres, the schools, open spaces and key routes. It also illustrates gradient of residential densities across the site. Section 6 contains the three Strategic Diagrams and concludes with an illustration of the proposed development phasing.
2. SITE CONTEXT

2.1 TOPOGRAPHY

2.1.1 Chilmington Green is situated at the very eastern extent of the Kent Weald where the slope begins to rise to the Greensand Ridge which forms the boundary between the fertile Low Weald and the chalk of the North Downs. The northern part of the site area slopes down to the south-east towards Chilmington Green Road. The southern part of the site, south of Chilmington Green Road is relatively flat.
2. SITE CONTEXT

2.2 EXISTING BUILDINGS

2.2.1 There are a number of existing residential and commercial buildings within the AAP boundary. These are mainly clustered around Chilmington Green Hamlet and the junction of the A28 and Chilmington Green Road. The masterplan assumes that the buildings remain in situ and has taken their operational requirements into account. The AAP proposals do not require demolition of any existing properties.
EXISTING ROUTES

Key:
- AAP boundary
- Existing roads
- Roman road alignment
- National footpath
- Local footpath
- National cyclepath
- Local cyclepath
- Easements
2. SITE CONTEXT

2.3 EXISTING ROUTES

2.3.1 The A28 is the main vehicular connection between the site and Ashford Town Centre and forms the edge of the proposed development site.

2.3.2 Long Length, a lane with a rural character provides a link between Coulter Road and Chilmington Green Road and forms the eastern boundary of the site.

2.3.3 Chilmington Green Road, Mock Lane, Bartlets Lane, Criol Lane and the unnamed dog leg lane running through Chilmington Green hamlet provide vehicular routes through the development site. These lanes are also generally rural in character.

2.3.4 A number of public rights of way currently cross the site. These generally radiate from Chilmington Green Hamlet and provide access to agricultural land to the south and east.

2.3.5 Greensands Way is a key footpath connection running from Long Length through Chilmington Green hamlet and on the Great Chart via the Great Chart ridge.

2.3.6 A National Cycle Path bisects the site and runs along Criol Lane and Bartlets Lane before joining Bucksford Lane to the north.
2. SITE CONTEXT

2.4 UTILITIES

2.4.1 There are a number of strategic service routes that cross parts of the site and could constrain or influence the form of development.

2.4.2 There is a high voltage 132kv cable route at the eastern boundary of the site close to Brisley Farm. A high pressure gas main and strategic water trunk main cross the site to the south near Stubbs Cross. These routes will need to be safeguarded in the proposals for the site.

2.4.3 Additionally there are a number of small utility supplies providing water, power and telecoms to the properties within the site that will need to be integrated into the new supply strategy.

2.4.4 There are also a number of small utility supplies providing water, power and telecoms to properties within the site.

2.4.5 To the north of the site there is a major landfill site which is currently being monitored to measure gas infiltration. Based on information currently available a 50m buffer will be required between the landfill area and any residential development.
2. SITE CONTEXT

2.5 LANDSCAPE

2.5.1 A detailed assessment of the landscape at Chilmington Green is contained in Chilmington Green & Discovery Park | Urban Extension, Strategic Framework Capacity Study: Landscape and Visual Impact Baseline for AAP, (March 2012). The report identifies, describes and evaluates the existing landscape and visual baseline conditions of the application site, and assesses the landscape and visual sensitivity of the application site to proposed development.

2.5.2 The majority of the site is within the Low Weald landscape character area, with a small portion falling within the Wealden Greensand character area associated with the Great Chart ridgeline.

Great Chart Ridge

2.5.3 The Great Chart Ridge was identified by the Core Strategy Inspector as a prominent and sensitive landscape feature that must be respected by the proposed development, particularly considering the potential impact of development on historic Great Chart further up on the ridge and visual prominence from the A28.

2.5.4 The Great Chart ridge primarily consists of farmland gently sloping up to the ridgeline, which is topped by areas of woodland ranging from the distinctive copse at Coleman’s Kitchen Wood to bands of new woodland associated with a former landfill site and the newly planted Millennium Wood. The ridgeline immediately south of the A28 has been compromised by new development at Singleton.

Woodland

2.5.5 Small, distinctive blocks of ancient woodland typical of the High Weald landscape character area are located within and adjacent to the study area, and are assumed to have high historic and ecological value.

