



Democratic Services
White Cliffs Business Park
Dover
Kent CT16 3PJ

Telephone: (01304) 821199
Fax: (01304) 872300
DX: 6312
Minicom: (01304) 820115
Website: www.dover.gov.uk
e-mail: democraticservices@dover.gov.uk

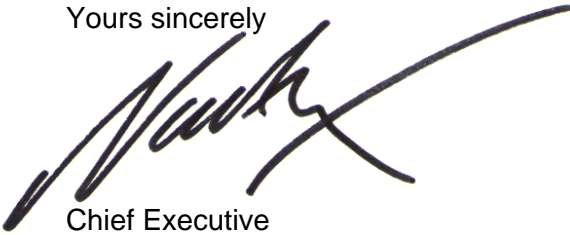
3 September 2010

Dear Councillor

NOTICE IS HEREBY GIVEN THAT a special meeting of the **CABINET** will be held at these Offices (Council Chamber) on Monday 13 September 2010 at 11.00 am when the following business will be transacted.

Members of the public who require further information are asked to contact Kate Batty-Smith on (01304) 872303 or by e-mail at kate.batty-smith@dover.gov.uk.

Yours sincerely



Chief Executive

Cabinet Membership:

Councillor P A Watkins	Leader of the Council
Councillor F J W Scales	Deputy Leader and Portfolio Holder for Economy & Special Projects
Councillor T J Bartlett	Portfolio Holder for ICT, Consumer Affairs & Human Resources
Councillor S S Chandler	Portfolio Holder for Community, Housing & Youth
Councillor N J Collor	Portfolio Holder for Access & Property Management
Councillor P G Heath	Portfolio Holder for Health, Well Being & Public Protection
Councillor N S Kenton	Portfolio Holder for Environment, Waste & Planning
Councillor C J Smith	Portfolio Holder for Skills, Training & External Relations
Councillor I H Ward	Portfolio Holder for Corporate Resources & Performance

DECLARATIONS OF INTEREST

Members are required to disclose the existence and nature of a personal interest at the commencement of the item of business to which the interest relates or when the interest becomes apparent. An explanation in general terms of the interest should also be given to the meeting. If the interest is also a prejudicial interest, the Member should then withdraw from the room or chamber.

AGENDA

1. **APOLOGIES**

EXECUTIVE – KEY DECISIONS

2. **WHITFIELD URBAN EXTENSION – DRAFT MASTERPLAN SUPPLEMENTARY PLANNING DOCUMENT**

To consider the report of the Director of Property, Leisure and Waste Management (circulated separately).

Responsibility: Portfolio Holder for Environment, Waste and Planning

3. **ISSUES ARISING FROM OVERVIEW AND SCRUTINY OR OTHER COMMITTEES**

– Disposal of Maybrook House, New Street, Dover

To consider any issues arising from Overview and Scrutiny or other Committees not specifically detailed elsewhere on the agenda.

Access to Meetings and Information

- Members of the public are welcome to attend meetings of the Council, its Committees and Sub-Committees. You may remain present throughout them except during the consideration of exempt or confidential information.
- All meetings are held at the Council Offices, Whitfield unless otherwise indicated on the front page of the agenda. There is disabled access via the Council Chamber entrance and a disabled toilet is available in the foyer. In addition, there is a PA system and hearing loop within the Council Chamber.
- Agenda papers are published five clear working days before the meeting. Alternatively, a limited supply of agendas will be available at the meeting, free of charge, and all agendas, reports and minutes can be viewed and downloaded from our website www.dover.gov.uk. Minutes are normally published within five working days of each meeting. All agenda papers and minutes are available for public inspection for a period of six years from the date of the meeting. Basic translations of specific reports and the Minutes are available on request in 12 different languages.
- If you require any further information about the contents of this agenda or your right to gain access to information held by the Council please contact Kate Batty-Smith, Democratic Support Officer, telephone: (01304) 872303 or email: kate.batty-smith@dover.gov.uk for details.

Large print copies of this agenda can be supplied on request.

REPORT OF THE DIRECTOR OF DEVELOPMENT AND PUBLIC PROTECTION

RESPONSIBILITY – PORTFOLIO HOLDER FOR ENVIRONMENT, WASTE AND PLANNING

KEY DECISION

EXECUTIVE

LOCAL DEVELOPMENT FRAMEWORK GROUP – 9 SEPTEMBER 2010
SPECIAL CABINET – 13 SEPTEMBER 2010

WHITFIELD URBAN EXTENSION – DRAFT MASTERPLAN SUPPLEMENTARY PLANNING DOCUMENT

Recommendation

- | |
|--|
| <ol style="list-style-type: none">1. <i>The draft Whitfield Masterplan Supplementary Planning Document, attached at Appendix 1 to this report, be approved for public consultation.</i>2. <i>The Director of Development and Public Protection be authorised to make changes to the draft to improve presentation, clarity, consistency etc prior to consultation.</i> |
|--|

Contact Officer: Mike Ebbs, extension 2472.

Reasons why a decision is required

1. To enable the preparation of the Whitfield Urban Extension Masterplan Draft Supplementary Planning Document (SPD) to move to its next stage of public consultation.

Options available to the Council with assessment of preferred option

2. The Council could approve the Draft SPD for public consultation, decide not to approve it, or approve it with amendments. Approval with, or without, amendments would enable the document to move to its next stage of formal public consultation. Failure to approve it for consultation would frustrate the development, which is a key proposal in the Council's adopted Core Strategy.

Information to be considered in taking the decision

3. The Council adopted the Local Development Framework Core Strategy in February this year. One of the Strategy's major proposals is for an expansion of Whitfield. Policy CP11 in the Strategy allocated land to the east, west and north of Whitfield for a development of around 5,750 homes and associated shops, cafes and infrastructure. Policy CP11 also requires that a Masterplan is prepared and adopted as a SPD prior to the Council determining any planning applications for the development. While the SPD should be adopted by the Council, it could be prepared by another party provided that it has followed the correct processes and the content is acceptable.
4. The purpose of the SPD is to develop the vision for the development, its physical form, phasing, infrastructure requirements, development principles and delivery

5. The draft SPD has been prepared by a consultant team funded by one of the major landowners in the development area, Phillip Jeans Homes. It has been prepared in a collaborative manner with the Council, other landowners, the Highway Authorities and representatives of the Whitfield community (an informal grouping known as the Whitfield Community Liaison Group, consisting of Whitfield Parish Council, the Whitfield Action Group, Councillor Meredith, other interested members of the public and the Vicar at St. Peter's Church at Church Whitfield). Now that the draft has been passed to the Council it becomes a Council document and editorial control rests with the Council.
6. The SPD has been developed through a series of workshops involving the above parties, together with two public events held in Whitfield. The first of these was to make sure that the consultant team had a full understanding of how Whitfield currently operates and what issues local people foresaw with the proposed development. Having taken account of the matters arising from the first event, the second presented various options for the form of the development and identified a preferred option and gave people an opportunity to comment.
7. The process has, to date, involved a considerable amount of public engagement as required by the Council's adopted Statement of Community Involvement and the Voluntary Compact. Concern has, though, been voiced at several stages by the Community Liaison Group regarding the speed of the programme for preparing the SPD and whether this has provided sufficient time for considered responses to be made. It has certainly been the case that at particular points in the process there has been a great deal of material to assess and comment on in a short space of time. While this has been less than ideal it has, to a significant extent, been counterbalanced by the willingness of Phillip Jeans Homes and the consultant team to make themselves available to the Liaison Group outside the main programme of workshops. In addition, the Liaison Group has met separately several times with District Council Planning Officers to talk through issues of concern. Overall it is not therefore considered that some short timescales for comment have prejudiced the Liaison Group's ability to raise comment and concern. It has, however, meant that some organisations who are not part of the workshop process, and were recently given a short informal opportunity to comment, have not been able to do so or to only make basic comments. While their awareness of the proposals has been raised their full consideration will be made during the public consultation period.
8. The draft SPD is supported by an extensive evidence base and a Sustainability Appraisal. A copy of the draft SPD is attached to this report in **Appendix 1** and a hard copy is also available in the Members' Room. All the documents will be available for view and comment on the Council's website during the consultation period and a hard copy of the SPD will be available at the Council's offices and local libraries.

9. Some issues have yet to be finalised and this is reflected in the relevant reports. Examples of this are sport and play facilities, and the mitigation strategy for dealing with the impacts on European designated wildlife sites. While work has progressed sufficiently to support the consultation draft SPD further work will be carried out on these matters in parallel with the public consultation and finalised in time to inform the final version. In addition, it is considered that the draft attached to this report which is still under preparation would benefit from further presentational and internal consistency improvements and this is reflected in the recommendation. Such changes are for clarity and will not affect the essential elements of the SPD.
10. This report will be considered by the Local Development Framework Group on 9 September. The Group's views will be reported to Cabinet at the meeting. Subject to Cabinet's approval of the draft SPD, public consultation would start on 4 October and run for eight weeks until 29 November 2010. It is intended to hold an exhibition at Whitfield Village Hall on Friday 8 (pm and early evening) and Saturday 9 October (am) October after which it will be positioned in the Council Offices at Whitfield for the remainder of the consultation period. It is also intended to prepare and distribute a summary leaflet to households in Whitfield Parish.
11. Once the consultation period has ended all comments will be analysed to assess whether changes to the SPD are needed. The proposed final version of the SPD, incorporating any such changes, will be reported to Cabinet and Council for formal adoption. Once adopted the SPD will be used in making relevant planning decisions including the determination of any subsequent planning applications.

Background Papers

- Sustainability Appraisal
- Demographic Forecasts
- Phase 1 Archaeological Assessment
- Baseline Ecological Assessment
- Utilities and Services Supply Infrastructure Report
- Renewable Energy Strategy
- Transport Study
- Flood Risk and Hydrology Assessments
- Air Quality Technical Report
- Noise Technical Report
- Phase 1 Ground Condition Report
- Quantitative Open Space Assessment
- Landscape and Visual Appraisal
- Green Infrastructure Strategy
- Statement of Community Engagement
- Agricultural Impact Assessment
- At the time of writing some aspects of some articles are being concluded

Resource Implications

Requirement from Current Budget	Requirement for Additional Budget	
	Current Year	Full Year
Consultation costs are contained within the current Forward Planning budget	None	None

Comments from Finance

None given "no resource implications".

Communication Statement

Consultation on the draft SPD is included in the Communication Plan and an activity brief has been completed. As set out in the report the draft SPD has been prepared through a collaborative process including the public and their representatives. This is fully documented in the Statement of Community Engagement report which forms part of the evidence base.

Impact on Corporate Objectives and Corporate Risks

The development of the SPD is an important step in enabling a key Core Strategy proposal which is fully in line with Corporate objectives.

Customer Access Review

Comments from Equalities Officer

A Customer Access review was carried out on the Core Strategy and full consultation has taken place on this specific proposal. A further Customer Access Review is not considered necessary at this stage.

Attachments

Appendix 1 – Whitfield Urban Expansion, Draft Supplementary Planning Guidance

MICHAEL G. DAWSON

Director of Development and Public Protection

The officer to whom reference should be made concerning inspection of the background papers is the Director of Development and Public Protection, Dover District Council, White Cliffs Business Park, Dover, Kent CT16 3PJ. Telephone: (01304) 821199, Extension 2460.



Whitfield Urban Expansion Supplementary Planning Document

Consultation Draft

Contents

1 Introduction	3
2 Context	5
3 Preparation of the SPD	7
4 Whitfield Today	9
5 Development Area	21
6 Development Options	31
7 Expanded Whitfield: Overall Infrastructure Requirements	35
8 The Concept Masterplan	37
9 Delivery and Implementation	53

Appendices

1 Glossary	1
2 Environmental and Utility Considerations	3
3 Infrastructure Requirements	9
4 Guidance for Future Planning Applications & Anticipated Heads of Terms	13
5 Expanded Whitfield Principles	15

1 Introduction

1.1 Whitfield has been identified as a strategic allocation in Dover District Council's Adopted Core Strategy 2010 (Policy CP11) for the provision of at least 5,750 homes supported by transport, primary education, primary health and social care, utility services and green infrastructure together with retail, financial and professional offices, eating and drinking establishments. In accordance with Policy CP11 in the Core Strategy any application for development needs to be preceded by and consistent with a masterplan for the whole site which has been agreed by Dover District Council as a Supplementary Planning Document (SPD).

1.2 The purpose of the SPD is to form a 'bridge' between the strategic allocation of the site under Policy CP11 of the Adopted Core Strategy and the subsequent planning applications for development of the site. It sets out:

- a coherent and flexible vision for the future of an expanded Whitfield;
- policy context, planning and design guidance to future developers and will be used for development management purposes;
- guidance as to how development proposals within the allocated land should be carried out and managed; and
- a monitoring framework.

1.3 The development will take a number of years to complete and will involve a number of housebuilders and developers. The SPD should not be seen as the end of the process as it is very much an integral part of guiding and informing the development. The SPD, therefore, provides a framework for future decisions and brings the next level of certainty to local people and developers about the type and form of development that will take place in Whitfield over the coming years.

1.4 The SPD sets out the masterplan strategy for the whole of the Whitfield Urban Extension (WUE). The SPD has been prepared by Dover District Council with the assistance of Barton Willmore LLP, Peter Brett Associates, Adam Urbanism, Aspect Ecology and Meeting Place Communications.

Habitat Regulations Assessment

1.5 The Habitats Regulations Assessment of the Core Strategy concluded that development at Whitfield, both alone and in combination with other allocated sites, could not be demonstrated to have no significant impact on a number of European sites in East Kent.

1.6 As part of an iterative approach, a Habitats Regulations Assessment of this SPD has been carried out which concludes that a number of elements of the WUE could, alone or combination, have indirect adverse effects on European sites.

1.7 Given the long time scale over which development is to take place it is inappropriate to attempt to provide mitigation for the whole development at one time. The preferred approach is similar to that for the Dorset Heathlands, whereby an interim planning framework allows for a sequential provision of mitigation, together with testing of its effectiveness proportionate to the actual development and bespoke evidence gathering to further refine mitigation to inform a longer term, final framework.

Vision for Whitfield

1.8 The Vision for major expansion of Whitfield is as follows:

"A CLUSTER OF CONNECTED NEIGHBOURHOODS"

The masterplan will establish a series of linked neighbourhoods around the settlement of Whitfield that preserve the distinctive character of Whitfield and Church Whitfield, create a cluster of individual places each with a special character while allowing each neighbourhood to make an individual contribution to a unique whole. An expanded and interconnected Whitfield will be an attractive and amenable place to live, work, bring up a family and retire. It will be a benchmark for a new methodology for the expansion of small existing settlements in its aspiration, beauty, design, standards of construction and reduction in carbon consumption.

Public Consultation

1.9 Prior to the formal adoption of the SPD, the Council has a statutory obligation to carry out public consultation with the community and other key stakeholders on the draft version of this document. Consultation on this document runs for eight

weeks from the **4th October until 29th November 2010**. If you would like to make a comments on this SPD, please complete the online form at www.dover.gov.uk. Alternatively, you can submit comments to:

Forward Planning Section
Dover District Council
White Cliffs Business Park
Dover
Kent
CT16 3PJ

1.10 Paper copies of this SPD are available to view at the Area Offices and libraries. Any comments must reach the Council Offices no later than midnight on **29th November 2010**.

