Former Wye College, Wye (Wye 3)

FRAMEWORK STRATEGY AND OPTIONS
DESIGN EVOLUTION
Framework Strategy

The framework strategy for the area covered by the Masterplan is driven in the first instance by the landscape and movement strategy; the development of these concepts is set out in the landscape strategy annexed to this Masterplan and summarised at Section 9. This establishes key principles for each of the main character areas within the Masterplan, each of which has been explored through the presentations and discussions at workshop sessions 1 and 2; with further feedback from exhibition 1 and exhibition 2.
Character Areas

These character areas are:

a. Land north and south of Occupation Road
   - Land north of Occupation Road
   - Land south of Occupation Road

b. Site of former ADAS buildings, and adjoining land
   - Site of former ADAS buildings
   - Donkey Field

c. Land and buildings west of Olantigh Road
   - Main complex of listed buildings at the junction of Olantigh Road and the High Street
   - Former science laboratories, north of listed buildings
   - Former Russell laboratories, north of North Downs Way
   - Former students union building and car parking, north of Russell Building

In addition, workshop session 1 identified the importance of the junction of Olantigh Road with Occupation Road, in terms of both facilitating the free and safe movement of vehicles, pedestrians and cyclists and also achieving a rural character for any junction improvements appropriate to its setting.
a. Land north and south of Occupation Road

The unifying consideration for this area is the status of Occupation Road as part of the North Downs Way. The workshop sessions identified at an early stage the importance of providing an improved landscape corridor along this route.

Development proposals should also incorporate:

- Strategic landscape planting on eastern site boundary, to the north and south of Occupation Road
- A strategic footpath link to the north of Occupation Road to supplement existing permissive path
- New areas of public open space, to serve new development areas to be integrated within overall landscape approach

The first workshop session established the broad acceptability of the principle of new residential development on the north side of Occupation Road. On the south side of Occupation Road, the retention of existing business accommodation to continue to accommodate local businesses in the short/medium term, was supported, with the longer term option of redevelopment for business purposes to be explored further.

At the time of the first and second workshops, the planning application for the Wye School remained undetermined. The application was subsequently amended, following an initial report to the Planning Committee, and subsequent consideration by a Design Review Panel; planning permission was approved in August 2017. The school proposals have in effect become a fixed point within the Masterplan.
b. Former ADAS Buildings

The first workshop considered a number of alternatives for the former ADAS buildings; alternatives for further consideration at workshop 2 were agreed to include:

- Conversion to 52 residential units (Permitted Development Rights, as already confirmed applicable)
- Other suggestions brought forward at the workshop included return to use as business floor space, or a residential care home, or in conjunction with the Wye School

Workshop 1 provided useful guidance on how development, in any one of these forms, could be served by additional footpaths/cycleway links, and hence integrated into the wider movement networks within Wye. The footpath/cycleway links should include a new link from the southern part of the ADAS redevelopment site (former glasshouses) to Olantigh Road, through the woodland between the site and the Wye School it should also include further links to the east, to the existing permissive path, and the arboretum.

It was also agreed at the workshop that it would be appropriate to introduce traffic calming on Olantigh Road, in conjunction with proposals to redevelop the former ADAS site, to slow vehicle speeds, when approaching the village from the north. This will need to be subject to detailed consideration but would be likely to be in the vicinity of the existing entrance to the former ADAS site.

c. Land and Buildings West of Olantigh Road

Land west of Olantigh Road comprises four parcels of land, comprising:

- Main complex of Listed buildings at the junction of Olantigh Road and the High Street, formerly used as teaching accommodation and student residential accommodation
- Former science laboratories, north of Listed buildings
- Former Russell laboratories, north of North Downs Way
- Former students union building and car parking, north of Russell Building

Workshop session 1 established clear support for the conversion of the main Listed building complex to a mixture of residential and community uses; in the period following the workshop the car parking requirement for conversion of the Listed buildings was agreed with Ashford Borough Council and Kent County Council, in the context of the current planning application, and accordingly a clear boundary can be established between the Listed building complex, including the required car parking, and the area to be available for further redevelopment immediately to the north, at the former science laboratories.

Redevelopment of the former science laboratories was also supported, with the concept of either extra care housing, or residential care home, gaining general support, although alternative use for either residential redevelopment, or additional business floor space was also mooted.

Workshop session 1 provided support for the conversion of the former Russell laboratories to business floor space and the more general aspiration to retain existing businesses (such as Wye Bugs) in Wye, where existing businesses wish to do so.

The former student’s union building, and car parking north of the Russell building also has the potential for conversion to business use, with car parking shared with the former Russell building. Car parking should be provided to the full standard for business uses.

