Urban Sites and Infrastructure Development Plan Document

Main Modifications to Submission
Version - July 2012
Urban Sites and Infrastructure DPD - Post Examination Main Modifications (Invited participants only)

This document contains the Main Modifications the Council propose to make to the Submission Version of the Urban Sites and Infrastructure DPD.

Any additions to text are underlined, and deletions are struck through.

This consultation relates ONLY to the Main Modifications to the DPD, and not on any other issues already consulted upon. Representations received that refer to any other issues in this DPD will be invalid.

We can only consider representations that are received during the 6 weeks of consultation ending at 5pm on Friday 24th August 2012.

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MM1 - Contents Page

Amend heading to read:

12 Proposals Policies Map

MM2 - Introduction (NPPF)

Insert new paragraphs after para 2.9

The National Planning Policy Framework (NPPF)

The Borough Council’s commitment to preparing this DPD that seeks to deliver growth consistent with the existing Core Strategy at a time when it is beginning its review of the Core Strategy is a clear indication of the Council's commitment to positively seek opportunities to meet the development needs of the area that directly reflects the requirement of the NPPF.

The NPPF focuses on the priority of increasing the supply of new housing and hence the DPD identifies key sites critical to the delivery of the Council’s housing strategy including major sites identified in the adopted Core Strategy such as Newtown Works (U2), Willesborough Lees (U14) and Conningbrook (U22) which can deliver significant quantities of housing within the DPD timescale. These developments will deliver high quality places, improve the urban environment and contribute to the creation of sustainable communities.

The NPPF requires the planning authority to plan proactively to secure sustainable economic growth and accordingly the DPD plans for economic growth in the urban area by taking the jobs and floorspace requirements for the area and actively identifying sites for employment development, including setting out proposals for the largest new strategic employment allocation at Sevington (U19). The DPD sets out a clear economic vision and strategy for the urban area that stresses the importance of matching economic growth to the increase in residential development and in doing so seeks to protect the existing strategic employment allocations at Orbital Park (U16), Eureka Park (U17) and Henwood (U15).
Insert new paragraph and policy after MM2 above, as follows:

The Presumption in Favour of Sustainable Development

The National Planning Policy Framework promotes the achievement of sustainable development. It indicates that the development plan is the starting point for decision-making but that there is a presumption in favour of sustainable development. Accordingly Policy U0 sets out the proposed approach to the presumption in favour of sustainable development within the Ashford urban area.

POLICY U0 – Presumption in Favour of Sustainable Development

When considering development proposals in the urban area the Council will take a positive approach that reflects the presumption in favour of sustainable development contained in the National Planning Policy Framework. It will always work proactively with applicants jointly to find solutions which mean that proposals can be approved wherever possible, and to secure development that improves the economic, social and environmental conditions in the area.

Planning applications that accord with the policies in the Core Strategy and this DPD (and, where relevant, with policies in neighbourhood plans) will be approved without delay, unless material considerations indicate otherwise.

Where there are no policies relevant to the application or relevant policies are out of date at the time of making the decision, then the Council will grant permission unless material considerations indicate otherwise – taking into account whether:

- Any adverse impacts of granting permission would significantly and demonstrably outweigh the benefits, when assessed against the policies in the National Planning Policy Framework taken as a whole; or
- Specific policies in that Framework indicate that development should be restricted
AMENDMENT DOCUMENT

MM4 - Paragraph 5.3 (Housing)

Amend paragraph 5.3 to read:

It is the Core Strategy's role to set out the broad distribution of development across the Growth Area, and the adopted Core Strategy is predicated on the concept of a 'compact model' based around large, sustainable urban extensions, a focus on the town centre and urban brownfield sites and a limited release of piecemeal, peripheral greenfield sites. PPS12 confirms that it is the role of the Core Strategy to make the clear spatial choices as to where development should go and it is not the purpose of other DPDs to take on this role.

MM5 - Paragraph 5.8 (Housing)

Amend paragraph 5.8 to read:

However, in light of the bringing forward of the First Review of the Core Strategy and the shorter timescale of this DPD, any need to provide an oversupply as referred to in the Core Strategy is now much less valid. This is particularly the case because there are around 340 dwellings already with planning permission but as yet unimplemented that are not taken into account, and a stronger property market as the economy improves is likely to lead to some or most of these commencing. Future 'windfall' development is also likely to occur, but this cannot be relied upon in line with the guidance in PPS3. In so far as any oversupply may be justified, this significant supply of unimplemented planning permissions provides appropriate flexibility in land supply. The Housing Background Paper that supports this DPD sets out the Council's approach in more detail.