1.11 The key stages involved in the preparation of the WUE SPD are set out in the flow diagram at Figure 1.1.

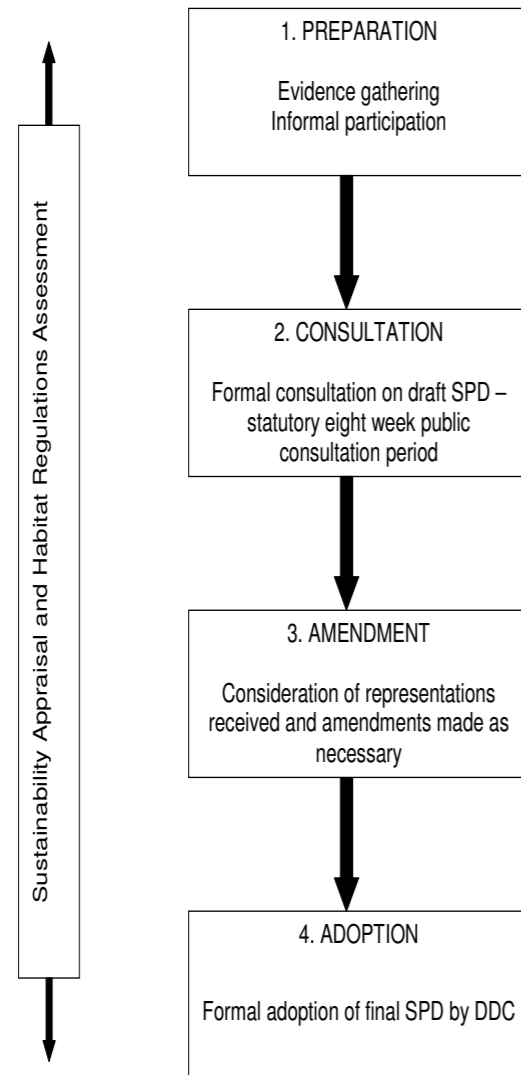


Figure 1.1 Key Stages of the SPD Process

1.13 Prospective developers should discuss the specific content of a planning application with the District Council prior to the submission of their application. They should also discuss the scoping of an Environmental Impact Assessment and Appropriate Assessment and issues such as how to address the impact on their proposal on local and strategic road network. Further guidance for future planning applications and Heads of Terms of related legal agreements is provided in Appendix 3.

Building for Life

1.14 As Whitfield is the District Council's largest strategic allocation and it will play a major part in broadening the range of housing on offer in Dover, new housing development that takes place in the WUE will be scored against the relevant 20 Building for Life criteria. Building for Life is a nationally recognised standard that promotes design excellence and celebrates best practice in the house building industry.

Planning Applications

1.12 Once the SPD has undergone the 8 week statutory consultation period and it has been reviewed in light of any comments that have been received, it will be adopted by Dover District Council and be used to make planning decisions including the determination of planning applications.

2 Context

2.1 The Core Strategy identifies Whitfield as a location for major urban expansion. The strategic allocation in the Core Strategy lies around the west, north and east of Whitfield. To the east, it is bounded by the A256. The site comprises mainly agricultural land used for arable farming but encompasses country lanes and other rights of way and a small number of residential properties, of which Temple Farm is listed. The inclusion of some residential properties within the site boundaries does not imply any intention for their redevelopment. The site covers an area of 309 hectares (ha) and is within multiple land ownership.

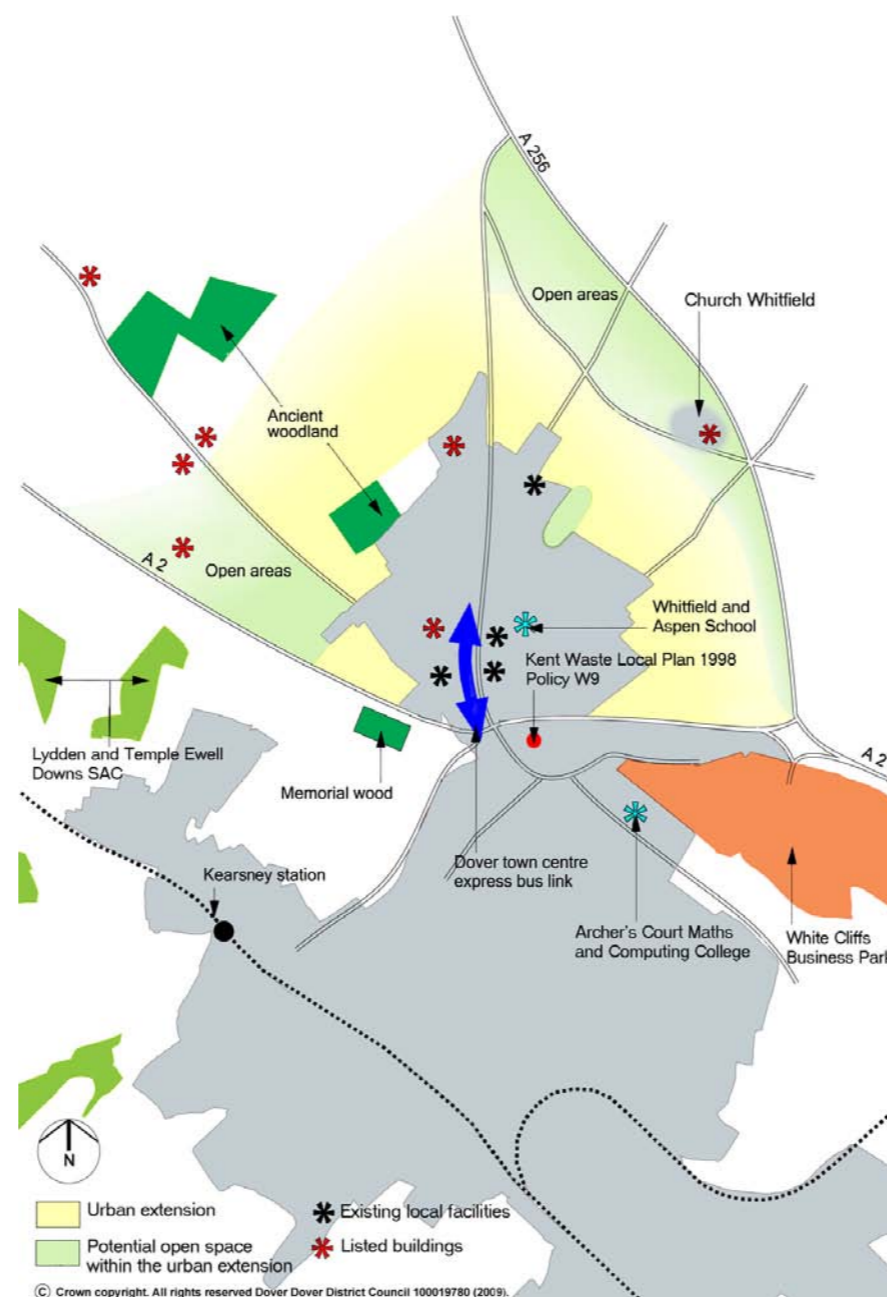


Figure 2.1 Core Strategy Constraints and Opportunities Diagram

2.2 The expansion at Whitfield is the largest single contribution to realising the Core Strategy's vision of increasing the population growth of Dover in order to help support and improve the range of facilities and employment in the town centre and create a new housing offer in Dover. Policy CP11 of the Core Strategy sets out the criteria for the granting of planning permission on the site. The SPD will be adopted by Dover District Council against Policy CP11 in the Adopted Core Strategy and set out in full here for ease of reference.

Principle CP 11

The Managed Expansion of Whitfield

The site to the west, north and east of Whitfield is allocated for an expansion of Whitfield comprising at least 5,750 homes supported by transport, primary education, primary health and social care, utility services and green infrastructure together with retail, financial and professional offices, eating and drinking establishments (Use Classes A1 to A5). Planning permission will be granted provided:-

- i. Any application for development is preceded by, and is consistent with, a masterplan for the whole site which has been agreed by the Council as a Supplementary Planning Document;
- ii. The proposals relate to the whole allocated development or if less do not in any way prejudice the implementation of the whole development;
- iii. The proposals include a phasing and delivery strategy that is related to the provision of all forms of infrastructure and the creation of neighbourhood centres;
- iv. An access and transport strategy is developed that maximises the potential for walking, cycling and use of public transport, especially to the town centre and the White Cliffs Business Park area, includes link/distributor roads to connect the site to the surrounding network, identifies access points to the site and between the site and the existing settlement, safeguards land for a park and ride facility and identifies construction access arrangements that do not disrupt existing residents;

- v. An energy and water strategy is developed that will be capable of enabling the development throughout its lifetime to meet proposed national stepped requirements for sustainable construction under the Code for Sustainable Homes but enables residential buildings to achieve a minimum of Code for Sustainable Homes level 4 with immediate effect from adoption of the Core Strategy, non-residential buildings to achieve BREEAM excellent standard and schools to achieve zero carbon rating;
- vi. Existing hedgerows and tree lines are, wherever possible, retained and enhanced to form the basis of a green infrastructure network that connects with the wider network and also incorporates open spaces for recreational and other purposes, including the provision of facilities to deflect likely urbanisation and recreational pressures arising from the development away from the Lydden and Temple Ewell Downs Special Area of Conservation;
- vii. The design creates neighbourhood centres and incorporates a landmark building and foreground buildings and creates vistas and focal points using retained trees and having particular regard to relationships with the access and transport, energy, water and green infrastructure strategies;
- viii. The mix of market housing is designed to broaden Dover's market offer and appeal and assist in attracting families and people of working age into the District while the provision of affordable housing should address prioritised need; and
- ix. The proposals demonstrate how the development would protect the setting of listed buildings and integrate with existing residential areas while not causing any significant adverse effect on the amenities of existing residents.

3 Preparation of the SPD

Evidence Base

3.1 There is a considerable body of technical research that informs and underpins the SPD. The findings of this research has enabled the production of an overall baseline analysis which identifies key opportunities and constraints to the development of the site to comply with Policy CP11.

3.2 One of the key pieces of this Evidence Base is the bespoke demographic forecasting undertaken for the Whitfield housing development by Kent County Council. The demographic forecasting took into account the type and size of dwellings to be built at Whitfield and the impact that the new expanded population of Whitfield will have on the need for new services and facilities.

3.3 The Evidence Base underpinning the SPD is available on the District Council's website and comprises:

- Sustainability Appraisal
- Habitat Regulations Assessment
- Demographic Forecasting
- Phase 1 Archaeological Assessment
- Baseline Ecological Assessment
- Utilities and Services Supply Infrastructure Report
- Renewable Energy Strategy
- Transport Strategy
- Flood Risk and Hydrology Assessments
- Air Quality Technical Report
- Noise Technical Report
- Phase 1 Ground Condition Report
- Quantitative Open Space Assessment
- Landscape and Visual Appraisal
- Green Infrastructure Strategy
- Statement of Community Engagement
- Agricultural Impact Assessment

Sustainability Appraisal

3.4 A Sustainability Appraisal Scoping Report was consulted on between April and June 2010. The purpose of a SA is to appraise the likely significant effects of implementing the SPD and consider the reasonable alternatives. The SA has been published for consultation alongside the SPD. Rather than simply focusing on 'environmental effects', the SA Report

considers effects in terms of a broad range of sustainability issues. Sustainability issues have been grouped under the following headings:

- Biodiversity and green infrastructure
- Climate change mitigation
- Climate change adaptation (flood risk)
- Community and well-being
- Economy and employment
- Landscape, townscape and the historic environment
- Transport
- Water

3.5 The SA Report can also be used as a reference point by any consultees who might wish to discuss the merits of alternative approaches as part of their response to the draft SPD. It can be seen, therefore, that the SA Report will help to ensure a timely and full consideration of alternative approaches (which can otherwise be termed 'options'), with a view to 'preventing, reducing or offsetting' adverse effects of implementing the SPD and maximising positive effects. However, this is not the first stage in the process at which options have been given formal consideration. In particular, a number of high level options underwent appraisal in early June 2010. The findings of this interim stage of the SA are summarised in the SA Report.

Public participation

3.6 There has been an ongoing and wide ranging programme of public engagement running alongside the masterplanning process with local people, representatives from Whitfield Parish Council and Whitfield Action Group. A Community Liaison Group was established which comprised a group of local residents with varied backgrounds and interests who had expressed a keen interest in being actively involved in the masterplanning of Whitfield and representatives of the local community who wished to take a prominent role in representing the views of the wider area. The formulation of the group is explained in greater detail in the accompanying Statement of Community Engagement

3.7 The Community Liaison Group has been invaluable in the preparation of the SPD and has played a significant role in the formulation of the proposals - in particular, the anticipated community infrastructure provision. The community facilities envisaged as part of the overall development reflect, where feasible, the wishes of the Whitfield community with the aim of

ensuring that both new and existing residents benefit from the creation of an expanded Whitfield over the course of the development timescale.

3.8 Work with the local community started by seeking the opinions of local residents. This was achieved through a public consultation held in March 2010 which consisted of:

- Open session of public exhibition;
- Two workshops;
- A series of focus groups, where people could choose to take part in round table sessions on two of the following subjects:
 - Housing and Sustainability
 - Landscape and Environment
 - Business and Shopping
 - Community Facilities
 - Transport and infrastructure

3.9 A whole series of issues were identified through this process, but those relating to the design of the masterplan and of particular relevance to the evolution of the scheme were:

Village:

- Keep existing character
- New development to have a village feel
- No monolithic development
- Sense of community with new development, shared facilities
- Series of linked villages
- Independent phases each with own public space etc.

Highways:

- No increase in Whitfield roundabout capacity
- Keep character of rural lanes
- Pedestrian safety
- New access for new development (and construction works)

Landscape and Ecology:

- Keep connections to countryside, green corridors
- Good footpaths and dog walking
- Useful green space for the community
- Keep important views
- Keep existing woodland

- Protect wildlife
- Plant more trees

New Facilities:

- Community buildings/hall/church
- Doctors' surgery
- More local retail
- Playing Fields
- Improved bus service

Design:

- Suitable housing for families
- Housing with gardens
- Housing for old people
- Affordable Housing
- Live/work opportunities
- No overlooking of existing properties
- Adequate parking
- Design variety, not all the same
- Traditional design
- In keeping with Whitfield
- Eco friendly design

3.10 In April 2010, after this first round of consultation took place, there was an accompanied walk around the village with the members of the Community Liaison Group. The 'village walkabout' was a good opportunity for residents of existing Whitfield to discuss some of their concerns relating to landscape, views, traffic and access. This was followed by a meeting at the Ramada Hotel on Singledge Lane in Whitfield where some of these issues were discussed in more detail.

3.11 A second public exhibition was held over the weekend of the 18th and 19th June 2010. The second exhibition aimed to demonstrate how the work on the emerging masterplan was developing and discuss various options for development of the masterplan area and a Preferred Option which best addressed the design concerns raised at the previous exhibition. At this exhibition, a clear preference was shown for the Preferred Option, details of which are set out later in the SPD.

3.12 Details on exactly how these two consultation exercises were carried out, and copies of the feedback received, can be found in the accompanying Statement of Community Engagement.

4 Whitfield Today

Introduction

4.1 This Section of the SPD sets out the context of the existing settlement in terms of how it functions at the moment and the range of facilities and services that are currently on offer to the existing residents. The historical form and growth of Whitfield is explored in order to identify the design influences that need to be incorporated and taken into account as part of the WUE.

Context

The existing settlement

4.2 The Parish of Whitfield covers 698 hectares, and in 2007 the population was estimated at 4,440. In the 2001 Census there were 1,810 dwellings, this equates to a roughly 2.45 persons per dwelling.

4.3 Whitfield lies some four miles north of the centre of Dover and now forms a part of urban Dover. The main residential settlement itself is, however, separated from the remainder of the Parish by the A2 Trunk Road. The main access point is at the southern end of the village, via the A2 from the Whitfield roundabout. Traffic queues can occur on the Whitfield approaches to the roundabout particularly in the morning peak period.

4.4 To the north, Sandwich Road meets the A256 dual carriageway at a priority T-junction. Some smaller roads also serve the village – Napchester Road, Singledge Lane, which are not appropriate to carry additional development traffic. These routes should be protected and the priority should be to improve walking and cycling connections between the existing settlement and the WUE. There are only two roads of modern highway standard (Sandwich Road and Archers Court Road) that would be capable of accommodating additional development. Sandwich Road has been traffic calmed and there is the opportunity for public realm improvements.

4.5 To the south west of the proposed WUE, beyond the A2, lies the Lydden and Temple Ewell Downs SAC. This is designated for its dry grasslands and scrublands lying on chalk.