Junction of Olantigh Road and Occupation Road

This junction is seen as a key area to be developed in detail, though the Masterplan process. The location of the Free School in the former Kempe Centre and the further buildings now subject to detailed planning approval mean there will be increased traffic movements through the junction; additional traffic will also be generated by new residential development of the land north of Occupation Road.

Accordingly, junction improvements to ensure safety for all users – vehicular traffic, pedestrians and cyclists – are necessary, and a scheme of improvements has been agreed in conjunction with the planning permission for the Free School.

However, it was widely felt there was scope to achieve a more rural character to junction improvements, appropriate to the location within the AONB. A unified design approach could be achieved, which also takes in the agreed necessity for traffic calming works on the stretch of Olantigh Road to the north, to the junction with the access to the redevelopment of the former ADAS site.

These key issues have then been tested, through an iterative process of preparation of both the wider strategic plans, with regard to landscape, movement and land use, use as well as illustrative layout plans. These have been refined through the workshop process, consideration of comments from the two public exhibitions, and through the Wye Masterplan steering group.
Design Evolution

This section of the Masterplan outlines how the illustrative layout plans for each of the key character areas have evolved, through the iterative process outlined.

a. Land North and South of Occupation Road

The two workshop sessions held for the Masterplan included discussions on the potential extent and scope of new residential development on land north of Occupation Road; these have provided some key parameters, to guide the preparation of the Masterplan proposals including:

- New residential development density should reduce from west to east, reflecting the move towards the edge of Wye
- Improved landscape corridor to be provided along Occupation Road/North Downs Way
- No built development on furthest field (known locally as the Strawberry Field) but possible scope for AONB related uses including car parking and a camping barn.
- Desirable to incorporate strategic landscaping on a north south axis to reduce visual impact of new built development from the North Downs Way to the east
- Development should incorporate sustainable drainage measures (SUDS)
- Affordable housing to be located on the western most part of the land north of Occupation Road (in the most accessible location and also at the highest density)
- Improved pedestrian routes by linking Occupation Road to the former ADAS site to the north, supplementing the existing permissive path

The planning approval for the final phase of development of the Wye School including car parking and access off Occupation Road, has provided a fixed boundary to the western limit of proposed residential development.

The North Downs Way, running along Occupation Road, has been a key consideration in refining the illustrative layout proposals. It has been concluded that it would be desirable, as far as is possible, to separate walkers from vehicular traffic, and accordingly illustrative plan proposals show the provision of a parallel vehicular route, to the north of Occupation Road. This allows Occupation Road to be narrowed, to provide for the needs of walkers and cyclists; and for a more rural character to be achieved, through relationship to adjoining land, surfacing etc.

Opportunities and Constraints

<table>
<thead>
<tr>
<th>Landscape Buffer</th>
<th>Key Buildings</th>
</tr>
</thead>
<tbody>
<tr>
<td>Tree Buffer</td>
<td>Courtyards</td>
</tr>
<tr>
<td>Green Space</td>
<td>Overlooking</td>
</tr>
<tr>
<td>Key Footpaths</td>
<td>North Downs Way</td>
</tr>
<tr>
<td>Key Routes</td>
<td>Pond</td>
</tr>
<tr>
<td>Access</td>
<td></td>
</tr>
</tbody>
</table>
The first illustrative layout plan, incorporating this parallel access route, proposed 4 individual cul-de-sacs serving new residential development, to the north of Occupation Road; with an area of public open space separating the two pairs of cul-de-sacs. Comments from Ashford Borough Council Planning Department have led to the introduction instead of 2 loop roads, serving residential development, to provide improved accessibility, particularly for refuse and other servicing vehicles.

It has further been agreed that vehicular access routes should be kept to a minimum in terms of carriageway widths, with passing places provided where appropriate. These concepts have further informed the detailed proposals outlined in the following section of the Masterplan.

The proposals included provision for SUDS within areas of landscaped open space.

With regard to land south of Occupation Road, the two workshop sessions indicated broad support for the concept of retention of business uses, with environmental enhancement through redevelopment, including bio-diversity improvements. At present, it is anticipated that existing business accommodation will remain in use, by local businesses. However, to address the broader issues of how this area might develop in the future, indicative proposals have been developed, showing redevelopment of the former BCP site for low intensity business use, in single storey buildings. These could be in the form of "model farm" buildings, which might typically be expected to be found in an edge of village location; buildings of this scale would be of a reduced scale compared to existing built form, and hence offer scope for both environmental enhancement, and reduced landscape impact. This concept, proposed by Ashford Borough Council Planning Department, has informed the preparation of the illustrative Masterplan proposals.