2.5.6 Coleman’s Kitchen Wood, a historic coppiced woodland located on an outcrop of Greensand at the south-eastern tip of the Great Chart Ridge, is the most prominent within the site due to its higher elevation.

2.5.7 Long Length has a linear woodland associated with the route, which is a very distinctive landscape feature. Stubbcross Wood is located on the south eastern boundary of the site and is a significant landmark feature.

2.5.8 To the west of Stubbcross Wood lie a series of smaller woodland fragments including Snails, Roughet Boyce and Willow Woods.

Standard Trees & Hedgerows

2.5.9 Individual large and distinctive standard trees also contribute to the landscape character of the site. Most occur within the existing or remnant hedgerows. Other significant isolated standard trees generally lie along remnant or historic hedgerow and land boundaries.

The landscape assessment identifies and assesses individual hedgerows in terms of their character and value as landscape features as well their value as ecological habitat.

Drainage Courses and Ponds

2.5.10 The site contains a series of drainage courses and ponds, many of which have value as historic features of the rural landscape, which connect with the hydrological and ecological function and value, and historic character of the area.
2. SITE CONTEXT

2.6 ECOLOGY

2.6.1 A number of surveys have been undertaken to identify the species present with the study area for the AAP and to assess the implications of the findings for the proposed development. These are summarised in the Chilmington Green AAP, Ashford: Preliminary Evidence Base for Ecological Mitigation – Stakeholder Liaison Document dated 11 May 2011. The report provides an evidence base for the Ecological Enhancement Strategy associated with the AAP and sets out the individual species and habitat requirements which the strategy will address.

2.6.2 Species identified on the site include: dormice, water voles, bats, reptiles, invertebrates, and a number of species of birds.

2.6.3 The following issues have been identified as significant considerations for the masterplan:

- Areas of ancient woodland are particularly important to retain due to the habitat they provide for a variety of species.
- Hedgerows and ditches also provide habitat for many species including dormice and the retention or recreation of linked areas of hedgerows is important.
- Bats also require lines of trees or hedgerows to guide flight paths.
- There are a number of ponds where great crested newts have been found. These ponds along with suitable foraging areas will need to be retained or where this is not possible a suitable replacement habitat will need to be created and the newts relocated to it.
- Replacement habitat will be required for a variety of species to mitigate for areas lost to development.
- The area of agricultural land to the south of the site which contains a rich mix of woodland, hedgerows and watercourses has been identified as the most suitable for creating the variety of replacement habitats that will be required for the species identified.
2. Site Context

2.7 Heritage & Archaeology

2.7.1 The plan below illustrates the main heritage and archaeological features of the site.

2.7.2 Two Roman Roads have been identified as crossing the site – one route which follows Chilmington Green Road and another (now a footpath) which bisects this route just south of Stubbs Cross.

2.7.3 Listed buildings are shown on the plan and are in the main clustered within the Chilmington Green hamlet.

2.7.4 Great Chart conservation area lies to the north of the site across the A28.

2.7.5 The site of an RAF landing strip dating from the second world war is located to the south of Chilmington Green Road.

2.7.6 For more detailed information please refer to the Historic Landscape and Built Heritage Appraisal for Chilmington Green and Discovery Park AAP, prepared by Wessex Archaeology February 2011.
2. SITE CONTEXT

2.8 DRAINAGE & FLOOD RISK

2.8.1 The site contains the watershed between the River Stour and River Beult, the majority of the site drains from the ridge at the north of the site towards the south and into the River Beult with the eastern section of the site draining to the River Stour.

2.8.2 A number of field drains and minor watercourses drain the farm land at the existing properties in the Chilmington Green hamlet.

2.8.3 The large majority of the site is defined as being at low risk for flooding however there are small areas along the eastern and southern site boundaries that have been identified by the Environment Agency as at risk of a 1 in 100 years flood. The 1 in 1000 years flood plain extends into the site to the west of Long Length providing a constraint to development in this area.
3.1 DEVELOPMENT PRINCIPLES

3.1.1 The following high level principles have informed the development of the Chilmington Green masterplan. These principles derive from a response to the site constraints identified in Section 2 of this document and also reflect the outcome of the iterative consultation and design process undertaken.