The severance and relative constraint of the A2 to the west of the WUE does help to protect and discourage access to the Lydden and Temple Ewell SAC whereas the A2 to the east of WUE currently acts as a barrier which will need to be addressed as part of the masterplanning process.

4.6 The Core Strategy's Habitat Regulations Assessment (HRA) indicated that the effect of increased nitrogen emissions from road transport associated with the WUE, on the Lydden and Temple Ewell Down SAC could be potentially significant. It was concluded that more detailed modelling would be a useful first step to test the impact of local weather conditions. Pedestrian access to SAC is largely restricted by the A2 although there is a footpath and informal crossing on the A2 which is mainly used by dog walkers. The Kent Downs Area of Outstanding Natural Beauty (AONB) is located beyond the London - Dover Railway line.

Insert new diagram of Whitfield in relation to the AONB/SAC and Dover + key roads

Cycling and Public Rights of Way

4.7 In terms of walking and cycling trips, the Dover Transport Strategy identifies severance of Whitfield by the A2 and its walk time from the town centre and local topography. There are a number of existing Public Rights of Way, including the North Downs Way to the east of the WUE and cycle routes within Whitfield itself. For cyclists there are two regional Sustran cycle routes which run through Whitfield. Regional Route 15 starts at the intersection of Napchester Road with Sandwich Road and runs north to Sandwich. Regional Route 16 passes through Whitfield, entering from Canterbury at Nursery Lane, and from Dover at Napchester Road. This route connects to National Routes 1 and 2 in Dover connecting to Deal and Folkestone respectively, and beyond.

4.8 The Dover District Cycling Plan proposes a new cycle route from Whitfield to Crabble Mill. This is to be implemented as part of KCC's Local Transport Plan programme. Longer term proposals seek to connect Whitfield with Dover Priory Railway Station and Dover Waterfront.

Insert diagram that shows the existing cycle, PROW and Sustrans route

Existing facilities

4.9 Due to the incremental development of Whitfield over a number of years, the settlement does not have a well defined centre. Instead, it has interspersed local shops and community facilities. Sandwich Road is the main spine to the settlement and is where most of the facilities are located.

- At its southern end is the Archer public house, a row of shops, a fast food outlet and a garage. These uses are largely supported by their proximity to the Whitfield roundabout;
- A small local store with post office is located at the junction with Bewsbury Cross Lane;
- In the middle section, along its length are a doctor's surgery, Whitfield Village Hall, a fire station, two care homes (one recently closed) and Cambridge Villa retirement home;
- At the northern end is the now closed Royal Oak public house.

4.10 Further social and recreational facilities are located at the Whitfield Club and the main recreation ground and pavilion. The Ramada Hotel is located off Singledge Lane. There are two places of worship, one at St Peter's Church, Church Whitfield and a Congregational Chapel. There is a single primary school within the main settlement.

4.11 The southern part of Whitfield, on the opposite side of the A2 Trunk Road, is the District Council's premier employment location the White Cliffs Business Park (WCBP). The WCBP which has a range of out of town retail uses including Tesco, Homebase and B&Q. The Archers Court Maths and Computing College is situated off Melbourne Road.

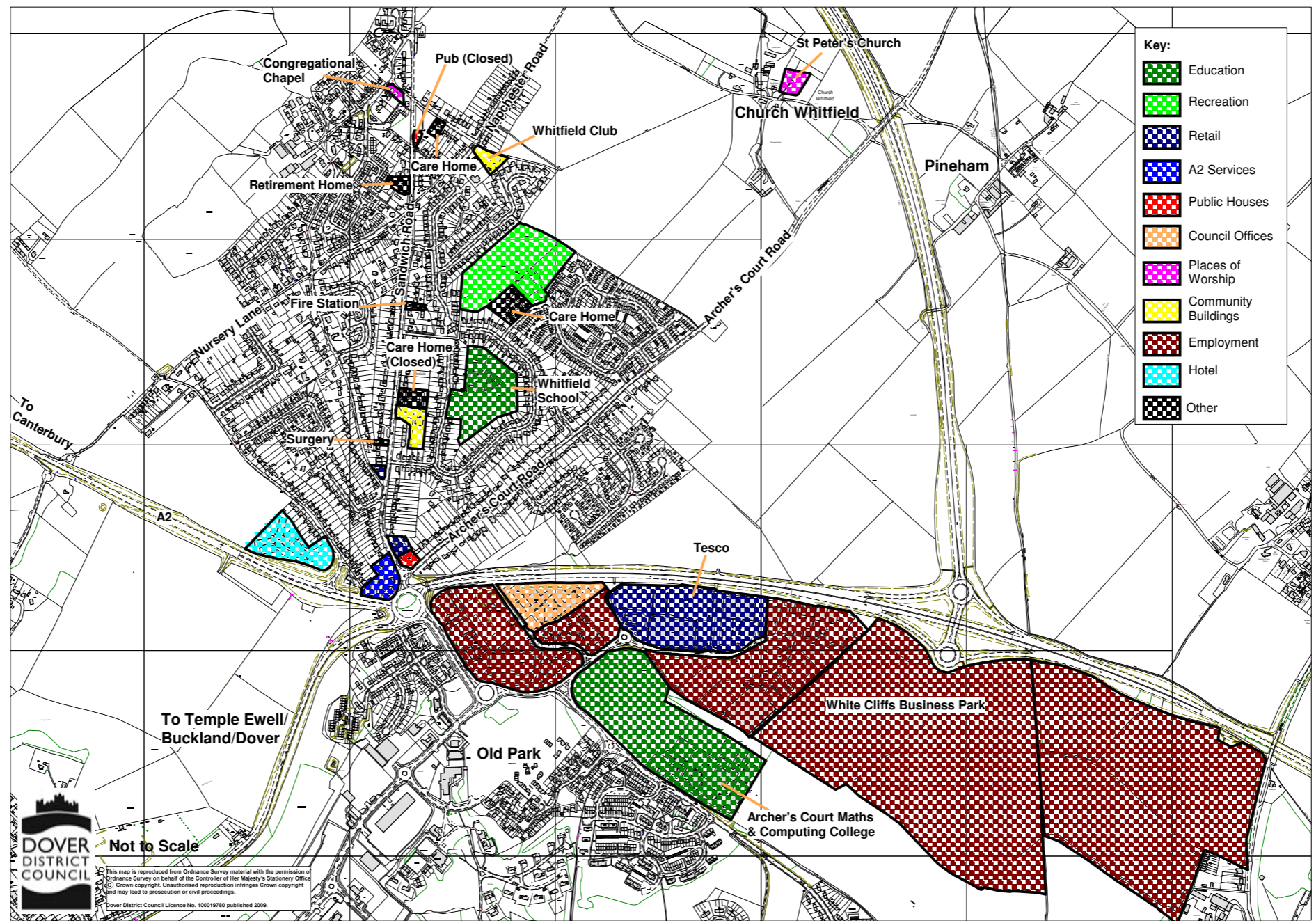


Figure 4.1 Facilities Plan



View of the Archer Public House at the corner of Sandwich Road and Archer's Court Road



View of the row of shops in Sandwich Road

Whitfield past and present

Origins and Growth

4.12 The settlement of Whitfield was originally formed around a small, enclosed farmstead at Church Whitfield which lies to the northeast of the settlement. The Roman road from Dover ran north-south near Pineham, suggesting that the village developed along its route. The 10th Century Saxon church is testament to its long history. The village was originally known as 'Bewsfeld', which is said to refer to its high and open situation. In the later medieval period, perhaps due to the Black Death, a new village formed to the west and became known as West Whitfield, before changing to Lower Whitfield and eventually, simply to 'Whitfield'. Old Whitfield then became known as Church Whitfield and the villages became separate, but linked hamlets with different characters.

The Historic Form of Whitfield

4.13 Before twentieth century expansion, the village was based around a roughly triangular road pattern, with a Windmill with a bakery beneath, originally built in 1781 to the east of Whitfield, which used to act as a key focal point before it was demolished in 1916. The village was rural in character with a tight knit collection of lanes to the north in the oldest section of the village. The village was linked to Church Whitfield and Pineham through a series of lanes and footpaths across the fields, which remain an important part of the area today. In the early nineteenth century Whitfield was bisected by the Sandwich Road, built to provide a main route to the improving harbour; this literally cut the settlement in half. The Royal Oak Public house was built as a coaching stop during this time.

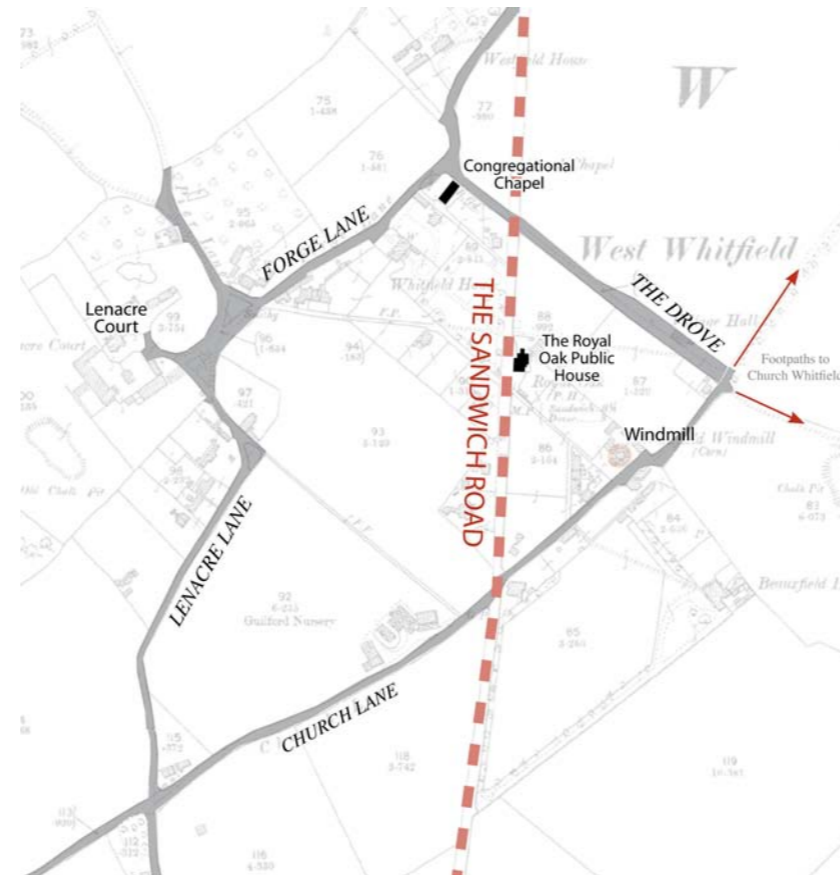


Figure 4.2 Diagram outlining the basic historic form of Whitfield, prior to its twentieth century expansion, and showing the Sandwich Road which dissected the village in the 19th century



The church of St Peter, the focus of the small hamlet of Church Whitfield



Like many of the surrounding villages, Whitfield was centred on a windmill, seen here in an early photograph.

4.14 Modern Whitfield developed when more affluent citizens of Dover began to build homes alongside the new main roads near the village. Post war development enlarged the settlement and new estates were built from the 1960s onwards. Gradually, the historic built form has been subsumed into the modern housing and as a result, Whitfield now has a suburban character,

with remnants of the older village scattered throughout. In contrast, Church Whitfield has retained a very rural character with a small cluster of houses and farms built around the listed church. For further information on the origins and growth of Whitfield please refer to the 'Historic Development and Character Analysis' which forms part of the Evidence Base.

4.15 It can be seen from the Figure below that as a direct result of the incremental growth of Whitfield there is a range of densities in the existing settlement from 11 to 33 dwellings to the hectare.

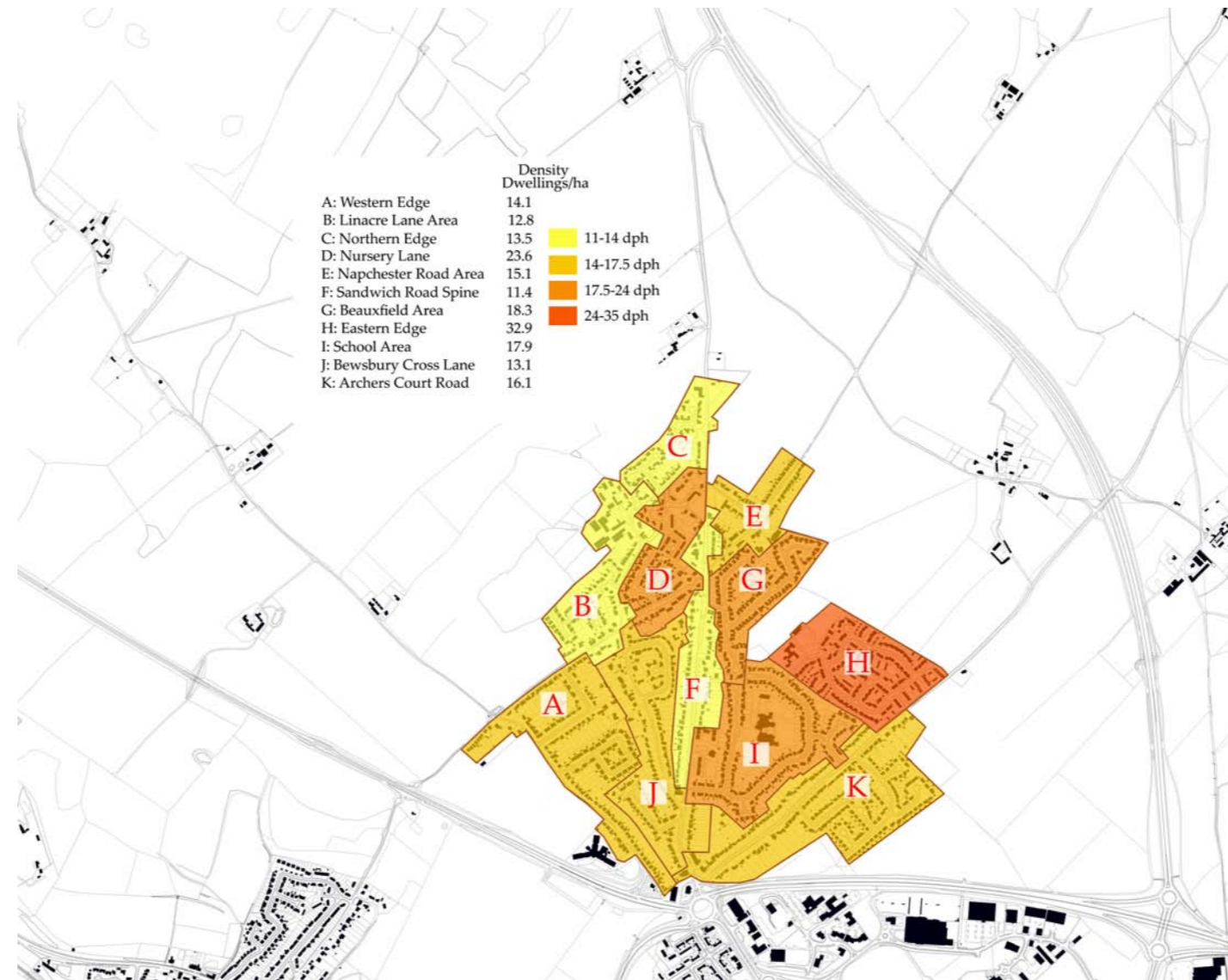


Figure 4.3 Density Plan

Urban Design Analysis

4.16 Whilst Whitfield has evolved into its current form over time, the modern roads have largely followed the original historic layout of paths. A large number of footpaths also criss-cross the lanes and housing, before leading out into the adjoining fields.

4.17 The western edge of the village has a low density, semi-rural feel and mainly comprises bungalows built during the 1920s and 30s. To the north west, housing opens out to fields. This semi-rural character continues along Green Lane, the very western edge of Whitfield, with some later infill sites in between.

4.18 Along Nursery Lane on the edge of the fields are low density properties of the post-war period, giving the area a quiet, village feel with a sense of openness. The area further to the east is more suburban in character, and comprises bungalows and houses built in the 1960s. A bridleway runs directly from Bewsbury Cross Lane to Singledge Lane, following the original historic field lines.