Initial illustrative proposals for this area showed how a comprehensive redevelopment could be achieved, within the overall BCP area; proposals have been further refined, to retain existing landscaping belts, to further reduce landscape impact.

Existing tree planting along the northern boundary to BCP and in front of the 4 existing dwellings, provide a strong landscape feature. The proposal that this could be retained and extended, through any future redevelopment of the land south of Occupation Road, west of the existing dwellings, was supported, and is included in the Masterplan proposal.
Design Evolution

b. Former ADAS Buildings

As noted earlier, the former ADAS buildings have confirmed Permitted Development Rights for conversion to residential use for 52 apartments and associated car parking. However, there is general consensus that an alternative form of development/use of the site would be appropriate; it is a pre-requisite, for viability reasons that a re-use achieve a comparable value, to the Permitted Development Rights Scheme. For this reason, alternative uses suggested by interested parties have been rejected, as further detailed below:

Business use?
Conversion of the existing former ADAS buildings to business use would be considerably more expensive than conversion of other more suitable buildings elsewhere within the former Wye College complex for this purpose. Redevelopment to provide new employment buildings would not be economically viable.

Alternative site for Wye School?
Wye School is now established at the former Kempe Centre and full planning permission has been granted for new buildings to accommodate the school at its full capacity. The former ADAS site would also be less suitable due to its location of the edge of the village.

Residential Care Home?
A residential care home would not make effective use of the site (the site is much larger than required for a residential care home).

Return site to nature?
This would incur significant demolition and clear up costs whilst generating a negative site value.

Solar energy generation facility?
The site is not suitable for solar energy generation being shaded by surrounding trees.

Furthermore, as noted above, none of these alternative suggestions would meet the minimum viability requirement, of matching the value of the existing Permitted Development Rights approved scheme.
A further suggestion was that self build plots could be provided at the site. This has been considered, but self build plots are not favoured, as they typically result in a much longer construction period, with adverse impact on the development as a whole, and on immediately adjoining plots. However, there is scope to include “bespoke” specification houses, where some details of external elevations/materials, and internal fixtures and fittings, are designed and constructed in consultation with a purchaser.

For these reasons, residential redevelopment of the former ADAS buildings is the option favoured by the Masterplan. The next two questions considered through the review of alternative design options have been what the appropriate number of dwellings is, and whether the development site should incorporate the adjoining land, known as the “Donkey Field” but under the previous use in conjunction with Wye College, having been used as a horticultural research area.

The initial proposal put forward for residential redevelopment, as an alternative to the Permitted Development scheme for 52 flats, was for 27 family houses, on generous plots; the question raised by the Parish Council, and other local participants in the workshop process, was how new residential redevelopment could be supported, having regard to the concept of the “walkable village”.

Opportunities and Constraints

Landscape Buffer
Tree Buffer
Green Space
Key Footpaths
Key Routes
Key Buildings
Courtyards
Overlooking
Access
As noted earlier, the revisions made to the Neighbourhood Plan by the Examiner require the Masterplan to put forward proposals for the appropriate redevelopment of the former ADAS buildings site, having due regard to the concept of the walkable village. The initial proposals have included improved pedestrian links, in addition to the existing footway on the east side of Olantigh Road, which serves the site; this will have the effect of both reducing walking distances to the centre of the village, and also allowing redevelopment of the site to be linked to a wider, extended footpath network.

In the interests of striking a suitable compromise, the site owners have put forward a proposal for a reduced number of new family homes of 20; in conjunction with a reduced number of new dwellings at Occupation Road, of 40. This reduced number of new dwellings has then been explored further, with consideration given to the future use of the "Donkey Field". The first iteration of the illustrative plan with 20 new dwellings shows the Donkey Field incorporated within the site, and, while the majority of the Donkey Field is to be used as residential gardens, the dwellings are shown sited within the Donkey Field itself.

This proposal raised concerns over potential landscape impact, with particular reference to views from the east; after a further site inspection and detailed consideration of levels, revised proposals have now been prepared, which restrict use of the Donkey Field to residential gardens only, with new dwellings sited at the change of level between the former ADAS buildings site, and the Donkey Field. The effect is to create two storey dwellings, with only a single storey evident in views from the north. The supporting landscape analysis indicates that this proposal will not have a greater landscape impact than the existing ADAS buildings.

In parallel with these considerations, discussion has focussed on the internal site layout. The original site layout showed cul-de-sacs, at the request of Ashford Borough Council Planning Department this has been amended, to include a loop road through the site.