MM6 - Paragraph 5.24 (Employment)

Amend paragraph 5.24 to read:

A fourth strategic employment area lies to the south-east of the town at Sevington. The full delivery of this site is fundamentally reliant upon the provision of new junction capacity at the M20, specifically on the completion of the proposed Junction 10a scheme. The postponement of the preferred Junction 10a scheme following the withdrawal of central government funding means that the new Preferred junction scheme is not likely to be funded until after the DPD period 2015 and thus not completed within the DPD period. As a result, the ability to bring forward a significant scale of new floorspace at Sevington in the DPD period is limited but the site promoters are currently working with the Highways Agency to deliver an interim Junction 10a improvement that could be delivered within the next 5 years. If achievable, this would release the potential for more development at Sevington than is assumed in Appendix 2 of this Plan. In any event, the Council considers that it remains important to plan for the future employment needs that this site will be able to meet and as such, a policy for the site is included in the DPD.
**MM7 - Paragraph 5.27 (Existing Employment Sites)**

*Amend paragraph 5.27 to read:*

The range of existing employment sites within the urban area was also highlighted in the ELR as an important source of employment land that adds to the overall variety and type of provision. The Council has had a policy of general protection against the loss of existing employment sites to other uses (BLP Policy ET8) and it is necessary for this approach to be continued in this DPD to ensure that the existing stock of employment premises in the town is not eroded. In reviewing this policy, the Council has sought to clarify the criteria under which re-use for non-employment purposes could be justified in line with the guidance in PPS4. The NPPF makes it clear that planning policies should avoid the long term protection of sites allocated for employment use where there is no reasonable prospect of a site being used for that purpose. This means that there may be some flexibility for employment generating uses which fall outside the B1-8 categories provided that they are consistent with other policies in the LDF and Government guidance.

**MM8 - Paragraph 5.30 (Retail)**

*Amend paragraph 5.30 to read:*

The Council has considered the need for any additional allocations in the urban area for new retail floorspace. In line with Government guidance in PPS4 the NPPF, the majority of the available retail capacity in the Ashford area to 2021 has been allocated in the Town Centre. This approach was endorsed and confirmed through the Examination of the Ashford Town Centre AAP (TCAAP) and has been encompassed within the adopted TCAAP (February 2010).
MM9 - Paragraph 6.7 (Dealing with the risk of flooding)

_Amend paragraph 6.7 to read:_

The allocation of sites in this DPD follows the sequential approach of avoiding areas of high risk of flooding - particularly the functional floodplain, as set out in Government guidance. Sites within this DPD have been subjected to both the Sequential Test and Exception Test (PPS 25, NPPF). Selected, sites are considered to have passed parts a) and b) of the exception test, where:

a) they have demonstrated that the development provides wider sustainability benefits to the community that outweigh flood risk, informed by a Strategic Flood Risk Assessment; and

b) that the development is on developable previously developed land, or if it is not on previously developed land, that there are no reasonable alternative sites on developable previously developed land— a site-specific flood risk assessment has demonstrated that the development will be safe for its lifetime taking account of the vulnerability of its users, without increasing flood risk elsewhere, and, where possible, will reduce flood risk overall.

MM10 - Policy U1 (Abbey Way, Willesboro' Lees)

_Insert additional criteria to policy box:_

d) provide a connection to the sewerage system at the nearest point of adequate capacity, as advised by Southern Water.

MM11 - Policy U2 (Newtown Works)

_Insert new criteria into policy box:_

k) provide a connection to the sewerage system at the nearest point of adequate capacity, as advised by Southern Water, and ensure future access to the existing sewerage infrastructure for maintenance and upsizing purposes.
MM12 - Policy U3 (Chart industrial Estate)

*Insert criteria into the policy box:*

e) ensure future access to the existing sewerage infrastructure for maintenance and upsizing purposes.

MM13 - Policy U4 (Lower Queens Road)

*Insert criteria into the policy box:*

e) ensure future access to the existing sewerage infrastructure for maintenance and upsizing purposes.