General
- Provide a range of facilities, commercial space and residential accommodation at Chilmington Green that complement the existing provision within Ashford and support the economic prosperity of the town as a whole;
- Create a vibrant and viable District Centre as a focus for the community life of the development;
- Create a place with areas of different character and a range of residential densities;
- Build a range of homes of different types, sizes and tenures to meet the needs of different sections of the community;
- Provide a range of non-housing uses to service the needs of the residential community and create a varied and stimulating environment;
- Provide walkable neighbourhoods that cater for most daily needs of residents within easy walking distance of their homes;
- Promote a shift towards more sustainable transport modes for travel between Chilmington Green and Ashford;
- Create a clear hierarchy of streets and spaces to define a legible and varied urban environment;
- Design high quality buildings to enclose spaces and form important landmarks within the street scene.
- Consider the orientation of buildings to optimise opportunities views and for passive and active solar technologies;
- Phase development to provide an appropriate level of services and facilities to support residents as the scheme is built over time.

Topography
- The prominence of Great Chart Ridge in the wider landscape context should be retained by restricting development on higher ground to maintain its visibility;
- New buildings on the lower slopes and lower, flatter ground beyond should be designed to maintain views from public areas on the ridge top and also laid out to benefit from views.

Existing Buildings
- The relationship of new development to existing buildings should be carefully considered to avoid blocking sunlight and daylight.

Existing Routes
- Provide good connections both within the new development and to important destinations outside to facilitate access to jobs, schools, health and other important services;
- Consider the differing needs of pedestrians, cyclists, public transport users and car owners, with a focus on the creation of attractive streets rather than efficient highways;
- The A28 should continue to provide the main vehicular route between the site and Ashford to minimise impact of traffic on existing residential areas;
- The rural character of historic lanes should be preserved where possible by creating new routes through the development to carry the main vehicular traffic;
- Existing public rights of way should continue to provide routes through the site along their existing alignment or be diverted where necessary to provide safer and more attractive routes through new development and associated open space;
- Greensands Way should continue to form a key pedestrian route from Long Length to Great Chart;
- Criol Lane and Bartlets Lane should continue to form part of the National Cycle Path.
3. PRINCIPLES & OPPORTUNITIES

Utilities
- New development should be avoided within the easement zones for high pressure gas and strategic water trunk mains;
- An appropriate easement should be maintained for the high voltage cable route and consideration given to re-laying it underground;
- New development should be set back to preserve a 50m buffer between homes and the landfill site.

Landscape
- The tree line along Great Chart ridge should be maintained and enhanced with new planting to soften the appearance of new development at Singleton;
- There should be good views of Coleman’s Kitchen wood and Stubbcross Wood from public routes and spaces within Discovery Park;
- Prominent hedgerows and standard trees should be maintained where feasible within the layout of the new development;
- The linked network of hedgerows, many with mature trees that lie to the south of the site should be maintained to screen the new development.

Ecology
- Fragments of ancient woodland should be extended and where possible linked by new areas of woodland set within the open space network. This should increase woodland habitat generally and provide public access to selected woodland areas whilst allowing vulnerable habitats within ancient woodland to be protected;
- Hedgerows, ditches, ponds and other areas with high ecological value should be retained within green space where possible;
- The greenspace network should be developed to promote linkage between areas of wildlife habitat;
- New habitat should be provided as part of the ecological mitigation strategy;
- The area of land to the south of the site should provide a focus for ecological mitigation that will be required by the development.

Heritage and Archaeology
- The route of Roman Roads currently crossing fields to the south of the site should be maintained within the proposed open space network and used as public footpaths where possible;
- The new development should consider the setting of listed buildings and demonstrate an appropriate response;
- The character of historic lanes should be preserved where possible;
- The RAF presence in the area should be remembered through alignment of public routes with the former runway.

Drainage & Flood Risk
- Development within the 1 in 100 years and 1 in 1000 years floodplain should be avoided;
- Existing watercourses and ditches with historic or ecological value should be maintained and integrated into the open space network for the new development where possible;
- A new Sustainable Urban Drainage System (SUDS) including attenuation ponds should form an integral part of the new masterplan.
Key:
- AAP boundary
- Existing roads
- Connection to A28
  (Ashford & Tonbridge)
- Connection to Great Chart
- Connection to Singleton
- Connection to Brilley Farm
- Connection to Lang Length
- Green Links
- New woodland
- Edge to Brilley Farm
- District Centre
- Hamlet
- Potential vehicular access
- Park & Ride location
- Strategic park
- * * Views to wooded
3.2 OPPORTUNITIES