Consideration of site layout issues at Workshop 2 also suggested there would be scope for the provision of public open space within the development; this has been incorporated, and the site area now meets the requirement for formal play space, set out in the Adopted Ashford Borough Council Green Space Standards.
Design Evolution

The area of pasture with a number of young trees to the east of the former ADAS buildings and Donkey Field, does not presently have any public access rights; the site owners are willing however to dedicate this land for use as informal public open space, and to provide footpath links, enabling it both to serve as an area of amenity open space, and as a walking route. It is hereafter referred to as the 'ADAS Amenity Land'.

Having established the key scheme parameters outlined above, the illustrative layout plan has evolved to seek to reflect appropriate aspects of the wider character of Wye, as outlined in Section (ix) above. Particular features considered appropriate for consideration are:

- Sloping site, hence opportunity to reflect character feature of houses in elevated positions
- Houses grouped around open space
- Incorporate hedgerows
- Scope for more prominent buildings on corners/entrance to site
- Scope for courtyard development

In addition to these points, the setting of the site within established woodland boundaries, is a key characteristic of the site; this will in the main be reflected by retention of existing trees, but there is scope for a small number of specimen trees within the new central open space.

To ensure there is no adverse impact on longer distance views of the site from the east, the illustrative layout plan (see below) shows annotation indicating that Permitted Development Rights are to be removed from the rear parts of the gardens to the houses adjoining the Donkey Field; new ancillary garden buildings (garden sheds etc.) could only be constructed on the lower part of the garden to the 4 houses concerned.
c. Land and buildings West of Olantigh Road

Conversion of Former Wye College Listed Buildings

Preparation of the Masterplan has proceeded in parallel with preparation and submission of the current planning application for conversion of the listed buildings to a mixture of mainly residential uses, with some community uses which is awaiting determination. It has been agreed that the determination of this planning application will not prejudice the outcome of the Masterplan process. Establishment of the boundary to the site, including car parking provision to the full appropriate standard, has enabled the setting of a clear boundary between the listed building complex and the former science laboratories to the north.

The listed building application proposals include:

- Conversion of the listed buildings to 39 new residential units
- Provision of enlarged and improved accommodation for the Wye Heritage Centre
- Great Hall, Lecture Theatre and Chapel to be retained as communal spaces for residents, with public access also
- Two new residential units on land to the north, in conjunction with car parking
- Car parking provided to full parking standard, in a mixture of parking barns and open car parking spaces
- Full renovation of listed buildings to appropriate standard

Given that it has been agreed that these proposals would not prejudice the outcome of the Masterplan process, this has in effect become a fixed point within the Masterplan.

With regard to consideration of alternatives, it is a prerequisite of proposals that they should provide a long term viable use for the listed buildings; this must be viable, taking into account the significant cost of renovation and conversion of the listed buildings. Some parties have suggested that there should be a greater provision of space for community uses within the conversion proposals; however, increased community use of buildings within the complex would be incompatible with residential amenity of residents of the new accommodation and would have an adverse impact on viability.

A specific proposal has been made that the building known as the Latin School should be retained for community use; access is presently provided, on request and at no cost, to the Wye Heritage Centre. However, the application proposals provide for improved and enlarged accommodation for Wye Heritage Centre; accordingly, there is no need for this accommodation to be retained for their use. The Latin School was made the subject of an Asset of Community Value Designation, during 2017; the provision of enlarged and improved accommodation for Wye Heritage Centre will enable on incorporation of the building within the area for residential use and removal of the Asset of Community Value Designation. Furthermore, use of the Latin School for a community purpose would be incompatible with its location within the garden to what will become a substantial house, with walled garden.

A further suggestion was that the car parking proposed in conjunction with the conversion could be made available for wider public use. The current proposals make provision for car parking for residents and visitors at the full car parking standard; it would not be appropriate to allow public use of these private car parking spaces.

With regard to potential alternative uses of the listed buildings, the complex as a whole has previously been marketed with no interest arising for an educational use. A suggestion made at Workshop 1 was whether accommodation could be made available for business use; it is considered that there are more appropriate buildings for conversion to business use within the Wye College complex, commensurate with the relatively low market rents for commercial accommodation in
Wye. Furthermore, such uses would not be viable given the substantial conversion costs and costs of restoration of the listed buildings.

Subsequent to the conclusion of the Masterplan workshop sessions, suggestions have also been made that accommodation could be made available within the listed building complex for either a youth hostel, or as an alternative location for a residential care home. Both of these options have been considered and rejected on grounds of both viability and incompatibility with the residential conversion proposals for the balance of the listed building complex. In addition, the requirements for residential care home operators for standard sized rooms with en-suite facilities would be incompatible with the configuration of the listed buildings.