MM14 - Policy U6A (Former Ashford South School)

*Insert criteria into the policy box:*

i) ensure future access to the existing sewerage infrastructure for maintenance and upsizing purposes.
Policy U6B - K-College, Jemmett Road

U6B – K-College

This site is currently a further education college campus located on Jemmett Road within walking distance of the town centre, railway station and Victoria Park. The site is currently in use as an important educational facility for the borough but the College is pursuing a scheme to re-locate to a site within the town centre and hence there is the potential to redevelop this site once the relocation has taken place.

Most of the southern half of the site accommodates the college buildings and a significant amount of hard standing and car parking. The northern half of the site tapers into the former Ashford South Primary School access road and is largely overgrown scrub with a number of trees, although it was once occupied by buildings in educational use. The disused nature of this part of the site means that it has a degree of ecological value.

The principle of redevelopment to residential uses has been established on this site linked with the redevelopment of the adjoining Ashford South Primary School (Policy U6A). Residential redevelopment of the site was previously granted outline planning permission by the Council under reference 07/00117/AS. There is a resolution to grant fresh outline permission for residential development of the site subject to the completion of a Section 106 agreement.
agreement. A planning condition of the permission will restrict the
redevelopment to no more than 154 dwellings unless an applicant can
demonstrate that any increase will comply with all adopted supplementary
planning documents on parking, sustainable drainage and residential space
standards and the Council agrees to such an increase in writing.

Immediately abutting the western boundary of much of the site is the public
right of way, Jemmett Path, that is also part of the 'Learning Link' which is a
major north-south enhanced pedestrian / cycleway route from the town centre
to Stanhope referred to in the Core Strategy. Development proposals for the
site must not detrimentally impact on the retention or use of Jemmett Path and
must widen and make enhancements and improvements to it in order to
increase its attractiveness to users.

Development of this site must facilitate the ability to bring forward
development on the adjacent former primary school site (site U6A) and must
be designed to be cohesive with the design approach taken on the adjacent
site. As part of the development two all- movement access points from
Jemmett Road shall be provided through to the site boundary adjoining the
learning link for vehicular access to site U6A to be created – these are shown
on the Policies Map.

The design and scale of development here will need to take account of the
character of the surrounding residential areas of Noakes Meadow and
Jemmett Road and any scheme proposed on the adjoining former school site.
The design should ensure that the residential amenity of existing neighbouring
occupiers is protected. Any development proposals would need to provide a
frontage to Jemmett Path and public open space to ensure that safety through
natural surveillance of this community area is achieved.

The site is within close proximity (150 metres) of Victoria Park, a strategic
recreation facility providing play equipment for different age groups, areas of
open space for informal play and more formal areas of planting. Therefore, a
contribution towards enhancement of these facilities at the Park may be more
suitable than the requirement for development of play facilities on-site.
However, the site does provide the opportunity to provide more local areas of
public open space, which should form part of the overall site design.

The northern part of the site contains a number of mature trees within the site
curtilage, some of which are protected by a Tree Preservation Order. These
should be considered for retention to help provide wildlife havens, habitat links
and visual softening of the 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. Redevelopment
of the site will require sustainable drainage to be provided in accordance with
the Council’s supplementary planning document.
**Policy U6B - K-College**

Subject to the relocation of the K-College campus to elsewhere in Sshford, the site is proposed for residential development.

Development proposals for the site shall:

a) provide two vehicular routes through the site from Jemmett Road to the site boundary adjoining Jemmett Path and (Policy U6A);

b) enhance and improve the Jemmett Path/Learning Link pedestrian and cycle route and cease existing vehicular use of the Learning Link once one of the routes required under a) has been provided;

c) ensure that the scale, design and character of the development takes account of the character of the surrounding area and any scheme proposed on site U6A;

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

e) 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;

f) 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;

g) retain the protected trees within the site and provide appropriate additional planting; and

h) provide a connection to the sewerage system at the nearest point of adequate capacity, as advised by Southern Water, and ensure future access to the existing sewerage system for maintenance and upsizing purposes.
MM16 - Paragraph 6.69 (Warren P&R)

*Insert new paragraph after paragraph 6.69 to read:*

The Warren requires protection and appropriate measures should be put in place to mitigate any loss of foraging and other habitat.