1. Reinstate trees along Great Chart Ridge
2. Create a new strategic Park for Ashford
3. Develop an attractive edge to Ashford
4. Create an attractive gateway to Ashford along the A28
5. Provide a Park and Ride to reduce private car traffic in Ashford
6. Potential vehicular access points to Chilmington Green
7. Create a new District Centre visible from and well serviced by the A28
8. Create a distinctive character area centred on the historic hamlet
9. Link woodland fragments with new tree planting
10. Create a green-space network:
   - linking Discovery park with farmland to the South
   - incorporating hedgerows and watercourses
   - defining and structuring neighbourhoods
   - providing access to green space from residential areas
11. Provide opportunities for views over open countryside from homes and open spaces
12. Connections to:
   - A28 (Ashford & Tenterden)
   - Great Chart
   - Singleton
   - Brisley Farm
   - Long Length
13. Views of Colemans’ Kitchen Wood and Stubbscross Wood
14. Attractive edge to Brisley Farm
15. New footpath on historic route of Roman Road
16. Retain Greensands Way as key pedestrian route
This section explains how the response to the site constraints and the high level principles have been reflected in the different layers of the masterplan.
4. ESTABLISHING THE BUILT FOOTPRINT

4.1 BUILT FOOTPRINT

4.1.1 The extent of the built footprint is defined by the A28 to the west with the exception of the site for a Park and Ride facility.

4.1.2 Discovery Park is located to the east where there is the potential to extend it to the east of Long Length in the future.

4.1.3 A small amount of development is proposed around Brisley Farm to create an attractive edge to Discovery Park and provide overlooking.

4.1.4 To the north the development is constrained by the buffer required by the landfill site and to the south by the requirement to provide ecological mitigation land as well as by the natural boundary created by an existing watercourse.

4.1.5 To the south there are fewer natural features to serve as a definite edge to the new development. However a drainage ditch along with a series of hedgerows and woodland fragment do, in combination, create a natural boundary as well as providing a rich variety of habitats suitable for ecological mitigation. The principle of focusing ecological mitigation in this area and the amount of mitigation required for various species has therefore led to the definition of the development footprint in this area.
4.2 LANDSCAPE & ECOLOGY

4.2.1 New tree planting is proposed along Great Chart Ridge to increase the prominence of this feature and to screen development at Singleton.

4.2.2 Tree planting is also proposed around Coleman’s Kitchen Wood and the smaller patches of ancient woodland to the south of Chilmington Green Road in order to protect the ecological value of these areas and create greater connectivity of wildlife habitat.

4.2.3 The network of existing hedges to the south of the site will be extended with new planting to enhance the screening of new development and to create additional wildlife habitat.

4.2.4 The combination of wetlands, hedgerows and woodlands in the southern areas of the site provides a wide variety of natural habitats. This variety makes this area particularly suitable for accommodating a range of ecological areas to mitigate ‘harm’ caused by the development. The inclusion of this area of the site for mitigation land is important to the overall landscape and ecology strategy for Chilmington Green because of the flexibility it affords in providing a range of different types of natural habitat.

4.2.5 A wide arc of green space is proposed to link Discovery Park with the chain of woodland created by connecting Roughet, Boyce and Willow Woods. This green arc also provides a sympathetic setting for the hamlet.

4.2.6 Smaller fingers of green open space also extend north from the areas of ecological enhancement proposed to the south of the site. These green fingers follow the line of existing watercourses and hedgerows and break the development area into distinct neighbourhoods.
4.3 FLOODING & SUDS

4.3.1 Floodplain to the east and south of the development site constrains potential development. New attenuation basins are proposed to hold storm water and allow it to be released in a controlled manner into the Stour and Beult rivers. Existing watercourses and flows are incorporated into the new extended network where possible.

4.3.2 The attenuation basins along with existing and new watercourses will sit within the green-space network and form an important aspect of the development’s landscape character.
ESTABLISHING THE LAYOUT
5. ESTABLISHING THE LAYOUT

5.1 DISTRICT & LOCAL CENTRES

5.1.1 The principle of designing Chilmington Green around a series of walkable neighbourhoods was adopted after the first Stakeholder workshop and has remained as a key principle guiding the masterplanning of the site since that time.