Former Science Laboratories, Olantigh Road

As noted above, the boundary between the former science laboratories, and the listed buildings to the south has been established through agreement on the appropriate size of the site for the listed building complex. This enables the preparation of an illustrative layout plan, showing redevelopment for use Class C2 for the purposes of either a residential care home, or extra care housing (housing accommodating elderly people, with care provided on site). This was a land use supported by the workshop sessions, having regard to the age profile of the population of Wye, and the perceived suitability of the site for this purpose.

Key parameters for redevelopment of the site have been noted as:

- Existing buildings on site are mostly of two storeys, with some one storey and some two and a half storey buildings; redevelopment should be of a similar scale, with no greater visual impact
- Landscape frontage to Olantigh Road to be maintained
- Bespoke terracotta panels from existing building to be retained for re-use, where possible
- Limited widening of footway to Olantigh Road to be carried out, to improve accessibility, while retaining rural character

The illustrative layout plan below shows a residential care home, with a single point of vehicular access, shared with the listed buildings complex, and car parking provided to the required standard. The illustrative layout plan assumes a building of two storeys. Suggested detailed parameters for more detailed redevelopment proposals are set out in the Masterplan proposals in the following section of this statement.

With regard to consideration of alternatives, one suggestion arising from the earlier workshop sessions was whether the site could accommodate open market housing or self build housing instead of specialist accommodation for the elderly. Specialist housing for elderly people within Use Class C2 is the preferred use; the size and configuration of the site favours this use (all 4 site frontages offer scope for views out from internal accommodation), and there is an identified need and market demand for such accommodation in Wye.

Former Russell Laboratories and Former Student Union Building, Olantigh Road

The Wye Neighbourhood Plan supports the provision of business accommodation, both for existing businesses in Wye and new businesses; the former Russell Laboratories and former student union building on Olantigh Road are considered to be the most appropriate for conversion for business use. Advice from local commercial agents has been sought which indicates demand for such accommodation at moderate market rents; initial costings indicate that business re-use of the existing buildings can be viable, subject to the detailed requirements of potential future occupiers and applicable market rents.
The workshop sessions discussed potential uses, with support expressed for small business accommodation comprising uses such as office suites, art/craft studios and a café.

The illustrative layout plan shows car parking provision made to the full standard on site; in response to points raised at the workshop sessions, there is scope for this parking area to be made available for public use outside business hours (evenings and weekends), subject to suitable management arrangements being put in place.

The single storey building immediately to the north of the former Russell Laboratories will be demolished, as its condition is too poor for it to be retained.

With regard to consideration of options, in earlier proposals it was suggested that the former squash court building could be demolished; however, the appraisal by the Canterbury Archaeological Trust has identified some potential interest in retaining this building, and it is considered that its removal could cause harm to the streetscape, through opening a large gap in the frontage to Olantigh Road, in a sensitive position adjoining the North Downs Way. At present, the former squash court building frames views out of Wye, to the countryside beyond this feature occurring in other locations within Wye, and being noted to be a significant local characteristic.

With regard to alternative uses for the site, suggestions were made as to whether the site could be used for a care home or residential redevelopment; this is not considered appropriate, as the existing buildings are the most suitable of the buildings within the former Wye College campus for business re-use, and accordingly this is the preferred use for the site.

A further suggestion was that all existing buildings on the site could be demolished, to provide additional car parking. This, as above, would fail to make buildings available for continued business use; however, as referred to earlier, there may be scope the parking for business uses to be used for as public car parking of the parking for business uses, at evenings and at weekends, subject to appropriate management measures being put in place.
SUMMARY OF KEY CONCLUSIONS OF TRANSPORT STUDY
SUMMARY OF KEY CONCLUSIONS OF TRANSPORT STUDY

Overview

The Masterplan is accompanied by a Strategic Transport Assessment, prepared by TPPC (January 2018) which looks at the following key issues:

- Comparison of anticipated traffic generation from conversion/development proposals, compared to former Wye College use (or alternative educational reuse)
- Initial appraisal of capacity of junctions
- Initial appraisal of issue of queue lengths at Wye railway level crossing, and anticipated impact of Masterplan proposals on these
- Walking and cycling
- Bus and rail access
- Local Highway networks
- Review of car parking capacity in Wye, implications for new development proposals
- Review of traffic collision data
- Current and future use of rural lanes

The Trip Generation Assessment within the Masterplan Transport Assessment considers all development within the Wye3 development area including the Telereal Trillium Masterplan Development, the Wye School and the Area of Outstanding Natural Beauty proposed car park; it also considers cumulative developments of Wye1 and Wye2 (other sites allocated for residential development in the Wye area). It also includes sites within the ownership of Telereal Trillium at The High Street (former Wolfson Lecture Theatre) and Upper Bridge Street (former Wolfson House student accommodation), although these do not lie within the Masterplan area they are included in order to undertake a robust assessment of the development proposals on the Wye Road network, and the Wye level crossing.