MM17 - Policy U10 (Former Ashford Hospital)

*Insert additional criteria into Policy box:*

- **g)** provide a connection to the sewerage system at the nearest point of adequate capacity, as advised by Southern Water, and ensure future access to the existing sewerage system for maintenance and upsizing purposes.

MM18 - Paragraph 6.103 (Land at Willesborough Lees)

*Amend paragraph 6.103 to read:*

The main access point to the site is shown on the Proposals Policies 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 completing the link road to the hospital and the resulting closure of Hinshill Lane (see below).

MM19 - Paragraph 6.106 (Land at Willesborough Lees)

*Amend paragraph 6.106 to read:*

The site lies close to Junction 10. Development of the site will generate additional peak hour 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 the likely trip generation from the site set out in the Jacobs 2010 Study which indicates a peak hour generation of 250-390 two-way movements.
MM20 - Policy U14 (Land at Willesborough Lees)

*Amend Policy criteria a) and b) text to read:*

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

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

MM21 - Policy U14 (Land at Willesborough Lees)

*Insert additional criteria in Policy box:*

l) provide a connection to the sewerage system at the nearest point of adequate capacity, as advised by Southern Water, and ensure future access to the existing sewerage system for maintenance and upsizing purposes.

MM22 - Paragraph 6.127 (Orbital Park)

*Amend the second sentence of paragraph 6.127 to read:*

Only the remaining vacant plots in the ‘central island’ of the site (enclosed by The Boulevard, Monument Way and the Long Barrow) would be constrained in this way and as such, these plots may only be occupied when a suitable upgrading of the junction with the A2070 has taken place and additional capacity provided at the motorway junction may also be brought forward for development when it can be demonstrated through a robust Transport Assessment, that sufficient capacity is available at both the motorway junction and the A2070 junction to accommodate the form of development proposed.
**MM23 - Paragraph 6.130 (Eureka Business Park)**

*Amend paragraph 6.130 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 Policies Map should be retained free from built development.

**MM24 - Paragraph 6.134 (Eureka Business Park)**

*Amend paragraph 6.134 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 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 (former) 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.

**MM25 - Policy U17 (Eureka Business Park)**

*Amend policy criteria as follows:*


> e) car parking is provided at a maximum of 20% below the (former) PPG13 maximum standard if the Business Park is served by the SMARTLINK rapid bus service; and,
Amend paragraph 6.147 as follows:

The full release of development at this site is dependent on the provision of new junction capacity at the M20. The site promoters are currently working with the Highways Agency to deliver an interim Junction 10a improvement that could be delivered within the Plan period. This would enable the provision of additional floorspace at Sevington beyond the indicative quantum in Appendix 2 of this Plan, construction and opening of the proposed M20 Junction 10a scheme which is currently under review and not expected to commence before 2015. The principal access to the site will be from a signalised junction on the proposed link road from Junction 10a to the existing A2070. The highway corridor necessary to construct this link road (and Junction 10a itself) shall be retained free from development and this is shown indicatively on the Proposals Policies Map.

Amend the second and third sentences of paragraph 6.148 as follows:

This indicative floorspace of 11,920 sq.m should generate no more than an aggregate of 150 two-way trips in the morning and evening peak hours combined although this will need to be confirmed through a Transport Assessment supporting the masterplan or any Transport Assessment related to a planning application for development of the site at the existing M20 Junction 10 in order to avoid the potential overloading of the junction. The Council will impose Grampian style conditions to prevent occupation of any floorspace that would generate trips above this threshold in advance of the additional motorway junction capacity being available.

Delete the following clause from Policy U19 (Sevington):

Development generating an aggregate of no more than 150 two-way trips in the peak hours combined at M20 Junction 10 shall be built and occupied in advance of the construction and opening to traffic of the proposed M20 Junction 10a (or any equivalent subsequent scheme)
MM28 - Paragraph 7.2 (Loss or redevelopment of employment sites)

_Amend paragraph 7.2 to read:_

PPS4 The NPPF stresses the importance of identifying a range of sites to facilitate a broad range of economic development, including mixed use development.