5.1.2 A District Centre and two 'local' centres are proposed to ensure all homes are within a short walk of shops and local services. The District Centre, which will be built in the first development phase is located close to the A28 where it is also easily accessible from Singleton and Great Chart. The patronage of residents from these areas will be particularly important in supporting the viability of businesses within the District Centre before Chilmington Green is fully built out. 400m and 800m circles illustrate the areas of residential development that will be within a 5 or 10 minute walk of the District Centre. The District Centre will accommodate a mix of commercial, retail, civic, community and residential uses.

5.1.3 Two further Local Centres are proposed to ensure that new homes in the neighbourhoods to the south and east of Chilmington Green homes lying further than a 10 minute walk from the District Centre have good access to local facilities. Orchard Village lies to the south of Chilmington Green Road and Chilmington Brook to the east of Bartlets Lane.
5.2 SCHOOLS

5.2.1 A new secondary school serving the wider South Ashford area is proposed adjacent to the A28 on the western boundary of Chilmington Green. This edge location has been selected because it avoids the large fenced site area required by the school from creating a barrier to movement between the new residential neighbourhoods, which would be the effect of locating it more centrally. The location also places the school within a short walk of the District Centre which will bring additional patronage and support the viability of shops and services. The school will also benefit from being on the circular bus route.

5.2.2 Four primary schools are required to provide for the number of children the development is expected to generate. These are distributed across Chilmington Green to ensure they will be within walking distance of the population they are intended to serve. Footpath and cycle routes will connect homes to the schools and encourage walking to school in conformity with the principle of creating walkable neighbourhoods.

5.2.3 One school is located within the District Centre where it will help to support the viability of shops and businesses. Each Local Centre also has a school close by. The fourth school is located at the entrance to Discovery Park and close to the new homes proposed at Brisley Farm.

5.2.4 Although the masterplan aims to encourage walking and cycling to school, there will be a number of parents who drive there. To avoid the congestion often associated with school drop off and pick up times form impacting on the strategic roads the school entrances have been placed slightly apart from the Local Centres. This should avoid congestion on through routes whilst still encouraging patronage of shops in the centres as the schools will only be a 1 or 2 minute walk away.
5.3 OPEN SPACE

5.3.1 Discovery Park will include a large area of sports pitches to serve the new development. These will mainly be located on the level ground within the central area of the new park to the south of Brisley Farm. Further pitches, including a cricket pitch, could be located within the arc of green space that connects Discovery Park with Willow Wood.

5.3.2 Four ‘Super Play Spaces’ will be provided to serve the development; one within Discovery Park near the sports pitches, two within the arc of green space and the third within a green corridor that runs alongside an existing watercourse. In addition three smaller equipped play areas could be provided to ensure all homes are within a short walk of play facilities and that these are made available as the development grows. Smaller incidental play areas will also be provided around the edges of Discovery Park and within the green-space network that runs through the new development.

5.3.3 A range of opportunities to grow and harvest food will be provided within the development, including urban orchards, edible gardens and allotments of various scales. Alongside standard allotment plots, parking and storage spaces will also be provided.
EXISTING ROUTES

- Mock Lane
- A28
- Bartlets Lane
- Chilmington Green Road
- Criol Lane
- Long Length
- Tally Ho Road
- Magpie Hall Road
5. ESTABLISHING THE LAYOUT

5.4 TRANSPORT & MOVEMENT

5.4.1 EXISTING ROUTES

5.4.1.1 The A28 will continue to provide the main vehicular route between Chilmington Green and Ashford.

5.4.1.2 The character of existing rural lanes; Chilmington Green Road, Mock Lane, Bartlets Lane, Criol Lane and the unnamed dog leg lane running through Chilmington Green Hamlet will be preserved where possible by providing alternative routes for through-traffic and discouraging vehicular access.

5.4.1.3 The bridleway extending west from Long Length Great Chart will be maintained and extended.

5.4.1.4 Other footpaths across the site will be maintained or, where the quality of the route would be improved by doing so, re-alignment is proposed.
5. ESTABLISHING THE LAYOUT

5.4.2 PROPOSED BUS ROUTE

5.4.2.1 A circular bus route will serve the development and connect the District Centre, secondary school Local Centres and Discovery Park to Ashford town centre. The route is designed to ensure that bus stops will be provided within a short walking distance of all homes.
5. ESTABLISHING THE LAYOUT

5.4.3 PROPOSED STRATEGIC ROADS

5.4.3.1 A new network of strategic roads will accommodate the bus circuit and through-traffic, avoiding the need to widen existing lanes with the exception of small sections of Mock Lane near the District Centre and Chilmington Green Road near Stubbs Cross.