The Strategic Transport Assessment process involved firstly the setting of key parameters with Kent County Council as Highway Authority, including in particular:

- Survey locations for traffic counts
- Parameters for car parking survey
- Trip generation rates for former educational uses, and alternative uses proposed in the Masterplan
- Juncions to be assessed
- Assignment rates for different parts of the local highway network, for the proposed development areas

These proposals have been prepared in close consultation with Kent County Council Highways Department.

With regard to traffic generation, the assessment of peak hour flows (8-9am, and 5-6pm, as agreed with Kent County Council) shows a reduction in total vehicle trips of 4 in the AM peak period, and an increase of 4 vehicles in the PM peak period compared to the figures for cumulative traffic generation from:

- Masterplan proposals
- Wye School
- Wye 1
- Wye 2
- Former Wolfson Lecture Theatre site
- Former Wolfson House site

Compared to the cumulative impact including former educational use, as agreed with Kent County Council. These traffic flows have then been assessed against the key issues of the capacity of local road junctions, and queue lengths at Wye railway level crossing.

Across the wider peak hour periods (7-10am and 4-7pm), the proposed Masterplan development will result in an increase of 18 vehicle trips, and a reduction in 11 vehicle trips respectively, when compared to the existing site.

The addendum to the Transport Assessment, net impact of Masterplan trip generation, demonstrates that the Masterplan development proposals would result in fewer vehicle trips in both the AM and PM peak hours, when compared with the extant uses. In total there would be 77 fewer vehicle trips in the AM peak hour and 59 fewer vehicle trips in the PM peak hour compared to the alternative situation of the buildings being reoccupied based on their extant uses. This direct comparison excludes the proposals not forming part of the Masterplan (Wye School, Wye 1 and Wye 2, sites of former Wolfson Lecture Theatre and former Wolfson House).

An assessment has also been carried out of the development proposals on school trips; this demonstrates that a total of 58 primary and 6 secondary school vehicle trips would be removed from the level crossing, due to a higher proportion of trips originating within Wye, rather than outside. If just 50% of these trips were to pass through the level crossing, this would equate to a reduction of 32 vehicle trips.

With regard to the capacity of local road junctions, the assessment has covered:

- Junction of High Street with Olantigh Road
- Junction of Olantigh Road with Occupation Road
- Junction of Churchfield Way with Bridge Street
- Junction of Oxenturn Road with Upper Bridge Street
- Junction of Upper Bridge Street with High Street/Scotton Street
- Junction of Harville Road with Bramble Lane
- Junction of Harville Road A28 Canterbury Road
- Junction of Bramble Lane with A28 Canterbury Road

The Strategic Transport Assessment also examines the design of the junction of Olantigh Road and Occupation Road, in the context of wider proposals to be progressed through the Masterplan, for traffic calming in Olantigh Road.

In each case, the appraisal indicates that additional traffic associated from the development will not lead to any overloading of existing junctions, or the capacity of individual roads.

Detailed modelling has been carried out of the impact of the Masterplan proposals on queue lengths at Wye railway level crossing; these indicate only small increases in the number of vehicles queuing on each approach to the level crossing, in both the AM and PM peak hours. For the AM peak hour, an increase of 3 vehicles queuing on Bramble Lane, and an increase of 1 vehicle queuing on Harville Road is predicted; on Bridge Street/Churchfield Way there is an increase of 10 vehicles and on Bridge Street (south) there is an increase of 4 vehicles (AM peak hour). Comparing the same scenarios for the PM peak hour, there is an increase of 3 vehicles queuing on Bramble Lane and an increase of 4 vehicles queuing on Harville Road; on Bridge Street/Churchfield Way there is an increase of 6 vehicles and on Bridge Street (south) there is an increase of 2 vehicles. In each instance, the model indicates that all queues clear during each gate open period for all scenarios, including the predicted completed development at 2022.

With regard to car parking capacity in Wye, the Strategic Transport Assessment includes a review of car parking, which follows the study carried out on behalf of Telereal Trillium in January 2016. The latest parking stress survey result indicates 121 car parking spaces available at the time of peak occupancy.
SUMMARY OF KEY CONCLUSIONS OF TRANSPORT STUDY

Overview

(09:00) within a 200 metre walking distance of the Masterplan development area. This represents 63% of the total unrestricted parking capacity of 193 spaces. The parking survey included an overnight assessment at 5.100. For robustness, the overnight assessment does not include any single yellow line parking; it excludes the availability of car parking spaces on Scotton Street, Olantigh Road, Bridge Street, Oxenturn Road, St Ambrose Green, Cherry Garden Lane, Cherry Garden Crescent, and Old Vicarage Gardens.