MM29 - Paragraph 8.1 (Green Space, Recreation, Sport, Play & Landscape)

_Amend paragraph 8.1 to read:_

Recreation, sport and play help to enrich the quality of the lives of local residents. The urban area provides a range of outdoor sports pitches, children and young people's equipped space, allotments and cemeteries. Core Strategy Policy CS18 (Meeting the Community's Needs) seeks to protect and enhance existing open space and requires new open space provision where a need is generated by new development. The areas of protected open space are defined on the Proposals Policies Map.

MM30 - Paragraph 8.13 (Conningbrook)

_Change the second sentence of paragraph 8.13 to read:_

This work has derived a set of appropriate activities, landscape scale enhancements, ecological management objectives 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.

MM31 - Paragraph 8.17 (Conningbrook)

_Amend paragraph 8.17 to read:_

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. Within the policy area shown on the Proposals Policies 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.
MM32 - Paragraph 8.21 (Conningbrook)

_Act Amend the 2\textsuperscript{nd}, 3\textsuperscript{rd} and 4\textsuperscript{th} sentences of paragraph 8.21_

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. The initial traffic impact assessment based on an emerging scheme for 300 dwellings and the country park indicates that it would not generate more than 470 two-way movements from the site in the peak hours. As the site lies relatively close to M20 Junction 10, an initial assessment of the impact of the junction has indicated that that the scale of enabling development proposed here can be accommodated at the existing junction, based on a potential peak hour trip generation of no more than 330 two-way vehicle movements at the junction. This will need to be confirmed through the final Transport Assessment supporting the masterplan or any Transport Assessment related to a planning application for development of the site.

MM33 - Paragraph 8.22 (Conningbrook)

_Act Amend the first sentence of paragraph 8.22_

The river corridor that forms the eastern boundary of the site and the middle ecological lake are a designated Local Wildlife Site and will form the basis for the ecological activities at Conningbrook Park.

MM34 - Policy U22 (Conningbrook)

_Act Add a paragraph to the end of Policy U22:_

The design and layout of the scheme should have regard to the AS27 Local Wildlife Site which will form the basis of the ecological activities detailed within paragraph 8.13 at Conningbrook Park.

MM35 - Policy U22 (Conningbrook)

_Act Insert new paragraph within Policy:_

Proposals must provide a connection to the sewerage system at the nearest point of adequate capacity, as advised by Southern Water before development can connect to it.
MM36 - Paragraph 8.26 (Landscape Character and Design)

_Amend Paragraph 8.26 as follows:_

As a matter of principle, all of the countryside is protected for its own sake under PPS7, The NPPF establishes as a core principle the need to recognise the intrinsic character and beauty of the countryside. The importance of the countryside is An approach endorsed in paragraphs 6.28 - 6.37 of the Core Strategy. However, PPS7 encourages more specific guidance to be given for areas of the countryside which are considered to have distinctive local character, and advocates a criteria-based approach in Local Development Documents to inform development decisions in these areas.

MM37 - Paragraph 9.17 (New access road to WHH)

_Amend paragraph 9.17 to read:_

A new vehicular access to the Hospital is proposed from the A20 via the site allocated for residential development east of Willesborough Lees (site U14). It is proposed that the development of the site will bring forward a suitable link road from the A20 which will also provide access to the residential development itself. The Hospitals Trust has confirmed the preferred location of the new access point and this is reflected on the Proposals Policies Map accompanying this DPD. A feasibility report has been prepared to confirm the preferred point of access and junction arrangement to ensure that any impact on the existing network will be limited or mitigatable. The delivery of this new link and access road also enables traffic regulation measures to be imposed on traffic through the Willesborough Lees Conservation area which will prevent the route being used as a ‘rat-run’ for traffic to Wye and areas north of Ashford.
MM38 - Paragraphs 9.28 & 9.29 (M20 Junction 10a)

Amend Paragraphs 9.28 and 9.29 as follows:

9.28 In March 2010, the previous Government announced that the scheme had achieved Preferred Route status, thus instigating the formal process of delivery. However, the new Government has since announced that the scheme would not be funded in either the current or next Spending Review period. In October 2010 the new Government announced that the scheme was not to be funded before 2015 and was subject to a review to determine if it could be brought forward after that date. This means that the Preferred Route scheme a new junction could not be delivered before 2017 and thus, outside the period covered by this DPD. As a consequence, no development within this DPD is dependent on the delivery of a Junction 10a scheme.