5.4.3.2 Three new junctions to the A28 will serve the development and allow traffic to easily access the District Centre from the west.

5.4.3.3 To the south of Chilmington Green Road a T junction will provide a route to the south east on the alignment of the former RAF airfield runway to retain a memory of the site’s history.

5.4.3.4 There will also be a strategic road linking Brisley Farm to the District Centre, Local Centres and Chilmington Green Road.
5.4.4 PROPOSED NON-VEHICULAR ROUTES

5.4.4.1 A new strategic pedestrian and cycle route will connect the District Centre in the west with Discovery Park and Long Length in the east.

5.4.4.2 Greensands Way will be retained with the exception of a small section where re-alignment will allow it to follow the route of the new strategic west to east pedestrian and cycle route.

5.4.4.3 The existing national cycle path running along Criol lane and Bartlets Lane will be retained.

5.4.4.4 The existing bridleway, running from Long Length across the land proposed for Discovery park, will be retained and extended west to follow Greensands Way from where it will run along the ridge to Great Chart. Two additional new bridleways will be provided; one will connect Chilmington Green Road to Stubbs Cross along the line of the Roman Road, the other will link Chilmington Green Road to Criol Lane following a route within a proposed finger of green space.

5.4.4.5 New and existing pedestrian and cycle routes will also run within the network of green spaces that cut into the development footprint from the south. These will provide links between the development and the areas proposed for ecological mitigation.

5.4.4.6 The existing byways linking Chilmington Green Road with the A28 near Sandy Lane in the west will be retained.
5.5 RESIDENTIAL DENSITY

5.5.1 A range of residential densities are proposed across development footprint.

5.5.2 Low densities are proposed around the hamlet reflecting the need to consider the setting of listed properties and the character of rural lanes. Low densities are also proposed along the southern edge of the development where an area of special character is proposed; providing a sensitive transition from the urban to the rural environment. In these areas most properties will be detached or semi-detached houses with larger gardens.

5.5.3 Higher densities are located around the District and Local Centres where the housing mix is likely to include mainly apartments and town houses.

5.5.4 Between these high and low areas a range of medium density areas provide a gradual transition between the more urban character of the District and Local Centres and the rural character of the hamlet and southern edge.

5.5.5 Based on the range of densities illustrated, the optimum number of new homes within Chilmington Green will be around 5,750.
6. THE MASTERPLAN

6.2 STRATEGIC DIAGRAM 2
Movement Framework - a) Bus route
6. THE MASTERPLAN

6.4 STRATEGIC DIAGRAM 2
Movement Framework - a)
Non-vehicular routes
6. THE MASTERPLAN

6.5 DEVELOPMENT PHASING:

6.5.1 PHASE I

6.5.1.1 Phase I will deliver a new District Centre which will become the heart of Chilmington Green organised around the Market Square and High Street. There will also be:

- A supermarket, a primary school, a community hub containing health facilities, dentist, library and crèche and a range of employment uses within the District Centre;
- A range of dwelling types including social and private flats and houses;
- Sensitive dwelling infill around the historic Chilmington Hamlet respecting its unique character;
- A cricket pitch at the heart of the hamlet;
- An attractive development edge to existing Brisley Farm which provides surveillance to Discovery Park;
- The delivery of part of Discovery Park, sports pitches, play spaces and attractive landscape features including SUDS.
6.5.2 PHASE 2

6.5.2.1 Phase 2 will deliver the green spine – a direct route connecting Chilmington Green District Centre with Discovery Park. There will also be:

- A secondary school to serve the new community and South Ashford;
- A primary school and further community facilities;
- A range of dwelling types including social and private flats and houses;
- The delivery of part of Discovery Park, sports pitches, play spaces and attractive landscape features including SUDS.
6.5.3 PHASE 3

6.5.3.1 Phase 3 will deliver a new neighbourhood - Orchard Village focused along an orchard-lined boulevard recognising the former WWII runway located in this area.