With regard to future use of rural lanes, by its nature and location Wye is linked by rural lanes to the surrounding primary road network. Apportionment of development traffic has been agreed by Kent County Council, on a “gravity model” basis; this apportions development traffic to the local road network, taking account of anticipated trip destinations, and the most convenient route for road users to reach these. The roads to which development traffic has been apportioned are:

- Harville Road
- Bramble Lane
- Oxenturn Road
- Olantigh Road

The Strategic Transport Assessment has included an appraisal of accident records, for each of these routes, and associated junctions; it is concluded that the increase in traffic through the development proposals within the Masterplan will not lead to any significant increase in accident risk, on any of these rural roads, linking Wye to the surrounding primary road network.

Street Design and Public Realm

The Transport Assessment includes an appraisal of the necessary infrastructure improvements to Olantigh and Occupation Road, in order to improve junction indivisibility, reduce vehicle speeds, widen footways and provide at grade crossing facilities.

The diagrams shown illustrate current proposals for:

- Improvements to Olantigh Road/Occupation Road junction
- Proposals for traffic calming on Olantigh Road, including carriageway narrowing, improved footways, village “gate”

The latest proposals for the Olantigh Road/Occupation Road junction now include 3 individual raised tables, on each of the 3 arms of the junction; these achieve the necessary speed reduction benefits, while maintaining appropriate carriageway widths, and also retaining a more rural character, compared to a single raised table, for the whole of the junction.

The proposals for the junction of Olantigh Road and Occupation Road have been designed to accommodate the turning movements of a 15m coach, a 10m ridged HGV and an 11.3m refuse vehicle.

The photograph below shows a typical village gateway entry treatment; this type of gateway entry treatment is appropriate for the proposals in Wye due to the needs located on a straight road where vehicle speeds can be high, and there is no street lighting.

In addition to the village gateway, a further carriageway narrowing is proposed, to the north of Middlefield Cottages access, and to the south of the existing 30mph speed limit signs, which are located adjacent to the northern boundary of Middlefield Cottage. This double kerb build out has been designed to encourage speed reduction when entering the developed area of the village.
To encourage future residents of the proposed Masterplan development proposals to travel in the most sustainable manner, Travel Information Packs will be prepared and distributed to each household when the first property owners take possession. The information packs will provide information on sustainable travel to and from the Masterplan development and will include the following:

- Information on the location of local amenities and services within the village, including walking and cycling times.
- Information on the health benefits of walking and a map showing the accessible areas on foot with typical journey times.
- Local cycle network maps and information on cycle parking facilities within the village.
- Information on cycle training available from KCC.
- Promotional material setting out the benefits of cycling.
- Bus network maps and timetable information.
- Rail network maps and timetable information.
- Links to Google Journey Planner and National Rail websites which provide journey planning and live departure information.

Traffic calming is proposed in two locations, to the north of the Olantigh Road/Occupation Road junction. Firstly, to the north of the school, the carriageway width is shown to be reduced by a depth of 0.7 metres on the west side, and 0.9 metres on the east side, giving a carriageway width of 3.3 metres; priority is given to vehicles travelling in a northerly direction. The second area of traffic calming, to the north, will correspond to a reduction in the speed limit from 60 miles per hour to 30 miles per hour; situated just before the northern boundary of Middle Field Cottage, to the west of Olantigh Road. As for the southern traffic calming works, there will be a reduction in carriageway width (0.7 metres to both the east and west), giving a carriageway width of 3.3 metres; with priority for vehicles travelling north.
SUMMARY OF KEY CONCLUSIONS
OF DRAINAGE STUDY
SUMMARY OF KEY CONCLUSIONS OF DRAINAGE STUDY

Overview

Drainage and SUDS

The Masterplan is accompanied by a Strategic Review of the Foul and Surface Water Drainage associated with development/redevelopment of the Former Wye College. This outlines the key provisions of local policy documents, including the Ashford Borough Council Core Strategy Policy CS20 on Sustainable Drainage; the Sustainable Drainage SPD (Ashford Borough Council); and the Kent County Council Drainage and Planning Policy Statement – Local Flood Risk Management Strategy Guidance June 2017.

In summary, the Drainage Policy Guidance of Ashford Borough Council and Kent County Council requires the use of SUDS measures, to reduce surface water flows from development sites, to a level below that associated with their former use, if a brownfield site, with an aspiration to limit run off to greenfield discharge rates and to no more than the existing greenfield discharge rate, where development of a greenfield site is involved.