9.29 The Council remains of the view that additional motorway junction capacity here is crucial to the future ability of the town to grow, develop and compete and will continue to work with the Government and Highways Agency to find an efficient and viable solution. A private sector led lower cost scheme that would part implement the Preferred Route scheme is being designed in collaboration with the Highways Agency with the aim of enabling the early delivery of additional development around the Junction 10 area. In the event that this alternative scheme can be delivered within the DPD period, then this may enable some sites that would otherwise be constrained to come forward. This will particularly be a key issue for the Core Strategy First Review to address in due course.

MM39 - Paragraph 9.43 (Infrastructure Provision)

Amend supporting paragraph 9.43 to:

Where Southern Water has made known that there are specific shortfalls to be overcome – capacity is insufficient in existing sewerage systems, this information will be added to the paragraphs which precede the policy is included within the relevant policies.

MM40 - Chapter 10 (Monitoring and Review)

Amend Chapter 10 as follows:

10 Monitoring and Review

10.1 The Localism Act, introduced in 2011, has removed the requirement for Local Planning Authorities to produce an Annual Monitoring Report (AMR) for government. However, Councils are now responsible for their own performance management and can choose which targets and indicators to include in their monitoring reports as long as they are in line with relevant UK and EU legislation. The primary purpose of reporting is to share the performance and achievements of the planning service with the local community.
10.2 The AMR will continue to be the primary means of monitoring measures various indicators to assess the performance of planning policies set out in the adopted Core Strategy and all other documents within the Local Development Framework. It has been produced by the Council since 2004 and will continue to be the primary means of monitoring the targets set out within the LDF. It will focus on locally important issues and include "indicators" designed to monitor these. Many of these indicators deal with borough-wide issues and originate from the Core Strategy policies, however, each DPD/AAP includes local indicators to enable area specific reporting.

10.3 Monitoring the results of the policies contained within this DPD will enable early action to be taken to overcome any barriers to delivery of the plan's objectives and policies, although due to the short timeframe of this DPD, issues that are highlighted thorough monitoring are more likely to be dealt with through the Core Strategy Review Process.

10.4 The indicators in the list below will be used to assess development in the Ashford Urban Area covered by this DPD. Many of these are part of Borough-wide or Growth Area targets but the contribution of development allocated in this DPD towards the target will be monitored separately on an annual basis and recorded in the Appendices to the AMR.

10.5 One Indicator has been included specifically to monitor Policy U20 - Loss or Redevelopment of Employment Sites. The policy aims to prevent overall loss of B-class employment floorspace in the urban area, so the net figure for loss will be recorded annually to assess whether the policy is effective. An indicator has also been included that will annually monitor the progress of the main infrastructure developments proposed in this DPD period that are either to be commenced or completed. The other topic policies within this DPD do not have the means to be assessed annually, so no indicators have been included for these. The residential site policies will be assessed as part of the housing completions indicator.

10.6 The dwellings completed on the residential site policies will be assessed as part of the housing completions indicators that will be included within the AMR. This will also include monitoring the contribution towards the affordable housing targets. The Urban Area Housing Trajectory can be found below and this will also be updated annually in the AMR.

10.7 The jobs created in the urban area throughout the DPD period are recorded in a number of ways. The total number of employees is recorded nationally and can be found in the Business Register and Employment Survey (BRES) and the Labour Market Statistics, both of which are provided by the Office for National Statistics. The Council also carries out an annual employment floorspace survey jointly with Kent County Council, the results of this are found in the Commercial Information Audit (CIA). These results are used in the AMR to calculate which areas have gained jobs.