There will also be:

- Employment and retail uses within the Local Centre;
- A primary school;
- A range of dwelling types including social and private flats and houses;
- The delivery of part of Discovery Park, sports pitches, play spaces and attractive landscape features including SUDS.
6. THE MASTERPLAN

6.5.4 PHASE 4

6.5.4.1 Phase 4 will deliver a new neighbourhood - Chilmington Brook centred along an attractive landscaped waterway.

There will also be:

• Employment and retail uses within the Local Centre;
• A primary school;
• A Park & Ride along the A28;
• A range of dwelling types including social and private flats and houses;
• The delivery of part of Discovery Park, sports pitches, play spaces and attractive landscape features including SUDS.
6.5.5 ALL PHASES

PHASE 1

PHASE 2
6. THE MASTERPLAN

PHASE 3

PHASE 4
### APPENDIX

<table>
<thead>
<tr>
<th>Workshop/Meeting</th>
<th>Date</th>
<th>Key Outcomes - The Consensus Approach Led To:</th>
</tr>
</thead>
</table>
| Chilmington Green - Masterplan Options Stakeholder Workshop | 22nd July-10 | • Principle of walkable neighbourhoods - number of centres to be further explored  
• AAP footprint - Chilmington Green should not be joined to Brisley Farm. Extent of development to be explored |
| Transport & Movement |            | • A28 - a phased solution - further work required to demonstrate the consensus option of the 'A28-by-pass' - consider access, phasing and traffic calming  
• High Street - 'T' arrangement running 'parallel' to Chilmington Green Road - design and land uses to be further explored  
• Green spine - connections along the 'High Street' axis to Discovery Park - further exploration required  
• Smartlink - phased arrangement for bus route starting directly at the town centre. Loop system proposed for later phases. Explore Mock  
• Connectivity to the wider community - connections to Brisley Farm and Stanhope are important and should be linked through pedestrian, cycle and potential Smartlink routes. Singleton Hill and communities to the south are also important  
• P+R - exploration of alternative site locations pre 2021  
• Orchard Way - requirement to show facilitation of the link beyond Long Length. Demonstrate how Orchard Way functions as a local link & in future  
• Gateways to Chilmington Green from A28 and Long Length  
• Impact of transport and movement on existing rural road network to be considered |
| Facilities      |            | • Secondary school - explore more location options, sharing of uses, separation of facilities, walking distances and pros and cons of the options  
• Employment uses - explore separate facilities, quantum and location  
• New housing - explore range of housing typologies including opportunities for 'self build'  
• Community Hub -its role and location - could be co-located with a primary/secondary school? Church provision?  
• Discovery Park - explore scale and response to development |
<table>
<thead>
<tr>
<th>workshop/meeting</th>
<th>date</th>
<th>key outcomes - the consensus approach led to:</th>
</tr>
</thead>
<tbody>
<tr>
<td>Chilmington Green - masterplan options</td>
<td>22nd July-10</td>
<td>Community: • Community involvement - relationship to surrounding communities - involve the local people as ‘guardians’</td>
</tr>
<tr>
<td>stakeholder workshop</td>
<td></td>
<td>Character: • Treatment of Chilmington Green Hamlet - explore how a new route will pass through the sensitive area, ideas of green setting and low density development, ideas of green setting and low density development</td>
</tr>
<tr>
<td></td>
<td></td>
<td>• Density &amp; key nodes - further exploration. Ideas of quality housing to be explored – will help define the quantum of development</td>
</tr>
<tr>
<td></td>
<td></td>
<td>• What is Chilmington Green’s Unique Selling Point? What enables this development to stand out from the rest</td>
</tr>
<tr>
<td></td>
<td></td>
<td>• Character areas and streets - start to define these through the masterplanning process</td>
</tr>
<tr>
<td></td>
<td></td>
<td>• Achieving high quality design - the use of Design Codes &amp; other policy guidance to ensure quality design is achieved</td>
</tr>
<tr>
<td></td>
<td></td>
<td>• Character of the High Street - explore the uses, retail and employment quantum, design and sustainable transport connections</td>
</tr>
<tr>
<td></td>
<td></td>
<td>• Sustainable Urban Drainage Strategy - explore existing drainage and how the strategy will fit into the overall masterplan</td>
</tr>
<tr>
<td></td>
<td></td>
<td>• Ecological strategy to be explored</td>
</tr>
<tr>
<td></td>
<td></td>
<td>• Sustainable design and construction and achieving high quality design - an important issue</td>
</tr>
<tr>
<td>Councillors presentation</td>
<td>Feb-11</td>
<td>AAP footprint: • Pull back the edge of development away from Stubbescross</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Green space: • Explore the use and function of the green spaces provided</td>
</tr>
<tr>
<td>OPA Pre-application exhibition - questionnaire &amp;</td>
<td>Sep-11</td>
<td>AAP footprint: • Reduce density throughout scheme</td>
</tr>
<tr>
<td>feedback</td>
<td></td>
<td>• Southern gateway &amp; allotments - allotments relocated away from southern gateway - creating a residential entrance and more overlooked allotment site</td>
</tr>
<tr>
<td>Chilmington Green - review of key issues stakeholder</td>
<td>1st Nov-11</td>
<td>Placemaking: • Outcome certainty? Intentions look good - next how to deliver good quality?</td>
</tr>
<tr>
<td>workshop</td>
<td></td>
<td>• A place from day one - a mix of facilities and accommodation should be provided from the outset</td>
</tr>
<tr>
<td></td>
<td></td>
<td>• Management of project delivery, long term green spaces, play, sport, ecology and waste to be considered</td>
</tr>
<tr>
<td></td>
<td></td>
<td>• Walking routes - create circular routes through green spaces</td>
</tr>
<tr>
<td></td>
<td></td>
<td>• Street pattern - should the streets be a regular grid as presented or more organic?</td>
</tr>
<tr>
<td></td>
<td></td>
<td>• Design Codes - explore and develop distinctive character areas</td>
</tr>
<tr>
<td></td>
<td></td>
<td>• Homes for the elderly to be considered</td>
</tr>
<tr>
<td></td>
<td></td>
<td>• Market Square - a range of facilities including flexible spaces and social spaces for all types of people</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Green space &amp; community development: • Clarity and vision - people need to know what they are ‘buying into’; the vision needs to be clear; open spaces need to be accessible from an early stage</td>
</tr>
<tr>
<td></td>
<td></td>
<td>• Value for money - the place will succeed if enough people are willing to buy in. People need to understand that the green spaces and community facilities will be maintained to a high standard</td>
</tr>
<tr>
<td></td>
<td></td>
<td>• Green open space network - a positive aspect of the scheme</td>
</tr>
<tr>
<td></td>
<td></td>
<td>• Discovery Park - is this a strategic or local park? Need for more understanding of management</td>
</tr>
<tr>
<td></td>
<td></td>
<td>• Phasing - Discovery Park phasing needs to tie into the overall phasing scheme</td>
</tr>
<tr>
<td></td>
<td></td>
<td>• Maintenance - of open spaces and community facilities to be to a high standard -important to the success of the development as a whole</td>
</tr>
<tr>
<td></td>
<td></td>
<td>• Governance - needs to be established before first occupation - set up structures at the outset for a long term sustainable delivery</td>
</tr>
<tr>
<td></td>
<td></td>
<td>• Ecology - enhancement of existing features within the area is seen as a huge benefit as well as good management</td>
</tr>
</tbody>
</table>
**APPENDIX**