NEED TO INSERT PLANS SHOWING AREAS AREAS A - K

Area A - Western Edge

4.19 The western edge of the village has a low density, semi-rural feel. Singledge Lane contains mainly one storey bungalows set in long thin plots, mostly constructed during the 1920s and 30s. As the road heads to the northwest, housing ceases on the east side and opens out to fields, accessed via a footpath. The exception to this character is the large Ramada Hotel, although it is largely hidden in views from the Lane. This rural character continues along Green Lane, the very western point of Whitfield. Along Nursery Lane (historically, Church Lane), are slightly later properties, mainly built during the post-war period. As Nursery Lane continues it narrows further, creating an even more enclosed character.

4.20 The area to the east, based around Bewsbury Crescent and Castle Drive is more suburban in character, comprising bungalows built in the 1960s. A bridleway also runs through this area, along the back of Castle Drive and Bewsbury Crescent to Singledge Lane. This pathway is a historic route, following the original field lines.

Area B - The Lenacre Lane Area

4.21 To the north of the village there are noticeably narrower country lanes with houses raised above the road on banks and sheltered by vegetation and trees. This gives the area a village-like atmosphere, and provides separation from modern development to the east. Lenacre Avenue forms the edge of Whitfield to the northeast and contains a variety of bungalows from the 1920s and 1930s.

4.22 A key focus, aside from the Lenacre Court Farmhouse itself is the mid-eighteenth century Sparrow Court, raised up from the roadside opposite the site of the old village smithy. The area around is much more rural, with a small bollarded crossroads that acts as an informal public space. There are some Late-Victorian, two storey houses, which form a long terrace set back from the road, but the bungalow is still the dominant housing type. Lenacre Wood, which has been designated as a Scheduled Ancient Woodland, is located within the character area which means that any new development will ensure that there is an adequate separation between the wood and any new development.

Area C - The Northern Edge

4.23 The junction of Forge Lane with the Guilford Avenue and Orchard Close developments marks the start of a different character, where two storey 1960s and 70s properties become frequent. An exception is the eighteenth century Congregational Chapel on the corner of Chapel Road, which acts as a landmark building. Moving northwards, buildings tend to be set in larger plots, with a development of 1960s bungalows marking the outer edge of the village at the Sandwich road.

Area D - The Central Area: Nursery Lane

4.24 Nursery Lane, historically known as Church Lane, was originally an open route across the centre of Whitfield. This remained relatively undeveloped until the mid-twentieth century, when properties were built along Chestnut Close and Guildford Avenue on the former nursery grounds.

Area E - The Napchester Road Area

4.25 The area based around the Napchester Road has a distinct rural character, with a village feel and a tight layout. The historic core is based around the former windmill area, reminders of which survive in buildings such as the old Mill cottage and the tiny Mill Lane. Architecturally, the road has a modest, mixed character of various periods. The main exception is the

mid-twentieth century Whitfield Club, a large building set back from the road behind a substantial car park. Spacing between properties becomes greater to the north east, and buildings come to an abrupt end before opening out into fields. The road continues out to the crossroads with the Church Whitfield Road.

Area F - The Sandwich Road Spine

4.26 The Sandwich Road is a prominent route running straight through the core of the village. At the northern end are some historic properties built around the Royal Oak Public House, with infill properties gradually constructed during the twentieth century. Most are set back from the road in large plots, creating an open, low density character. The southern end remained undeveloped until the 1920s. Today, larger arts and crafts style properties are mixed with smaller bungalows.

Area G - Beauxfield Area

The 'Beauxfield' development, backs onto the houses along the eastern edge of Napchester Road and is accessible via a major footpath link just beyond the fire station on Napchester Road. The footpath leads north past the recreation ground before leading directly into the housing. There is also a vehicular access directly from the Sandwich Road. The development was constructed in the 1960s and takes its name from the old Beauxfield house, located in the eastern corner. This area is entirely comprised of bungalows of one - 1 ½ storeys.

Area H - The Eastern Edge

4.27 From the Sandwich Road, there are a number of links eastwards, connecting to the Beauxfield development, the development around Alison Crescent and the School, and the easternmost section based around Farncombe Way and Cranleigh Drive, all based around the school and the recreation ground. Various paths lead off the road to the wider village.

4.28 At the very eastern most point is a larger scale development, based around Cranleigh Drive and Farnborough way. These are groups of largely two storey family houses with garages, built in the 1970s. A series of path networks criss-cross over the development.

Area I - The School Area

4.29 At the centre of the eastern sector, Mayfield Road joins with Alison Crescent to form a large loop, at the centre of which is Whitfield and Aspen School. This development was created

in the 1960s and consists entirely of bungalows. North of the Sandwich Road/Mayfield Road junction is the 1970s estate and police station based around Manley Close, now boarded up and apparently due for redevelopment.

Area J - Bewsbury Cross Lane

4.30 Moving northwards, the character changes once more, comprising 1920s and 30s bungalows and houses, set in large, long plots. A suburban character emerges towards Singledge Avenue, constructed in the 1950s; the main exception to the area is the retail store on the corner of Bewsbury Cross Lane. Further north, development is mainly post-war in date with a lower building density and a quieter rural character. The historic Bewsbury Cross House forms an attractive boundary to the road edge and there is an interesting Art Deco house on the opposite side of the lane. A bridleway links directly into the fields on the eastern edge. The main disparity in this character is the 1970s 'Grace Meadow' development, which forms a loop to the east.

Area K - Archers Court Road

4.31 Archers Court Road forms the south-eastern edge of the village, adjacent to the Newlands estate. The road has an early-twentieth century character, with two storey, detached properties set in relatively large plots. Some later bungalows are inserted in-between. Towards the roundabout, properties are generally larger and detached, in the Arts and Crafts style. The large roundabout at the junction with the Sandwich Road marks the end of the village character. Buildings are commercial, and include The Archer public house, a garage, and the row of shop, all constructed in the 1960s. The Newlands estate containing two storey detached houses is located directly to the east.

Urban Design Conclusions

- The existing settlement was originally formed around Church Whitfield;
- Post war development enlarged the settlement and gradually the historic built form was consumed into modern housing development;
- Due to the incremental growth of Whitfield the settlement does not have a well defined centre;
- The existing settlement has densities ranging from 11 to 33 dwellings to the hectare;
- The western edge of the settlement has a low density and semi rural feel whereas the eastern side of Whitfield is largely contained by the A2 and A256;
- The severance and relative constraint of the A2 to the west does help to protect the Lydden and Temple Ewell Downs SAC whereas the A2 to the east currently acts as barrier which needs to be addressed as part of the masterplanning process; and
- New development should take account of and reflect the street and streetscape characteristics in the immediate area.

Landscape and Visual Analysis

4.32 The landscape and visual opportunities and constraints affecting residential development on the WUE takes into account the following:

- The development parameters for the Managed Expansion of Whitfield;
- Habitat Regulation issues;
- Landscape priorities emerging from the landscape and visual appraisal including assessment of landscape character in the vicinity of the site and relevant landscape policy;

- Opportunities for Green Infrastructure ⁽¹⁾ across the site;
- Detailed analysis of key areas of the site for landscape features, character and views out and in from publicly accessible viewpoints;
- The setting of historic assets;
- The character of Public Rights of Way and rural lanes; and
- Identification of relative constraints to development arising from these considerations.

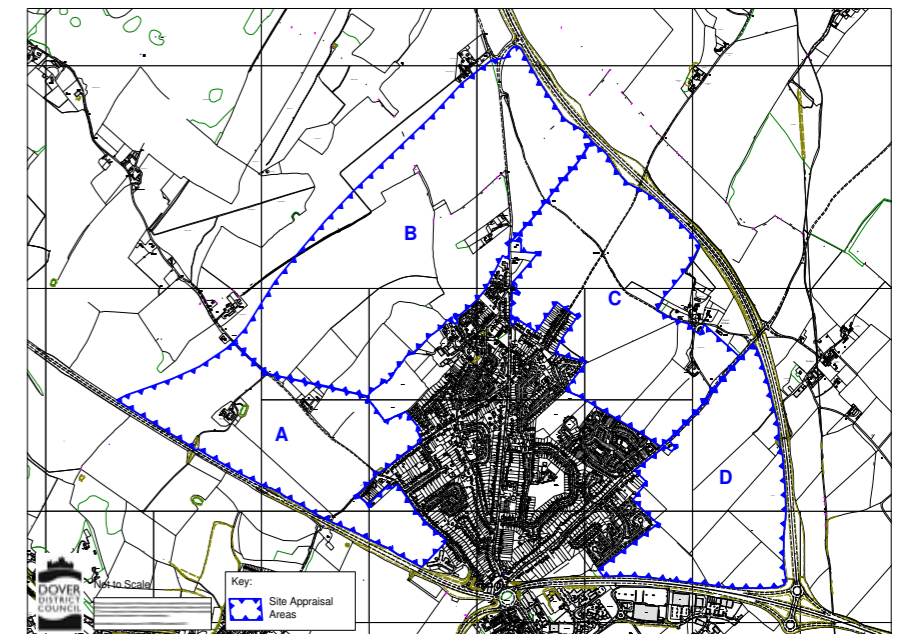


Figure 4.4 Site Appraisal Areas

Area A

4.33 Area A is relatively flat, lying on the north-west south-east ridgeline followed by the A2 roadway. To the south-east of Green Lane, the Site comprises an arable field, largely enclosed by surrounding substantial hedgerows, including vegetation associated with the A2.

4.34 To the north-west of Green Lane, the landscape is open and expansive but includes prominent landmarks. These include the buildings of Temple Farm and an associated group of Corsican Pines as well as a substantial hedgerow of deciduous trees and shrubs which extends south-east to Green Lane and

¹ Green Infrastructure refers to networks of accessible, multi-functional and connected green spaces. It can be all forms of recreational open spaces and areas of importance or potential for wildlife. The role and function of Green Infrastructure is discussed in Appendix 1, paragraph 1.12

effectively defines the horizon as seen from Singledge Lane. To the south-west of this hedgerow, the landform falls gently to the A2.

4.35 The area to the west of Temple Farm is particularly exposed, with no landscape features defining the Site boundary in this area up to the A2 which is flanked by sporadic deciduous scrub. The open setting of the listed buildings at Temple Farm and Singledge to the north provides a visual connection between the buildings and adds to their significance as 'eyecatchers'.

4.36 To the north-east of Singledge Lane in the vicinity of Nursery Lane, the land falls gently towards the village of Whitfield. Residential properties in Lenacre Avenue are prominent and contrast with the agricultural landscape and adjacent ancient woodland, Lenacre Wood, which has a structure of managed Sweet Chestnut coppice with sparse Oak standards.

Area B

4.37 The north-western area of the Site is centred on the Napchester Valley: an expansive, tranquil and cohesive unit of landscape running parallel to the north-western edge of Whitfield. The Napchester Valley is broader than the majority of the valleys extending north-eastwards from Whitfield. Additionally, its valley shape is emphasised to a greater degree, largely as a result of the ancient woodlands that lie on the north-western side of the Valley which accentuate the vertical enclosure of the valley landform, in a pattern characteristic of the surrounding area.

4.38 The valley is visually connected to the wider landscape to the north-east, beyond the A256, but the embankment carrying the trunk road curtails views from the lower, north-eastern parts of the Valley. The embankment also abruptly cuts across the grain of the landscape and landform, and whilst woodland now growing on the embankment is mitigating the impact of the road, it is actually reinforcing this incongruity in the landscape pattern.

4.39 The valley follows a gentle 'S' bend as it descends from Singledge Lane (approximately 120m AOD) to the base of the A256 embankment (approx 80m AOD). The listed buildings in the vicinity of Singledge Lane enjoy open views to the north-east, above and beyond the falling valley form.

4.40 The valley is traversed by PROW ER68, half way between Singledge Lane and the A256. Views to the north east are along the valley (which is reasonably straight below this point), and the elevation of the PROW is such that views above the A256 embankment are possible. The western edge of Whitfield is prominent from this PROW, but hedgerows and canopy trees in that area of the settlement provide a relatively soft built edge.

Area C

4.41 The north-eastern area of the Site is formed of open fields rolling gently over a series of ridgelines and valleys extending north-eastwards, perpendicular to the edge of Whitfield. This pattern of landform is strongly characteristic of the landscape extending to the north-east. There is very limited vegetation, hedgerows having been removed in the early 20th century to create "prairie fields". 20th century development on the north-eastern edge of Whitfield is prominent.

4.42 On the higher parts of Area C, the landscape is very open to the north-east, although the A256 embankment cuts across the landscape, providing a visual and physical barrier to the wider countryside from the lower valley areas within Area C. Church Whitfield lies well enclosed by trees to the north-east of this Area.

Area D

4.43 The eastern area of the Site is dominated by a wide valley between Archer's Court Road and Light Hill and a further shallow valley to the south-east. This area is heavily influenced by surrounding roadway and commercial infrastructure and the exposed eastern edge of 20th century housing development in Whitfield. The field pattern follows the prevailing north-east south-west grain of the landscape but field boundaries generally lack vegetation, giving the area an open character. However, the roadway embankments of the A256 and A2 serve to contain and even overshadow adjacent landscape within this area of the Site. The buildings and communications mast of White Cliffs Business Park dominate the skyline to the south.

4.44 Aside from the strong landform, the major structural landscape feature within this area of the development is a field boundary line of Corsican Pine trees, rising above a mixed deciduous scrub hedgerow, extending south-east from residential development in Newlands to the A2 embankment.

Landscape Priorities

4.45 The Landscape Priorities for Whitfield reflect three fundamental themes the:

- Reinforcement of local character and distinctiveness;
- Retention of important views into and out of the settlement and development area; and
- Creation of a strong linked network of Green Infrastructure.

4.46 The first two of these Landscape Priorities respond to key issues raised by the landscape and visual appraisal that has been undertaken. The introduction of the third, Green Infrastructure (GI) as a Landscape Priority reflects not only the importance now attached to it by Natural England, the Council and others, but recognises that, at Whitfield, substantial landscape loss will inevitably occur; and that such loss cannot realistically be entirely mitigated but that it can and should be compensated. The creation of a new landscape around the settlement and within the WUE, managed to provide a wide range of amenity, biodiversity and recreational benefits will, to some degree at least, offset the loss of landscape. This is why from the outset, the areas and linkages that could make up the GI network were given equal priority to the reinforcement of character and the retention of views. Further details on Green Infrastructure is contained in Section 5.

4.47 The reinforcement of local character and distinctiveness: The existing settlement and its surrounding area enjoy a distinctive character which must be respected and used to inform the development of a masterplan. Landscape objectives to realise this aim are as follows:

- Reinforce the strong topographical and vegetative pattern of the landscape to the north-east in the form of development and the use of structural planting, including the creation of areas of woodland, to complement existing patterns of vegetation on the development area and in the surrounding landscape;
- Incorporate the A256 into the grain of the landscape across which it currently carves, through the use of structural planting, following the pattern of vegetation in the surrounding landscape to the north-east of Whitfield;

- In the area of the site to the north-east of Whitfield, preserve the sense of openness to the wider landscape wherever possible;
- At the northern edge of Whitfield, retain the existing soft interface between the old area of Whitfield and the surrounding landscape;
- Complement the discrete landscape parcels around the fringe of Whitfield and the distinct nature of the existing neighbourhoods within the settlement;
- Reflect the existing pattern within Whitfield of narrow, often sunken lanes with their strong hedgerows;
- Avoid and mitigate development pressure on the SAC; and
- Protect the setting of the listed buildings within and immediately adjacent to the WUE.