10.8 The following table shows a list of indicators that will be monitored specifically for the Urban Sites and Infrastructure DPD area and the annual results can be found in the Appendices of the AMR.
<table>
<thead>
<tr>
<th>Indicator</th>
<th>Type of Indicator</th>
<th>Target</th>
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<tbody>
<tr>
<td>Number of net and annual additional dwellings completed within the Ashford Urban Area up to 2017</td>
<td>Local – Core Strategy and Urban Sites DPD</td>
<td>Core Strategy: 1,782 dwellings to 2017</td>
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<td>Urban DPD: 2,312</td>
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<td>2014/15 – 510</td>
</tr>
<tr>
<td></td>
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<td>2015/16 – 514</td>
</tr>
<tr>
<td></td>
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<td>2016/17 – 440</td>
</tr>
<tr>
<td>Number of net and annual affordable housing dwellings completed on new major developments (15 or more) in the Urban Area up to 2017</td>
<td>Local – Core Strategy</td>
<td>Not less than 30% of all dwellings as subsidised affordable housing, split between social rented (60%) and other provision (40%)</td>
</tr>
<tr>
<td>Number of net and annual additional jobs created within the Ashford Urban Area up to 2017</td>
<td>Local – Core Strategy</td>
<td>2,482 jobs to 2017</td>
</tr>
<tr>
<td>Percentage of new homes in the urban area meeting the relevant Code for Sustainable Homes standard as set out in Policy CS10</td>
<td>Local – Core Strategy</td>
<td>All (on major sites)</td>
</tr>
<tr>
<td>Amount of new non-residential buildings meeting the appropriate BREEAM standard and credits set out in Policy CS10 in the urban area</td>
<td>Local – Core Strategy</td>
<td>All (on major sites)</td>
</tr>
<tr>
<td>Amount of Carbon Dioxide Emissions reduced from new major developments for: CS4 Urban Area</td>
<td>Local – Core Strategy</td>
<td>Target for 2007 - 2014 is 20%+</td>
</tr>
<tr>
<td>Indicator</td>
<td>Type of Indicator</td>
<td>Target</td>
</tr>
<tr>
<td>-----------</td>
<td>------------------</td>
<td>--------</td>
</tr>
<tr>
<td>Amount of existing public recreation, sports, children's play, leisure, cultural, school and adult education, youth, health, public service and community facilities lost (unless satisfactory replacement facilities are provided) and gained as a result of new development in the urban area.</td>
<td>Local – Core Strategy</td>
<td>No Net Loss</td>
</tr>
<tr>
<td>Amount of employment floorspace (B-class uses) lost in the urban area (net) (unless one of the criteria in Policy U20 applies).</td>
<td>Local – Urban Sites DPD</td>
<td>No Net Loss</td>
</tr>
<tr>
<td>Progress towards the following Infrastructure improvements within the Urban Area:</td>
<td>Local – Urban Sites DPD</td>
<td>To be commenced in the DPD timeframe</td>
</tr>
<tr>
<td>• New link road to William Harvey Hospital</td>
<td></td>
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</tr>
<tr>
<td>• Warren Park and Ride</td>
<td></td>
<td></td>
</tr>
<tr>
<td>• A28 Chart Road Improvements</td>
<td></td>
<td></td>
</tr>
<tr>
<td>• SMARTLINK / Bus services</td>
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<td></td>
</tr>
<tr>
<td>• A2070 Orbital Park Junction</td>
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</tr>
<tr>
<td>• M20 Junction 10a (or alternative)</td>
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</tr>
<tr>
<td>• Strategic Park at Conningbrook</td>
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</table>
# MM41 - Chapter 10 (New Housing Trajectory)

## Housing Trajectory 2010-2017 (Ashford Urban Area)

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<td>Windfall completions in Urban Area</td>
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<td>Park Farm South &amp; East</td>
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<td><strong>Urban Sites DPD Allocations</strong></td>
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<td>U1 - Land off Abbey Way</td>
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<td>U6A - Former Ashford South Primary School</td>
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<td>U10 - Former Ashford Hospital</td>
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<td>U14 - Land at Willesborough Lees</td>
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<td>U18 - Warren Lane</td>
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<td>U22 - Conningbrook</td>
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<tr>
<td><strong>Past Completions</strong></td>
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<td>544</td>
<td></td>
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<tr>
<td><strong>Projected Completions</strong></td>
<td>387</td>
<td>461</td>
<td>510</td>
<td>514</td>
<td>440</td>
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<td>2,312</td>
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<tr>
<td>Windfall allowance on urban sites *</td>
<td>45</td>
<td>45</td>
<td>45</td>
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<td>45</td>
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<tr>
<td><strong>TOTAL projected completions</strong></td>
<td>432</td>
<td>506</td>
<td>555</td>
<td>559</td>
<td>485</td>
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<td>2,537</td>
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</tbody>
</table>

*Includes extant permissions (not started, under construction and outline) and unidentified sites.
Development Plan Document (DPD): A key local planning document forming an essential part of the Local Development Framework. DPDs include the Core Strategy, site-specific allocations of land, Area Action Plans (where needed), and the Proposals Policies Map. DPDs form part of the statutory development plan. All DPDs are subject to rigorous procedures of community involvement, consultation and independent examination. Once adopted, development control decisions must be made in accordance with them unless material considerations indicate otherwise.