These measures seek to prevent any risk of surface water flooding; in addition, where there are combined sewer systems, carrying both foul and surface water, reducing surface water discharges will reduce the likelihood of foul water flooding.

Foul water flooding has been reported in Wye, at times of heavy rainfall; indicating that this is associated with increased surface water flows through combined foul and surface water sewers. Accordingly, it is a guiding principle of the drainage strategy for the redevelopment of the Former Wye College land and buildings that surface water flows will be reduced, from existing levels.

The Strategic Drainage Review then sets out the overall drainage strategy to be employed for each of the individual component areas within the Masterplan; to ensure that this objective is achieved. This in turn will ensure that the development proposals, as a whole have a beneficial effect on existing drainage conditions in Wye, by reducing the total outflow (foul plus surface water) discharging into the existing sewer network.

Foul and Surface Water Drainage

a. Land North of Occupation Road

Land North of Occupation Road is proposed in the Masterplan for the development of 40 new dwellings, with density reducing from west to east, and including substantial areas of public open space.

Approximately 60% of the site is presently occupied by a combination of glasshouses and research buildings, with associated hard standings; with approximately 60% of the site covered by buildings and hard standings.

The remaining part of the site (approximately 40% of total site area) is presently a greenfield site formerly used as a meteorological station.

Accordingly, the estimated total coverage of buildings and hard standings, across the development site as a whole, is in the order of 20–25%; the key principles for the foul and surface water drainage strategy are:

- Achieve net reduction in built area (houses, roads, and other hard standing areas including car parking);
- On site provision of combination of soakaways, swales, and other SUDS features, all within existing site area (substantial areas of public open space available to assist in meeting this requirement).
- Overall net reduction in surface water run off.

Detailed proposals will also be developed for the small car park proposed for North Downs Way visitors, on the North side of Occupation Road.

b. Wye School

Wye School has planning permission for the construction of new classrooms, sports hall, car parking and multi use games area; with new drainage connections to the existing sewer in Olantigh Road.

c. Land South of Occupation Road

Land south of Occupation Road, within the Former Wye College area, comprises:

- Existing premises in use by small businesses, between Occupation Road and adjoining allotments.
- Four existing dwellings (2 pairs of semi-detached dwellings)
- Horticultural/business use, formerly occupied by BCP, to be re-let for similar purposes – comprising substantial areas of glass houses, and other buildings.

With regard to the existing small business premises, this site has a very high degree of existing site coverage (in excess of 80%); in the short term, these premises will remain in their existing
SUMMARY OF KEY CONCLUSIONS OF DRAINAGE STUDY

Overview

c. Former Russell Laboratories and Former Students Union, Olantigh Road

The Masterplan proposal for these existing buildings is their retention, in large part; with one smaller single storey building proposed to be demolished. Accordingly, the proposals in the Masterplan will lead to a reduction in surface water run off; there is scope for the introduction of SuDS drainage measures, either on the site of the single storey building to be demolished, or the site of the former swimming pool, to the east of the former Students Union building. A combination of these factors will result in a net reduction in surface water flows.

Foul flows are predicted to be similar for the proposed business re-use, compared to the former educational use.

This site and buildings drain to the sewer on Olantigh Road.

d. Former Science Laboratories, Olantigh Road

The Masterplan proposes demolition of existing buildings, and redevelopment for a residential care home/extra care housing. The site presently has a high degree of site coverage (approximately 80%); the form of redevelopment envisaged would increase the amount of green space at the site, and afford greater opportunity for SUDS measures on site.

It is estimated that the proposed residential care home/extra care housing use would result in a higher foul drainage outflow; however, this would be compensated for by the reduced surface water outflow.

e. Former Science Laboratories, Olantigh Road

The Masterplan proposes demolition of existing buildings, and redevelopment for a residential care home/extra care housing. The site presently has a high degree of site coverage (approximately 80%); the form of redevelopment envisaged would increase the amount of green space at the site, and afford greater opportunity for SUDS measures on site.

It is estimated that the proposed residential care home/extra care housing use would result in a higher foul drainage outflow; however, this would be compensated for by the reduced surface water outflow.

f. Listed Buildings, Olantigh Road/High Street

The listed buildings complex, at the heart of Wye College was formerly in use for a mixture of educational accommodation, and student residential accommodation. The Masterplan proposes conversion of the existing buildings, for mainly residential uses, with some areas for communal use.

The site is currently the subject of a planning application for this use; a fully detailed surface water drainage strategy is presently under preparation, in support of this application.