Landscape Conclusions

- Retain important views into and out of the settlement as the edges of the existing settlement currently enjoy broad, long views across the surrounding landscape, notably to the north-east;
- Create corridors through, and major spaces within, the expanded settlement to enable physical access and views to the wider landscape, particularly to the north east and to the west;
- Use structural planting, reflecting the pattern characteristic of the surrounding landscape, to incorporate the expanded settlement into the landscape and thereby retain the sense of isolation in small surrounding settlements;
- Retain the sense of visual containment of the parcels of landscape surrounding Whitfield;
- Create a strong linked multi-functional network of Green Infrastructure;
- Retain wherever feasible existing hedgerows and trees as fundamental components of the GI network;
- Create a network of pedestrian and cycle routes and recreational open space within and around the expanded settlement, maintaining the connection between the settlement and the countryside and drawing users of such features away from the Lydden and Temple Ewell Downs Special Area of Conservation to the south west as well as Singledge and Captain's Wood ancient woodlands to the north west;
- Provide a strong edge to the expanded settlement that contains it and provides clear gateways to and from the surrounding countryside;
- Create a range of landscape features in the expanded settlement that complement existing resources in offering diverse uses, including food cultivation, 'outdoor classrooms', nature conservation as well as healthy recreation; and

- Enable community involvement in the ongoing management of landscape features such as woodlands, community gardens and allotments.

Listed Buildings

4.48 There are six listed buildings in and around Whitfield, all of which are important historic assets and all of which must be given appropriate consideration as part of the preparation of the SPD and at the more detailed planning application stage.

4.49 Within Whitfield itself there are two listed buildings; Sparrow Court along Forge Lane, and Bewsbury Cross House along Bewsbury Cross Lane, both of which are Grade II listed. Sparrow Court is a mid 18th century house constructed of flint and red brick, located just past the junction with Lenacre Court Farm. The house plays an important part in views along the lane from the south. Bewsbury Cross House is located halfway along Bewsbury Cross Lane. Built development in the form of the Grace Meadow estate has surrounded the house and outbuildings, but it retains a relatively large garden. The coach house and the other outbuilding form an attractive boundary to the roadside. Both are contained within existing built form of Whitfield and do not impose constraints on the WUE.

4.50 Outside the core of Whitfield are several other listed buildings. St Peter's Church, located in Church Whitfield, has Saxon origins and remains the historic focal point of the small hamlet. It is Grade II* listed. Any new development should acknowledge the importance of this building and protect its setting and identity.

4.51 To the west of Whitfield is an important group of Grade II listed farm buildings on the fringe of the urban area. Only Temple Farm falls within the WUE area, but any new development must consider the impact on all of the identified properties even if they fall outside of the allocation boundary. Singledge House is a simple painted brick farmhouse built c.1800. The house sits in an isolated position to the south of the Lane and is quite visible along the road to and from Whitfield. Immediately across the Lane to the northeast is Singledge Manor, a 17th century, converted timber framed barn. Surrounding the barn are several other smaller farm buildings but all sit relatively low in the landscape. Directly south is

Temple Farmhouse and associated farm buildings. The buildings sit relatively low in the landscape. The Farmhouse itself is a two storey flint and brick house, now painted, that dates from the 18th and early 19th centuries and has now been converted to residential units and homes.

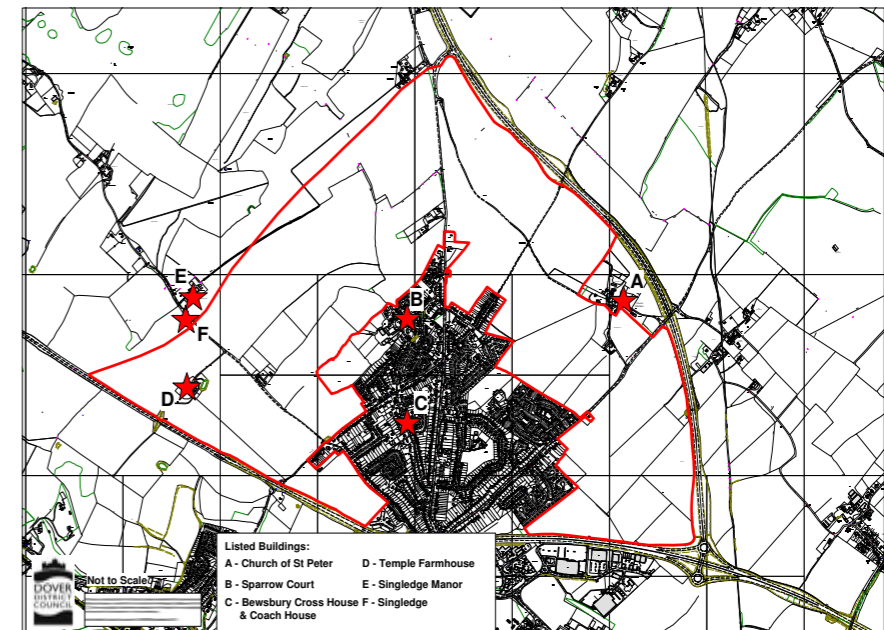


Figure 4.5 Listed Buildings

4.52 The Historic Development and Character Analysis has reviewed the historic importance of the following Listed Buildings:

- St.Peters Church, Whitfield; and
- Temple Farm, Singledge House and Singledge Manor.

TEXT AND DIAGRAMS STILL BEING AGREED/FINALISED FOR INCLUSION IN THE SPD

Listed Building Conclusions

4.53 The results of the analysis set out within this section of the SPD provides a good understanding of the growth, character and how the existing settlement of Whitfield has developed on incremental basis over a number of years. Figure xxx and Figure xxx are Constraints and Opportunities Plans that seek to capture this information diagrammatically.

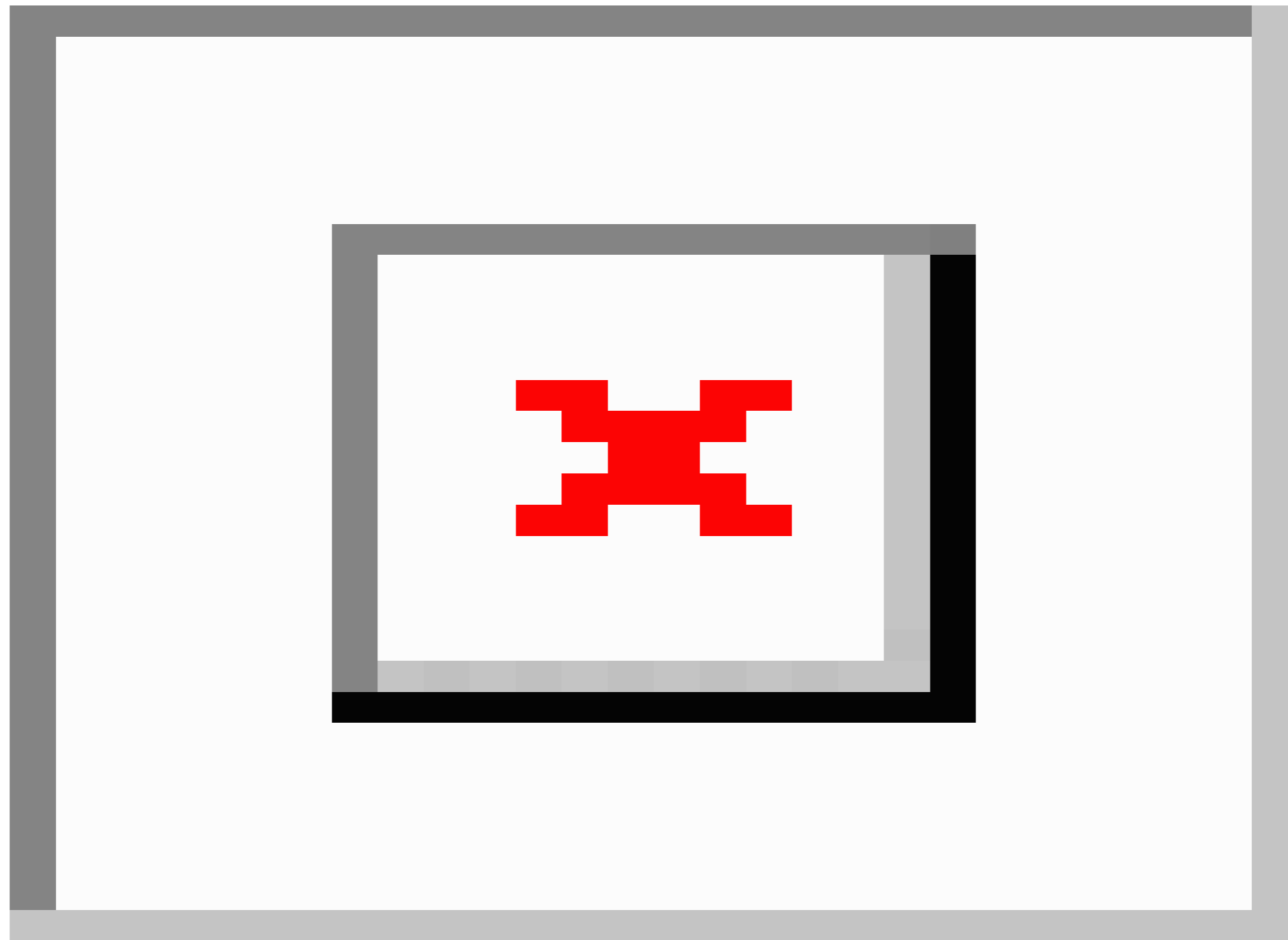


Figure 4.6 Constraints Diagram

Key messages

Key messages

- The existing densities of Whitfield are on average around 15 dwellings per hectare (dph). To deliver the 5,750 dwellings required by the Core Strategy a higher density will be required which means that landscape and visual considerations cannot be the sole determinant of which land is suitable or not suitable for development;
- The existing dwelling mix is rather limited and a more diverse mix is required in order to foster the creation of a sustainable and inclusive community and to meet current and emerging housing market needs of providing more family housing in Dover;
- The landscape and visual analysis has indicated that the east of Whitfield is visually more contained than the west of Whitfield which is much more open and disjointed from the existing settlement;
- **Insert bullet points on Listed Buildings**

5 Development Area

Introduction

5.1 Section 4 of this SPD has established the characteristics of Whitfield from both a built and natural environment perspective. It is clear from the analysis in Section 4 that Whitfield has a suburban pattern to development that is currently characterised by a high proportion of bungalows and low density residential housing. However, in order to accommodate the level of development in Whitfield that has been identified in the Core Strategy, it will not be possible or desirable, to replicate the existing form and density of development across the whole of the Whitfield expansion area. Any new development will still need to respect the qualities of Whitfield as a place and where possible these qualities should be retained and incorporated into the expansion of the settlement. The overall approach towards urban design and layout may need to be slightly different depending on:

1. Whether it is an entirely new neighbourhood that is being created compared for example, to a small extension which may have densities closer to the existing settlement.
2. The different phases of development. For example as it is envisaged that Phase 1 of the development (which is discussed in great detail in Appendix 5) will come forward for development before there are any substantial changes to the Building Regulations and as it is largely enclosed by the A256 and the existing settlement, there may be good planning reasons why the type, style, layout and urban design of this particular neighbourhood can be treated differently to the subsequent phases of the development.

5.2 The overall objective, however, remains the same which is to maintain the existing character of Whitfield by resisting the erosion of its spacious character but also taking into consideration the need to accommodate the level of development that has been identified in the Core Strategy.

5.3 An analysis has, therefore, been undertaken of a range of nearby settlements in order to understand how the expanded settlement of Whitfield should respond to design, layout and density. Whilst this is a good starting point there does need to be an awareness of the design implications that may well need to occur with the forthcoming changes to the Building

Regulations which could bring forward modern/innovative design solutions which need to be accommodated within the principles included in this SPD.

Development parameters

5.4 The key development parameters for the WUE which are set out in the Core Strategy are:

- The extent of the area identified for the expansion of Whitfield that has been designated on the Proposals Map of the Adopted Core Strategy;
- The quantum of built development within this area, defined in Policy CP11 as “at least 5,750 dwellings”; and
- Indicative areas that are to be kept free from development.

5.5 A development of this scale and to these overall densities, does not allow landscape and visual considerations to be the sole determinant of which land is to be developed and which areas of land need to be kept free from development. The baseline analysis that forms the Evidence Base that has underpinned this SPD has demonstrated that there are a number of other constraints/issues that all have a influence and impact on the expansion of Whitfield. These constraints/issues have been summarised in Table 5.1.

Study	Issues Which Need to be Addressed in the Masterplan
Noise	Land immediately adjacent to the A2 and A256 suffers from noise and as such development abutting this routes will need to mitigate and address this issue.
Air Quality	The direct air quality emissions from A2 are small and the vast majority of nitrogen deposition comes from sources some distance from the Temple Ewell Downs SAC.
Ecology	The vast majority of the WUE is considered to be of low ecological value. Features of ecological value on

Study	Issues Which Need to be Addressed in the Masterplan
	the site should be retained and enhanced.
Green Infrastructure (GI)	<p>Significant areas of GI will need to be created incorporating semi-natural open spaces and the protection of the existing woodlands</p> <p>These features would be provided as part of a "country park". The spaces would vary and would need to include:</p> <p>Semi formal local open spaces;</p> <p>Corridors of open spaces;</p> <p>Extensive areas of wildflower grassland and other habitats as well as sports and play facilities</p> <p>Structural tree belts following the ridgelines, including movement routes for pedestrians, cycles and horse riders</p> <p>Woodland blocks with movement corridors along woodland rides and habitat creation opportunities</p>
Flood Risk and Surface Water	<p>The proximity of the WUE means that the risk of flooding is very low.</p> <p>Sustainable Drainage System techniques should be employed throughout the WUE.</p>
Water Supply	<p>Opportunities should be employed to reduce the overall demand for water.</p> <p>A new Trunk Water Main will be required to connect the WUE to the Martin Mill Transfer Station along with a service reservoir within the WUE development area.</p>

Study	Issues Which Need to be Addressed in the Masterplan
Wastewater	As there is insufficient capacity at Broomfield Bank Waste Water Treatment Works there would be the requirement for a new strategic pumping station and rising main at the Broomfield Bank.
Sustainable Energy Assessment	3 Energy Centres situated across the WUE. The design and layout of buildings on the site needs to take the maximum advantage of passive solar design in terms of building orientation and layout.
Gas Supply	Currently no issues relating to gas pressure. Offsite reinforcement, to the south of the south, may be required. New gas main(s) will be laid in the verge of the A2 and A256 and into the proposed development along the access roads.
Electricity	The de-energised 11Kv cable which would need to be connected to the Primary Sub Station (PSS) in Dover. Once this cable had been connected to the PSS it would be capable of supplying around 4,000 homes.

Study	Issues Which Need to be Addressed in the Masterplan
	Depending on any renewable energy solutions on site there would need to be an additional 11Kv cable from Betteshanger to the WUE. Additional electricity distribution stations, approximately 15 -20, will need to be phased across the WUE.
Heat	Potential for district heating system (Biofuel or combined heat and power)
Telecommunications	No issue has been identified with extending the existing telecommunication infrastructure in order to serve the development with high speed broadband and cable TV.
Local Centres	The northern end of Sandwich Road is considered to be the natural location for the main focus of new identifiable centre for Whitfield.
Secondary School/Primary Schools	No new Secondary School will be required but there will a requirement for three 2-form entry Primary Schools to cater for new and existing residents. Primary Schools should be easily accessible to public transport, walking and cycling.
Youth Centre	A new Youth Centre will need to be provided although temporary provision can be made in the interim period

Study	Issues Which Need to be Addressed in the Masterplan
	between the start of the development and the programmed delivery of a new Youth Centre.
Adult Education	A new Local Skills Plus Centre is required which can be used to deliver basic skills such as literacy, numeracy and IT skills to adults requiring tuition and assistance.
Kent Adult Social Services	A variety of activities for older people and people with learning disabilities will need to be provided as part of the new local centres.
Health Care Provision	A new health centre will need to be provided that has sufficient GP services to serve the existing and new population of Whitfield.
Children and Social Services	One new Multi Agency Social Care Facility
Libraries	Financial contribution towards the cost of expanded library facilities at the Dover Discovery Centre. Alternatively, a library facility could be provided in WUE although the long term running costs of this would need to assured.
Emergency Services	Financial contribution to support the emergency services.

Table 5.1

5.6 Further explanation and detail on these studies is contained in Appendix 1: Environmental and Utility Considerations.