Green Corridor or 'necklace': The links between green spaces within the urban area - known as the green 'necklace' - that will make use of the existing 'Green Corridors' through Ashford. The Green Corridors are defined on the Proposals Policies Map.

Public Green Spaces & Water Environment SPD: A proposed Supplementary Planning Document that will take forward the outcomes of the Green & Blue Grid Strategy and the (former) PPG17 audit into the LDF.

National Planning Policy Framework (NPPF): A series of policies that sets out the Government’s planning policies in pursuing the three dimensions of sustainable development: an economic role, a social role and an environmental role. The NPPF replaces national land use policies within Planning Policy Guidance (PPG) and Planning Policy Statements (PPS).

Open Space Audit (2008): The overall aim of this study was to undertake, research, analyse and present conclusions meeting the requirements of (former) Planning Policy Guidance Note 17 (PPG17) : Open Space, Sport and recreation. This report was commissioned by the Borough Council and completed in December 2008.

Planning Policy Guidance (PPG): A series of documents issued by central government setting out national land use policies for England on different areas of planning. These are gradually being replaced by Planning Policy Statements (PPS). These were gradually replaced by Planning Policy Statements (PPS) which have now been replaced by the National Planning Policy Framework.

Planning Policy Statements (PPS): A series of statements issued by central government to replace the existing Planning Policy Guidance (PPG) notes. These have now been replaced by the National Planning Policy Framework.

Previously Developed Land: Land which is or was occupied by a permanent structure (excluding agricultural or forestry buildings) and associated fixed-surface infrastructure. The definition applies to the curtilage of the development. A detailed definition can be found in PPS3 Annex B. NPPF Annex 2.

Proposals Policies Map: An essential component of a Local Development Framework, showing the location of proposals in all current Development Plan Documents on an Ordnance Survey base map.
MM43 - Heading on Page 109

Update Heading at top of page 109:
12 Proposals Policies Map

MM44 - Appendix 1 (Housing Allocations)

Amend Residential Site Allocation table as follows:

<table>
<thead>
<tr>
<th>Policy</th>
<th>Site</th>
<th>Indicative capacity (to 2017)</th>
</tr>
</thead>
<tbody>
<tr>
<td>U1</td>
<td>Land off Abbey Way, Willesborough Lees</td>
<td>20</td>
</tr>
<tr>
<td>U2</td>
<td>Newtown Works</td>
<td>225</td>
</tr>
<tr>
<td>U4</td>
<td>Lower Queens Road</td>
<td>40</td>
</tr>
<tr>
<td>U5</td>
<td>Land at Blackwall Road, Willesborough Lees</td>
<td>40</td>
</tr>
<tr>
<td>U6A</td>
<td>Former Ashford South Primary School</td>
<td>110</td>
</tr>
<tr>
<td>U6B</td>
<td>K-College, Jemmett Road</td>
<td>154</td>
</tr>
<tr>
<td>U7</td>
<td>Leacon Road</td>
<td>100</td>
</tr>
<tr>
<td>U9</td>
<td>Maidstone Road</td>
<td>70</td>
</tr>
<tr>
<td>U10</td>
<td>Former Ashford Hospital</td>
<td>80</td>
</tr>
<tr>
<td>U11</td>
<td>Bishops Green, Singleton</td>
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<tr>
<td>U12</td>
<td>Associate House, Queens Road</td>
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<td>Mabledon Avenue</td>
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<tr>
<td>U14</td>
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<td>Warren Lane</td>
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<td>U24</td>
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<tr>
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</table>

MM45 - Proposals Map (Policies Map)

Amended and revised Policies Map and text

All references made to the Proposals Map within the A1 Map need to be changed to Policies Map.
Large print copies, audio and Braille versions of this document are available by telephoning Planning and Development on (01233) 330 229.

Also call this number if you would like a copy of this document to be translated.