<table>
<thead>
<tr>
<th>workshop/meeting</th>
<th>date</th>
<th>key outcomes - the consensus approach led to:</th>
</tr>
</thead>
</table>
| Chilmington Green - review of key issues stakeholder workshop | 1st Nov-11 | • A28 improvements - how will these be implemented and phased?  
• Retaining rural character on existing and some lanes through lower density development  
• Link to Brisley Farm - concerns about the impact on existing residents  
• Victoria Way should be promoted as a primary route to the town centre traffic  
• Eliminate rat running through Great Chart  
• Effect on Magpie Hall Road - perceived increase in traffic  
• Sustainable travel - measures to encourage the use of sustainable travel should be used  
• Public transport - bus services should be in place from day 1 in order to foster sustainable travel habits  
• Access to education - transport strategy required to explain how the scheme will accommodate peak time traffic  
• Orchard Way - futureproof the masterplan  
• Highway design & enforcement - should there be more curved roads introduced to manage speeds?  

| Phasing & timing                      |       | • Infrastructure led phasing - agreed it is a sensible approach  
• Delivery - essential to have a construction management plan in place to minimise disruption; access would probably start at the Chart road junction; next stages the Northern and Southern roundabouts  
• Flexibility over time - particularly in the District and local centres  
• Communication - keep everyone informed throughout the process  
• Schools - sites built out in phases - grow naturally over time, establish good walking, cycling and public transport routes  
• District Centre - critical there are controls in place to create and retain vibrancy and vitality  
• Chilmington Green Hamlet - explore appropriateness and suitability of development in this location and its timing in phasing  
• Brisley Farm - keep existing residents informed of what is happening |