Figure 5.1 Infrastructure Plan

Whitfield Highways Access Optioneering Report

5.7 During 2009 a total of thirteen highway access options for the WUE were assessed. Out of these thirteen options it was agreed that eight options should be taken forward for a highway modelling exercise. The conclusions drawn from the Report were as follows:

- The best performing tests all include an access into the site off the A2 via a new at grade junction;
- One junction off the A256 performs as well as two, so there is no over-riding capacity need for two separate access points in highway performance terms;
- However, it is unlikely that a single junction on the A256 without the A2 access would be sufficient;
- It is also clear that a grade separation of Whitfield round-about does little to improve conditions. This is partly because the north facing slip roads do not increase access capacity to the development and partly due to the fact that a large proportion of traffic passing through Whitfield roundabout is local and therefore does not want to bypass the junction;and
- The at grade junction on the A2 performs better than the north facing grade separated option and the alternative to link the site with an A2 underpass to Whitfield Hill.

5.8 As the Highways Agency and Kent Highway Services were part of the Access Optioneering work and they both agreed to the conclusions contained in this Report, this has been used as the starting point for the assessment of different access options for the SPD.

Where should the A256 access be?

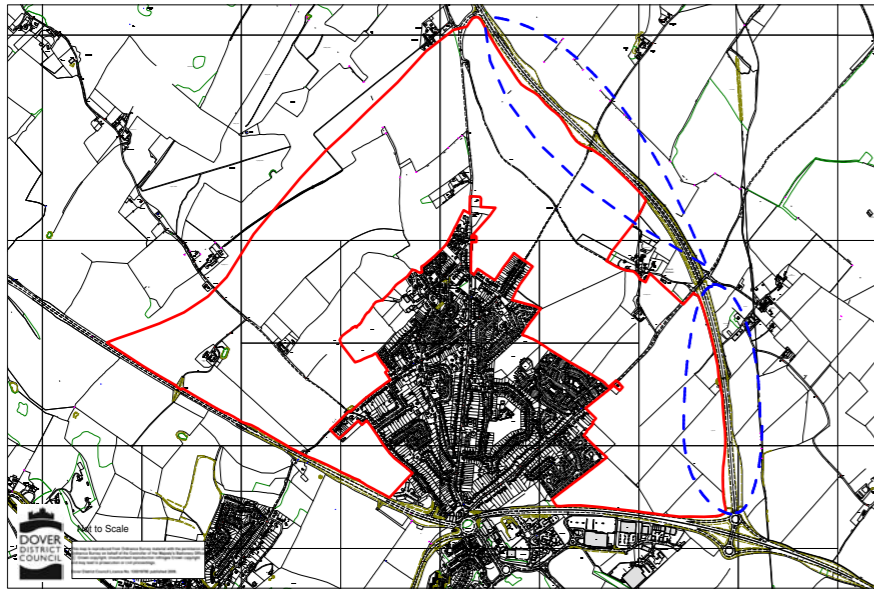


Figure 5.2 Location of Access Point on the A256

5.9 The Whitfield Highways Access Optioneering Report demonstrates that only one access on the A256 is required to serve the WUE in highway capacity terms, assuming an access is also provided from the A2. Previous studies and consultation have also concluded that an access from the A256 should not be located at Archers Court Road due to the visual impact of infrastructure and lighting upon Church Whitfield. This leaves a decision to be made with respect to locating the A256 access either to the north of Archers Court Road or to the south of Archers Court Road.

5.10 The location of the A256 junction is not constrained or dictated by transport considerations, but has been led by the masterplanning exercise. A key principle to emerge during the public consultation exercise was to ensure that construction and development traffic did not use Whitfield roundabout to access the early phases of development. Build out of the WUE would therefore begin from a new access junction, rather than utilising

the existing Whitfield highway network. The location of the first phase of development will therefore define the first access point to the WUE site.

5.11 Locating a new access point to the south of Archers Court Road has a number of advantages:

- Beginning construction of the WUE from the south east corner of the site would emphasise the development as a Dover facing settlement from the outset.
- Locating an access to the WUE to the south of Archers Court Road would be preferable in terms of landscape and visual assessment. The southern location would be less visually intrusive from the north east for example.
- The implementation of utility infrastructure to serve the WUE will require a significant investment. This infrastructure can be delivered to a first phase at the south east corner where existing utility infrastructure can be extended. Delivering such infrastructure to a first phase elsewhere would require a greater investment up-front, which early development phases would find more difficult, if not cost prohibitive, to fund.

5.12 Consideration has also been given to providing an access to the north of Archers Court Road using Napchester Road which passes under the A256 via a culvert. Napchester Road would need to be connected to the A256 via a series of 4 slip roads forming a conventional diamond dumbbell layout. Whilst this option was considered from a technical context it was discounted for a number of reasons including the following:

- Grade separation is not required, from a highway capacity point of view, to serve the proposed development and therefore the implementation of such a junction would be unnecessarily inefficient in terms of land take and cost and would involve additional long term maintenance costs compared to an “at grade” option.
- The split of southbound background traffic on the A256 and southbound WUE development traffic would result in a significant proportion of merging movements. This would present issues from a highway safety perspective.

- This option would result in a significantly increased movement of traffic on Napchester Road as a result of development traffic seeking to use the A256 corridor. This would have implications for the western end of this route where it enters the existing village.
- Locating the first phase of the WUE from an access on Napchester Road would not be 'Dover facing'.
- Landscape and visual considerations – the slip road structures and extensive lighting associated with a grade separated junction would be visually intrusive.
- The serving of a first phase of the WUE from Napchester Road would be difficult, if not cost prohibitive, in terms of utility infrastructure.
- Fixing the first phase of development at the south east corner of the WUE site provides a fix for the location of the A256 access junction. The A256 access junction therefore needs to be located between Archers Court Road and the A2 to the south.

What form should the A256 access junction take?

5.13 Following the location fix for the A256 access junction, consideration has been given to the various options for the type of junction that should be provided – for example, should this be an “at grade” junction or a “grade separated” junction.

5.14 The WUE Transport Strategy considers a number of grade separated access junctions on the A256, two of which are focused at the existing farmers underpass. These two options assess an underpass and a bridge option although both have been discounted on the following basis:

- Geometric design and safety constraints - this particularly relates to the sub standard weaving lengths that would be achieved between the access junction slip roads and the A2 junction to the south.
- A grade separated junction is not required in capacity terms and therefore the implementation of such a junction would be unnecessarily inefficient (in terms of land take and resource) and costly.

- The split of southbound background traffic on the A256 and southbound WUE development traffic would result in a significant proportion of merging movements. This would present issues from a highway safety perspective.
- Landscape and visual considerations – the bridge structures and extensive lighting associated with a grade separated junction would be visually intrusive, particularly to residents at Church Whitfield. The roundabouts and slip roads associated with a grade separated solution would also encroach upon the east side of the A256 towards the North Downs Way National Trail (Roman Road).

5.15 The WUE Transport Strategy considers options for an A256 “at grade” access roundabout and these have been discussed with Highways Officers. The conclusion reached is that there are compelling advantages to providing an at grade access junction, including those summarised below:

- An “at grade” roundabout would punctuate the long stretch of A256 on the approach to the A2 and reduce vehicular speeds along this corridor;
- There are already “at grade” roundabouts along the A256 to the north so this solution would be in keeping with existing provision on this corridor;
- There would be no additional bridge structures to be maintained by KCC;
- There would be no requirement for a weave length in the same way as a grade separated junction. Drivers could exit the roundabout in the lane they required for the turning movement at the next roundabout to the south;
- There is flexibility in defining the location of an at grade roundabout when compared to a grade separated alternative. On this stretch of the A256 the roundabout could be located in the vicinity of the farmers underpass or in the vicinity of the junction with the A2 to the south (or somewhere in between);
- Reduced speed between the site access and the A2 junction would allow the implementation of a signal controlled BRT access junction to serve the WUE. This enhances the deliverability of the BRT;

- The three arms are likely to be relatively balanced in terms of traffic flows and this would lend itself to efficient roundabout operation;
- The provision of an “at grade” roundabout would present an efficiency in terms of cost of provision, maintenance and use of land;
- Impact upon the North Downs Way National Trail to the east would be reduced compared to a grade separated layout;
- Traffic management during construction would be generally straight forward; and
- There are landscape and visual advantages in delivering an “at grade” access to the site compared to a “grade separated” access. These include less visual intrusion by keeping the access at the existing grade would result in a reduced amount of lighting and land take.

Where should the access on the A2 be?

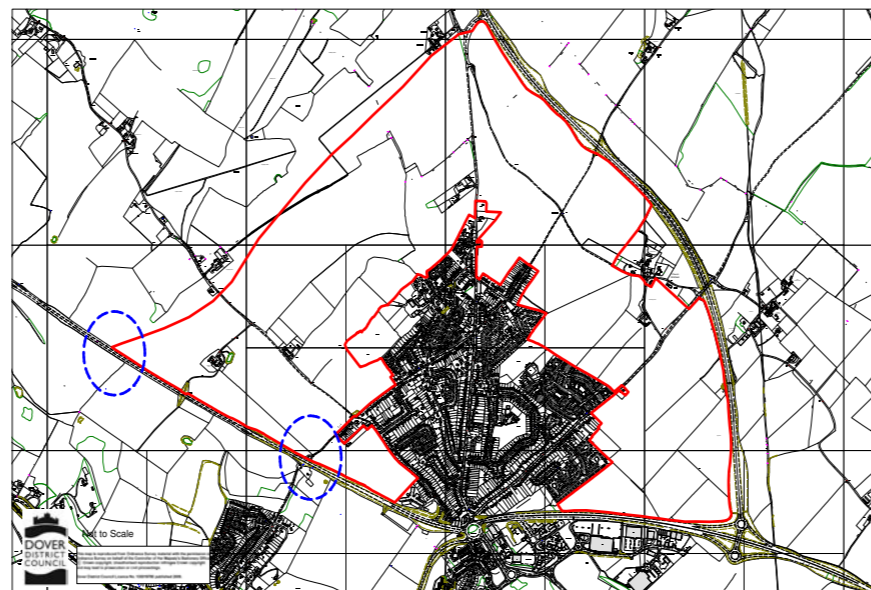


Figure 5.3 Location of an Access Point on the A2

5.16 The Whitfield Highways Access Optioneering Report concludes that the best access option would include an access from the A2, and that this should comprise an at grade junction. Further consultation with the Highways Agency has confirmed that a roundabout junction should be provided rather than a

signal controlled junction. With respect to locating the A2 access roundabout, this must be considered a function of the following factors:

- Proximity to Whitfield roundabout and the interaction of the junctions.
- Interaction with Singledge Lane and the potential to make this left in left out.
- An access junction should be located at least 200m from the SAC.
- The location of a potential Park and Ride site within the WUE.
- The proximity of the existing buildings within the WUE site.

5.17 The location factors can be prioritised. For example, impact by vehicles upon the SAC would attract objections to future planning applications from both Natural England and the HA, therefore, a location that maximises separation from the SAC is highly desirable. A junction at the western end of the WUE A2 frontage could be a reasonable distance from the SAC, but would be close to Temple Farm and would take highways and development traffic much closer to this sensitive area. As the Park and Ride site is likely to be close to the A2 junction, this would also increase such impact. A junction at the western extent of the site frontage was therefore discounted. Similarly, a more central location within the site frontage would impact unacceptably on the SAC.

5.18 The preferred location is, therefore, a 3 arm roundabout in the vicinity of Green Lane set within the WUE and existing highway boundary. A length of dual carriageway would be provided between the access junction and the Whitfield roundabout to assist weaving movements and route selection by drivers. The roundabout in this location would be a sufficient distance away from the SAC, is an acceptable distance from the Whitfield roundabout and could facilitate walk and cycle connectivity between Whitfield and Temple Ewell. In addition the construction of a roundabout in this location would facilitate the construction of a new foul water rising main route to Broomfield Bank from the WUE.

What should happen to the junction of Sandwich Road/A256?

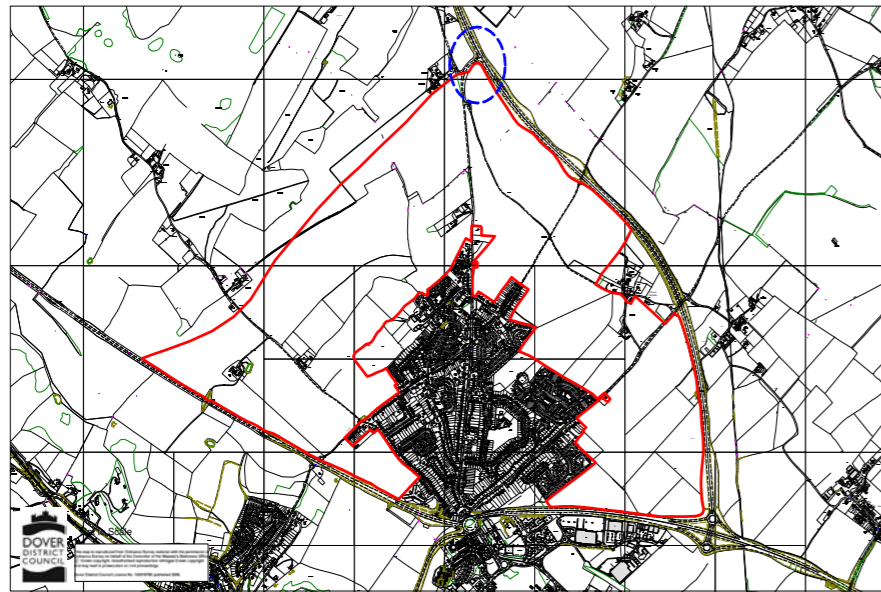


Figure 5.4 What should happen to the junction of Sandwich Road/A256?

5.19 The proposed WUE would provide an opportunity to reconfigure the A256 junction with Sandwich Road at the northern apex of the development site. This junction currently allows left in and left out turning movements from Sandwich Road, and right turn in movements from the A256. Kent Highway Services has identified this location has having a poor safety record which would benefit from safety improvements. The WUE Transport Strategy considers three options for providing an improvement at this junction, to address safety concerns, as follows:

- Full closure of the junction on opening of a new development access junction on the A256 would present a safety improvement through removal of all turning movement conflicts and would remove a proportion of rat running traffic through the village. However, it would disadvantage existing residents within Whitfield travelling to and from the north on the A256.
- Closure of the right turn in to Sandwich Road, but retention of the left in left out movements. would present a safety improvement through removal of the right turning movement conflict with northbound straight ahead traffic. It could also

remove a proportion of rat running traffic through the village. However, it would disadvantage existing residents returning to Whitfield from the north on the A256.

- Conversion of the junction to a roundabout to allow all movements would present a safety improvement by properly managing the conflicting turning movements, it would also promote the principle of permeability through access at each corner of the WUE and would allow all turning movements to be made which is not currently the case.

5.20 It is noted that there are advantages and disadvantages to each of the options for treating the Sandwich Road junction. Based upon the findings contained in the Transport Strategy and the phasing exercise it is proposed that the strategy for the Sandwich Road junction would be as follows:

- On opening of the new access junction on the A256 the right turn from the A256 into Sandwich Road is closed. This would remove the least safe conflict movement.
- As the development approaches the north apex of the WUE site (expected to be c2000 units) there will need to be a VISSIM assessment of the A256 / Sandwich Road junction by future planning applications.
- A strategy to further manage this junction should be submitted to, and approved by, the Kent Highway Services by occupation of the 1,700th dwelling and should be implemented by the 2,200th dwelling. These triggers reflect the east to north to west phasing trajectory of development, and would ensure the final layout of this junction was resolved as development progressed towards it in a timely fashion.

How should Whitfield roundabout be managed?

5.21 The Whitfield roundabout is a critical location on the network and will need a detailed appraisal and re-appraisal as the different “neighbourhoods” that form the WUE are promoted through the planning system. The VISSIM model will be adopted as the assessment tool to determine the requirement for upgrade at each stage.

5.22 Assessment of this junction has been completed within the Whitfield Highways Access Optioneering study. The preferred option at this location will be the upgrade of the

Whitfield roundabout to full traffic signal control. This will allow positive management of traffic at this junction, provide greater capacity, allow incorporation of bus priority if appropriate, increase opportunities for pedestrian crossing movements and offer a safety improvement to an already busy junction.

5.23 The timing of upgrading of Whitfield roundabout to signal control will be important. It would be inappropriate to implement signal control upgrade at too early a stage in the development as this would divert resources away from the other upgrades required to bring forward the early stages of development, including transport and utility infrastructure. In addition, increasing capacity at the roundabout too early may encourage ad hoc sites to be released thereby pressurising Whitfield roundabout in an uncontrolled manner.

5.24 Instead, the management of WUE development traffic using the roundabout during the early phases of development can be achieved in different and more appropriate ways, such as using bus gates as described further below.

5.25 The Transport Strategy considers the phasing of the upgrade to Whitfield Roundabout and confirms that the precise timing of this upgrade would need to be determined by VISSIM modelling to be completed as planning applications come forward. Each application for development at Whitfield must include an evaluation of the effects at Whitfield Roundabout using the VISSIM micro-simulation model. This trigger reflects the WUE development phasing as it approaches, and connects to, Sandwich Road to the north. The earlier phases control access to Whitfield roundabout by development traffic through bus, walk and cycle gates at Archers Court Road and Napchester Road.

5.26 If the VISSIM model assessment shows the performance of the junction to fall below an acceptable level, as defined by the Highways Agency and the LPA, then an agreement will be reached on the level of further development that can progress prior to implementation of a traffic signal improvement scheme. Once the scheme is implemented, the requirement to evaluate the Whitfield Roundabout will not be required.

How should other parts of the existing local highway network be treated?

5.27 There will be a need to connect the WUE to the existing Whitfield settlement to ensure that the existing and new communities can fully access the range of facilities that will exist.

Roads like Archers Court Road will be suitable to carry additional local traffic so long as they are appropriately managed to ensure that they do not also provide new through routes.

5.28 Other routes such as Napchester Road, Singledge Lane, will not be appropriate to carry any additional development traffic. These routes should be protected as they are to allow their use as shared spaces for walking and cycling connections between the new settlement areas and the existing village. It may be appropriate for these roads to be subject to traffic calming measures.

5.29 The WUE Transport Strategy key plan for the preferred option identifies the routes where this traffic calming approach, and potential closure to general traffic in the vicinity of the development boundary, will be required. Developers would be expected to provide details of these proposals with planning applications. These measures have not been defined in detail as part of the SPD, as best practice at the time should be applied, but the principle of severance for development traffic and enhancement of the roads as shared spaces for walking, cycling and vehicle access to the existing frontage properties is a requirement.

5.30 The WUE Transport Strategy also draws attention to the possible need for further off site highway works on the A2 between Whitfield and Guston. This section of the A2 has an unusual configuration as it has dualled sections at either end, but narrows to a single carriageway section at the eastern end. The eastbound merge from dual to single is coincident with the on slip merge from the A256 and this creates the potential for simultaneous conflict points for drivers.

5.31 It will be essential that as development comes forward an access and routing strategy is agreed with the District Council and Kent Highway Services that stops construction traffic using the existing residential roads.

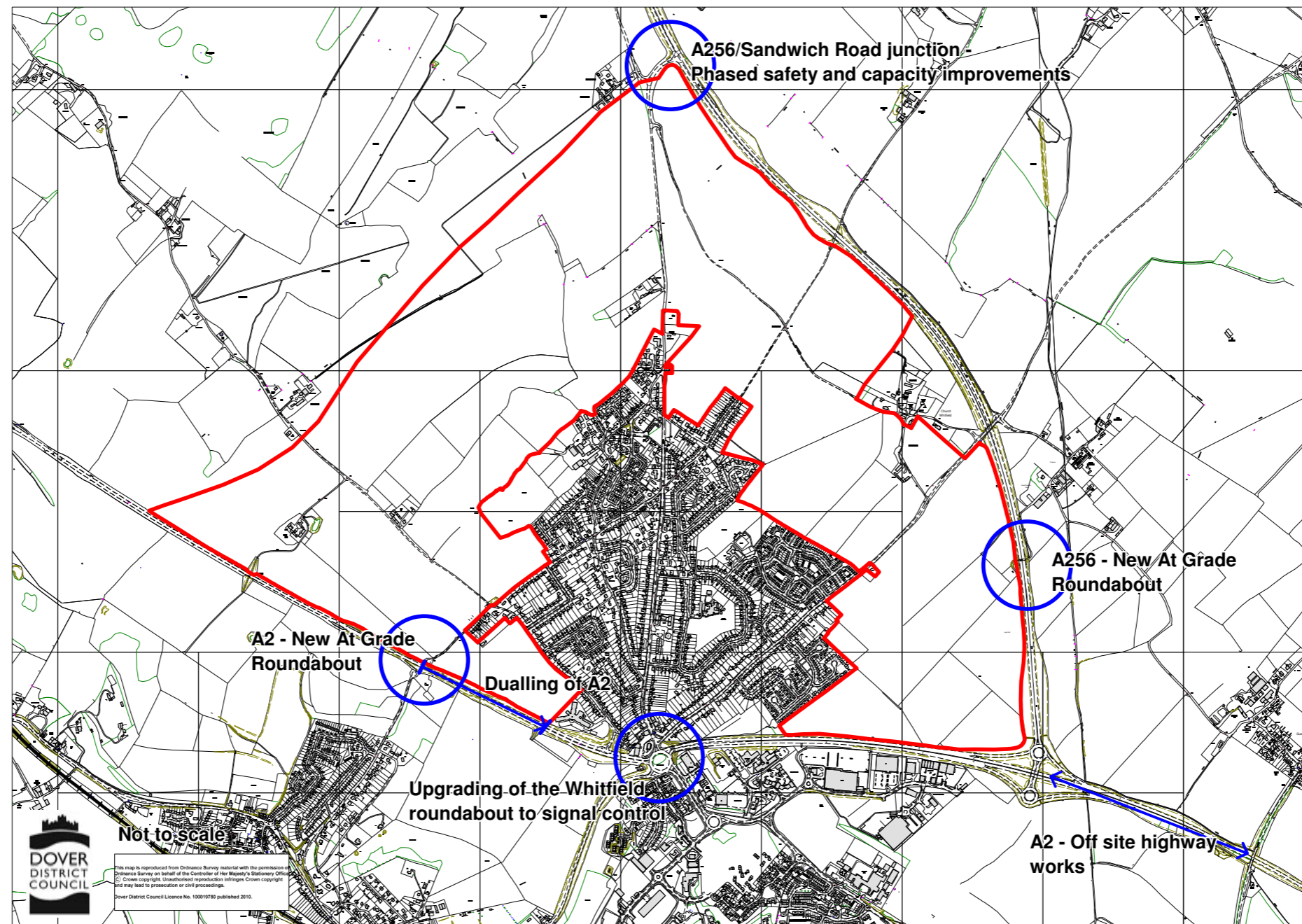


Figure 5.5 Highway Infrastructure Improvements

The role of public transport, walking and cycling

5.32 One of the key requirements of Policy CP11 in the Core Strategy is to maximise opportunities for public transport, walking and cycling. In terms of public transport this would be based around the concept of introducing a Bus Rapid Transit (BRT) system between Whitfield and Dover town centre, potentially serving Park & Ride sites in Whitfield and a site to the west of Dover. The WUE masterplan needs to make allowance for the provision of a potential Park & Ride site accessed from the A2.

The BRT network will provide a reliable and high priority public transport service. The overall aim is to seek a reduction in the number of car trips generated by the WUE of around 20%.

5.33 There will need to be a strategy to build towards a sequential introduction of the BRT corridor across the various development sites as successive phases are completed and accommodation of a priority BRT route across the whole WUE development area. In the interim period, as the development

starts, this may involve enhancements to the existing bus service. The public transport infrastructure within the development areas should comprise of:

- Dedicated trackways within development areas where appropriate. Where these are provided these should realise positive enhancements to bus reliability.
- BRT stops should be located at the heart of development, and linked to key centres and facilities (shops, schools)

- Priority measures for BRT vehicles on entry and exit points to development areas, and sections of dedicated trackway.
- Priority measures at existing junctions and on sections outside of development areas where the BRT runs on established streets.
- Other roads within the development areas should be suitable for use by local buses.
- Bus stops and related equipment including real-time information and personal security measures (i.e. help point).

5.34 In principle, it is anticipated that broadly half of BRT services will use the Sandwich Road and half would commence at the potential Park & Ride site to the west of Whitfield. As these services continue into Dover through the WUE development they would emerge onto the A256 via a signal controlled bus priority junction (in the absence of a link across the A2) and then route as appropriate to serve the town centre and rail station.

5.35 During consultation with Highway Officers the option of closing the Sandwich Road arm (except for buses) at the Whitfield roundabout was discussed. This option would still allow traffic to exit the roundabout (into Whitfield) via Sandwich Road. However, southbound traffic on Sandwich Road could be re-routed via Archers Court Road to exit on the A256 via the new access junction and so avoid the “bus gate” created at the roundabout.

5.36 The advantage of severing the Sandwich Road arm is that it would reduce the direct flow of traffic onto the Whitfield roundabout. More importantly it would be expected to reduce the rat running traffic from the north seeking to access the A2 via Whitfield village. Both of these effects would reduce congestion at the roundabout whilst promoting bus priority.

5.37 However, there is a major disadvantage of implementing the scheme as it would create severance for existing Whitfield residents. Potentially greater journey distances, for existing Whitfield residents would result, with the need to travel to the A256 corridor instead of the Whitfield roundabout. This severance effect is considered to be severe to the extent that the option of a “bus gate” at the roundabout has been discounted.

5.38 An alternative option has been considered whereby the Sandwich Road arm is not severed, but instead a “bus gate” is created on Archers Court Road at, or near, the boundary of the new development. This would have the effect of removing Archers Court Road as a potential rat run or through route from the new development but maintain the existing routes to Whitfield roundabout currently available to residents. This measure, in conjunction with closure of the right turn into Sandwich Road, would address the rat running issues as effectively as severing Sandwich Road at Whitfield roundabout, but with no requirement for re-routing existing traffic flows (except the very small volume currently exiting the village on Archers Court Road).

5.39 With respect to walking and cycling links these will be of importance in promoting a sustainable movement and access philosophy associated with the WUE. The following points apply:

- The existing walking and cycling links from the existing village into the development areas are good and these are integrated to the masterplan.
- Walking and cycling links from the WUE boundary to the surrounding countryside to the north, east and west are good using the existing rural lanes and footpaths.
- Walking and cycling to the south are more challenging. The A2 is a major barrier and every opportunity to enhance connections across this corridor should be secured to the east of WUE.
- Links to the White Cliffs Business Park and development around Honeywood Parkway (including Tesco) would be served best by a new footway / cycleway bridge across the A2. The Highways Agency is likely to be supportive of this, but there is no land in control of authorities or other stakeholders on the southern side of the A2. However, the masterplan does not preclude the future provision of a footway / cycleway across the A2 if such a link can be procured.
- Cycle routes will need to be provided within the site and make appropriate connections to the surrounding network.
- To ensure that pedestrian and cycle links connect to existing routes around the site, and so provide proper integration of these modes with the surrounding area, specific planning

applications will identify locations where a connection is to be provided, the configuration of this and the programme for its implementation.

Key messages arising

- The results of the Noise and Air Quality Reports will need to be taken into account as part of the masterplanning process and at a detailed planning application stage
- Existing features of ecological value, such as trees, woodland and hedgerows should be retained and enhanced
- The Green Infrastructure Plan which has been incorporated into the SPD should be used as basis for developing any planning applications in order to reduce the recreational pressure on the Lydden and Temple Ewell Downs Special Area of Conservation SAC
- A strategic pumping station and rising main to Broomfield Bank will be required to serve the proposed development

- In order to reduce the risk of surface water flooding Sustainable Drainage (SUDS) techniques are recommended
- A new Trunk main will be required to connect the WUE to the existing pumping station at Martin Mill and service reservoir which will both be located within the development area
- A new strategic pumping station and rising main at Broomfield Bank Wastewater Treatment Works is required
- Three Energy Centres will need to be planned for with the WUE
- Service corridors will be required through the development to provide the gas supply from the connection points into the Energy Centres
- Over and above the available capacity at Dover Primary Sub Station (PSS) the establishment of a new PSS will be required on or near to the proposed development to supply the remainder of the build out and phasing.
- Telecommunications infrastructure can be accommodated within the proposed development offering a range of technologies including high speed broadband and cable TV.
- The access to the A256 should be located to south of Archers Court Road and take the form of a new roundabout
- The northern end of Sandwich Road has been identified as being the location for the main focus for a new identifiable centre of the expanded settlement
- Three new Primary Schools will need to be provided to serve the whole of the WUE along with a range of other community facilities

6 Development Options

Description of Options

6.1 In order to deliver the vision and principles set out within the SPD a number of options for the delivery of the expansion of Whitfield have been considered as part of the Sustainability Appraisal. Options were also discussed and considered through monthly workshops and public consultation events.

Defining the Limits of Development

6.2 The strategic elements that could be varied in order to look at different approaches to defining the limits of development are the different ways to deal with:

- density;
- retaining views and landscape; and
- provision of green infrastructure.

Option Appraisal

6.3 The Interim Sustainability Appraisal (SA) report examined the development options with reference to two key choices. The first considered how Whitfield should be extended, specifically integration with the existing settlement, distinct neighbourhoods or a mixture. The second 'key choice' considered the number of neighbourhoods which would be suitable, ranging from two to six.

6.4 Since the Interim SA report was published the option work has evolved, and six options are presented A to F.

- A: Built form up to the limits of the development area
- B: Integrated extension with peripheral green infrastructure
- C: Part extension with peripheral green infrastructure
- D: Ring of neighbourhoods with connecting green infrastructure
- E: Distinct neighbourhoods with connecting green infrastructure
- F: Fragmented neighbourhoods with connecting green infrastructure

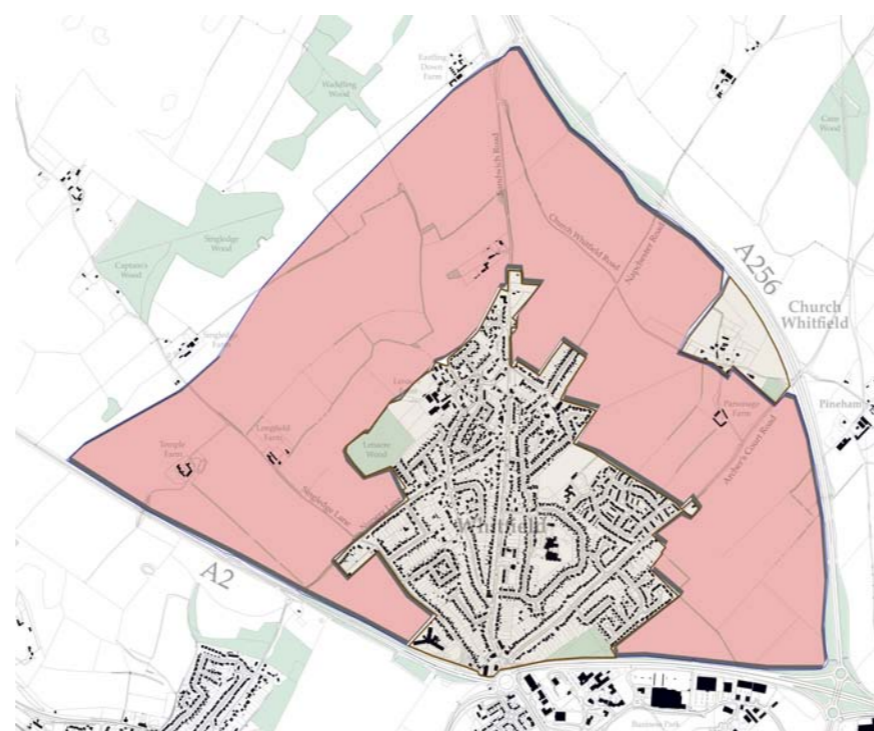


Figure 6.1 Option A: Built form up to the limits of the development area



Figure 6.3 Option C: Part extension with peripheral green infrastructure



Figure 6.2 Option B: Integrated extension with peripheral green infrastructure



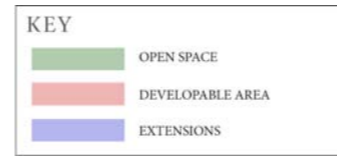
Figure 6.4 Option D: Ring of neighbourhoods with connecting green infrastructure



Figure 6.5 Option E: Distinct neighbourhoods with connecting green infrastructure



Figure 6.6 Option F: Fragmented neighbourhoods with connecting green infrastructure



Key to above Development Option Diagrams

6.5 Option B reflects the Core Strategy diagram which is included in Section 2 of the SPD. This high level concept diagram showed three areas of green infrastructure which reflected the need to buffer development from the A2 and A256, provide a substantial area to the south capable of absorbing recreational pressure and deflecting it away from the Lydden and Temple Ewell SAC, and avoiding development to the north east where the landscape has more pronounced undulations. Based on the more detailed evidence base created as part of the masterplanning process, it is legitimate to test alternatives provided that the issues identified in the Core Strategy are properly addressed.

6.6 The Matrix below considers each option with reference to the key elements considered in the Interim SA report and some additional important considerations borne out of the masterplanning process. These are labelled SA and SPD in the first column of Table 6.1. Table 6.1 shows how each option performs against each of the assessment criteria. Red denotes poor performance, orange that the option goes part of the way to address the criterion, and green that the criterion has been satisfied.

	Assessment Criteria	A	B	C	D	E	F
SA	Opportunity for GI to be integrated as part of extension	Red	Red	Orange	Green	Green	Green
SA	Benefits in supporting sustainable drainage	Orange	Orange	Green	Green	Green	Green
SA	Incorporation of a renewable energy scheme	Green	Green	Orange	Green	Green	Green
SA	'Well being' of existing residents, good access to services and facilities	Red	Red	Green	Green	Green	Green
SA	Ability to retain views through Napchester Valley and beyond long-distance views to Thanet	Red	Red	Green	Green	Orange	Orange
SA	Linked to GI, ability to allow opportunities for walking and cycling	Red	Red	Orange	Green	Green	Green
SA	Benefits in terms of securing funding for infrastructure (particularly road), and supporting the viability of a BRT service	Red	Red	Orange	Green	Green	Green
SPD	Protection of the SAC	Red	Orange	Orange	Orange	Orange	Orange
SPD	Maintenance of connections to the countryside from the existing village	Red	Red	Red	Orange	Green	Green
SPD	Avoidance of impact on important listed buildings to the west of Whitfield and Church Whitfield to the east	Red	Orange	Orange	Orange	Green	Orange
SPD	Reduce disruption to the existing residents	Red	Red	Red	Orange	Green	Green
SPD	Minimise pressure on the existing road network	Red	Orange	Orange	Green	Green	Green

Table 6.1 Assessment of Options A to F

6.7 The conclusions drawn from this analysis and information gathered from the monthly workshops and public consultation events is that Option E, which is based on distinct neighbourhoods with connecting green infrastructure, has been taken forward and developed into the Preferred Option for the WUE.

7 Expanded Whitfield: Overall Infrastructure Requirements

7.1 A key message from the local community is that the WUE needs to be supported and underpinned by the necessary infrastructure. The adopted Core Strategy defines infrastructure as:

"Transport (airports, ports, road network, cycling and walking infrastructure, rail network), affordable housing, education (further and higher education, secondary and primary education, nursery school), health (acute care and general hospitals, mental hospitals, health centres/primary care trusts, ambulance services), social infrastructure (supported accommodation, social and community facilities, sports centres, open spaces, parks and play space), green infrastructure (see separate definition), public services (waste management and disposal, libraries, cemeteries, emergency services, places of worship, prisons, drug treatment centres), utility services (gas supply, electricity supply, heat supply, water supply, waste water treatment, telecommunications infrastructure) and flood defences, together with any necessary management regimes to ensure efficient, effective and long-term arrangements are in place to ensure continued upkeep".

7.2 The starting point for the provision of infrastructure for the WUE is Policy CP6 in the adopted Core Strategy which is based on a three stage "Manage and Invest" approach:

- Delivering efficiency through the better use of existing infrastructure
- Reducing demand through promoting behavioural change
- Providing additional capacity by extending or providing new infrastructure

7.3 Table 3.3 of the Adopted Core Strategy sets out the high level infrastructure requirements for the WUE. Work on the Masterplan has developed this to the next level of detail and is set out in Appendix 3. This takes into account the requirements of the Core Strategy, the responses received to consultation with the appropriate service providers including Kent County Council and the Eastern and Coastal Kent Primary Care Trust.

7.4 When dealing with individual planning applications for different phases of development at Whitfield the District Council will need to be assured that proposals can be supported by existing levels of infrastructure or, if not, that the necessary additional infrastructure will be provided at the right time. The phasing and release of sites for development will, therefore, be linked to the provision of infrastructure controlled through the imposition of planning conditions, legal agreements, Community Infrastructure Levy (CIL) or similar mechanism in the future. The timely provision of infrastructure is required in order to provide a high quality environment for new and existing residents of Whitfield

Co-ordination of Utilities

7.5 Opportunities exist to co-ordinate utilities on site, including co-locating strategic infrastructure and the development of service corridors. In particular, it may be feasible to co-locate infrastructure such as energy centres, pumping stations and sub-stations.

7.6 Adoption and long term maintenance of infrastructure is also an important consideration. Co-location of infrastructure could also enable a more integrated approach to maintenance. Where this approach is taken, single companies could be responsible for maintaining energy, water and other infrastructure. Alternatively, shared access arrangements and co-location could be agreed if utility and energy management is procured via both an Energy Service Company type arrangement and a utility provider.

7.7 Additional detail on responsibilities for delivery, funding and management arrangements is contained in the Delivery and Implementation section of the SPD along with the infrastructure required to support Phase 1 of the development.

8 The Concept Masterplan

OPPORTUNITIES DIAGRAM

8.1 The previous sections have set out how the existing settlement has evolved and identified the issues that need be addressed and incorporated into the WUE. This information has been used to develop an 'Opportunities Diagram'. This

Opportunities Diagram identifies the issues that need to be addressed and incorporated in the Development Concept Masterplan.

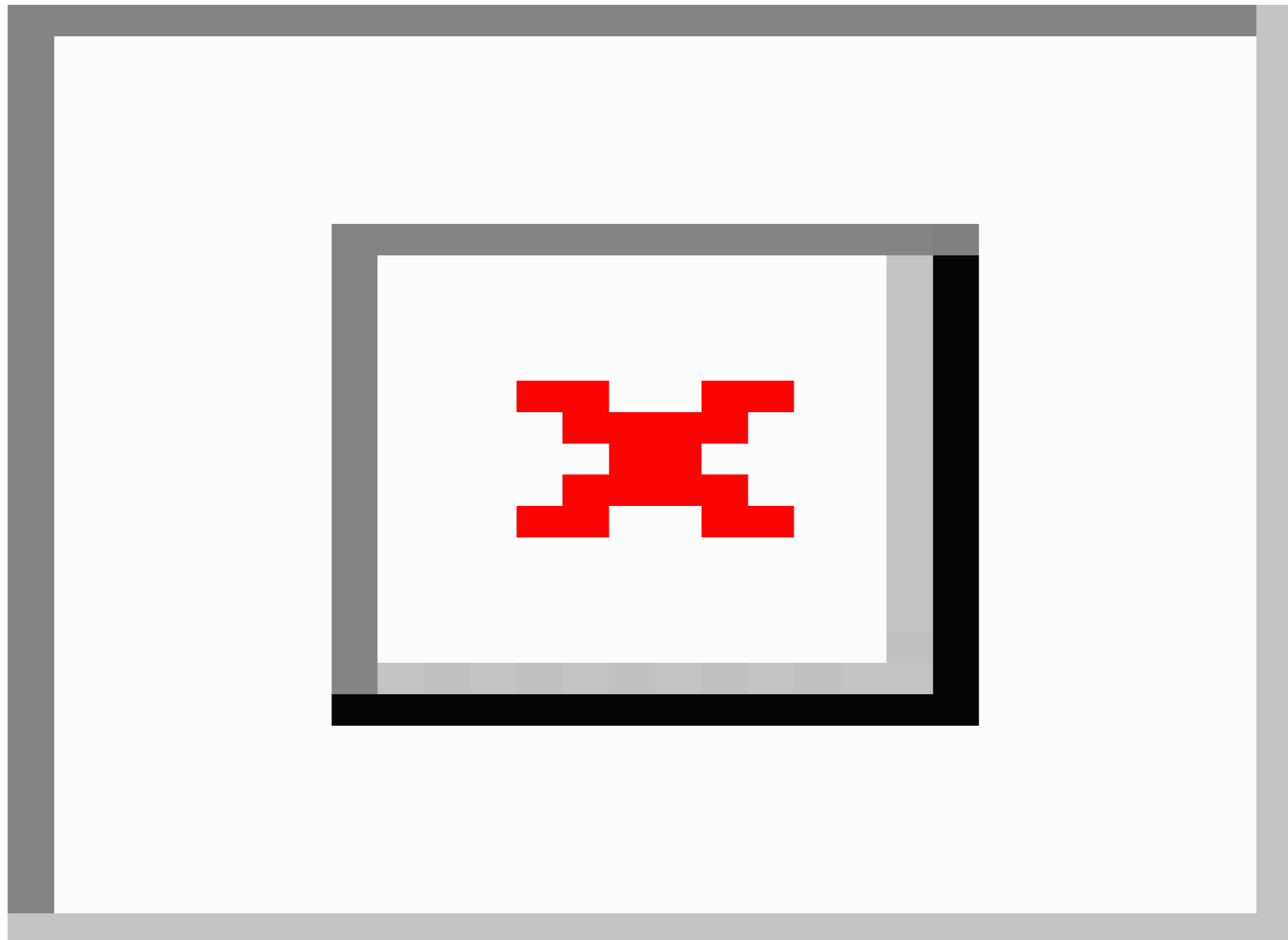


Figure 8.1 Opportunities Diagram

Whitfield Development Objectives

8.2 Before considering the Development Concept Masterplan it is important to set out a series of 'Whitfield Development Objectives' that all future development proposals will need to meet or demonstrate that they have fully taken account of.

Whitfield Development Objectives

- All planning applications will be judged against the Building For Life criteria or any future national equivalent;
- Developers will be encouraged to exceed the requirements of criterion v in Policy CP11 in order to make Whitfield an exemplar in sustainable construction and renewable energy standards by promoting active measures to reduce energy demand and maximize opportunities to increase energy performance and reduce water consumption;
- The development should create a new family housing offer for Dover with an emphasis on family housing;
- In order to reduce disruption to the existing residents, each phase must be substantially complete before work on the next neighbourhood commences and construction traffic is prevented from using the existing highway network;
- Retain the separate identity of Church Whitfield;
- Ensure that each phase of the development creates and addresses the 'transition' area between the existing development in Whitfield and a new neighbourhood;
- Road widths should be consistent with the hierarchy of routes established within the Concept Masterplan in the SPD and be consistent with the prevailing highway standards established by Kent Highway Services
- Provide a range of transport improvements linked to the phasing and release of sites for development including the provision of a Bus Rapid Transit system linking Whitfield to the town centre and White Cliffs Business Park; and
- Maximise the opportunity to enhance and develop the existing cycling and walking networks as corridors for Green Infrastructure in order to encourage people to reduce their reliance on the private motor car.

Development Concept Masterplan

8.3 At the Public Consultation event in March 2010 one of the residents key aspirations was to retain the existing character of Whitfield. The Development Concept Plan has, therefore, been designed to compliment what Whitfield has to offer today whilst allowing the settlement to move forward both for existing and new residents.

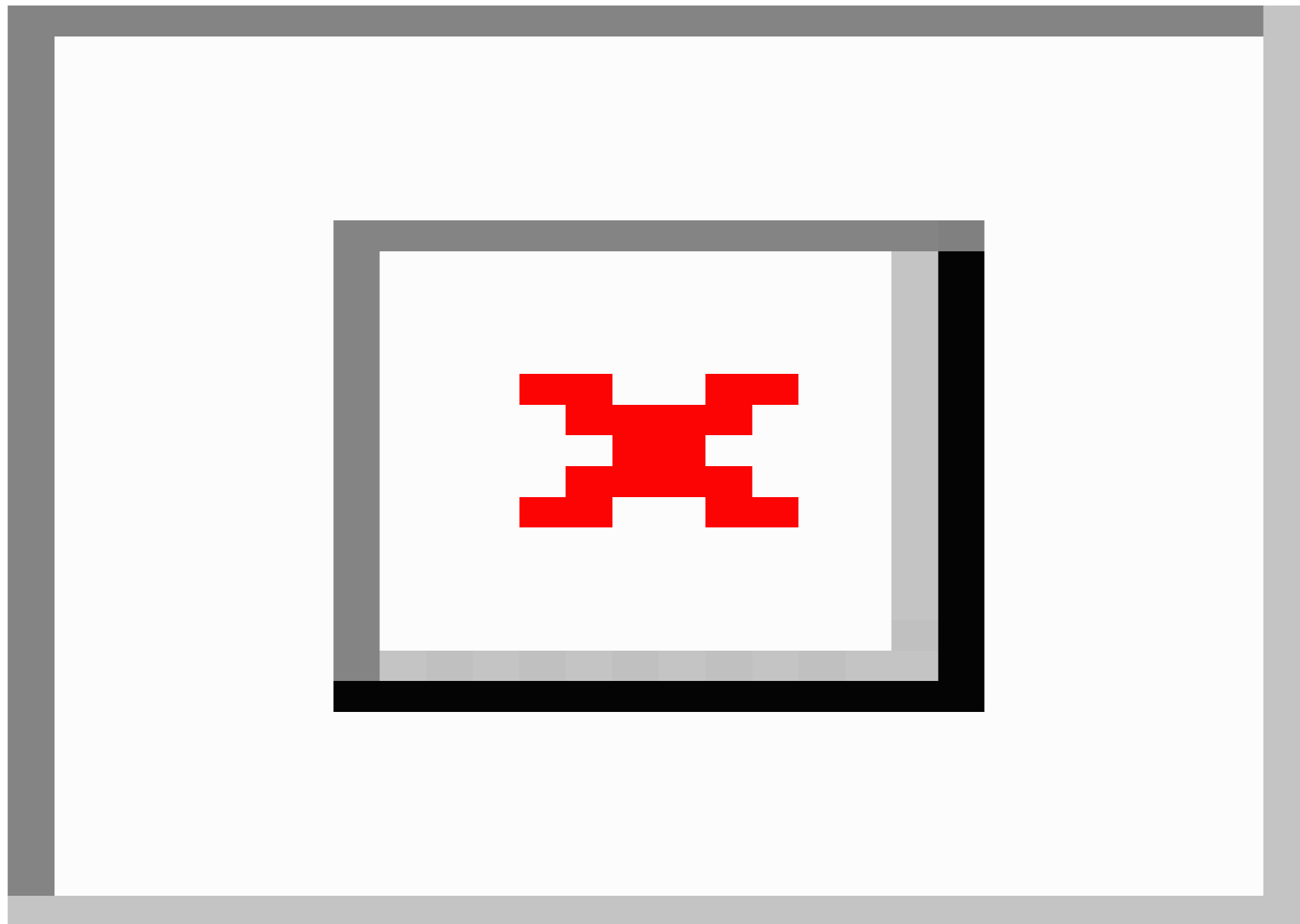


Figure 8.2 Development Concept Plan

Road Hierarchy

8.4 The WUE has been designed around a hierarchical network of roads and streets which have been illustrated in Figure 8.2. The location of the Primary and Secondary Roads

are fixed whereas the remaining streets can be modified through the design process although the fundamental sequence and the overall aim of creating connecting neighbourhoods cannot be altered.

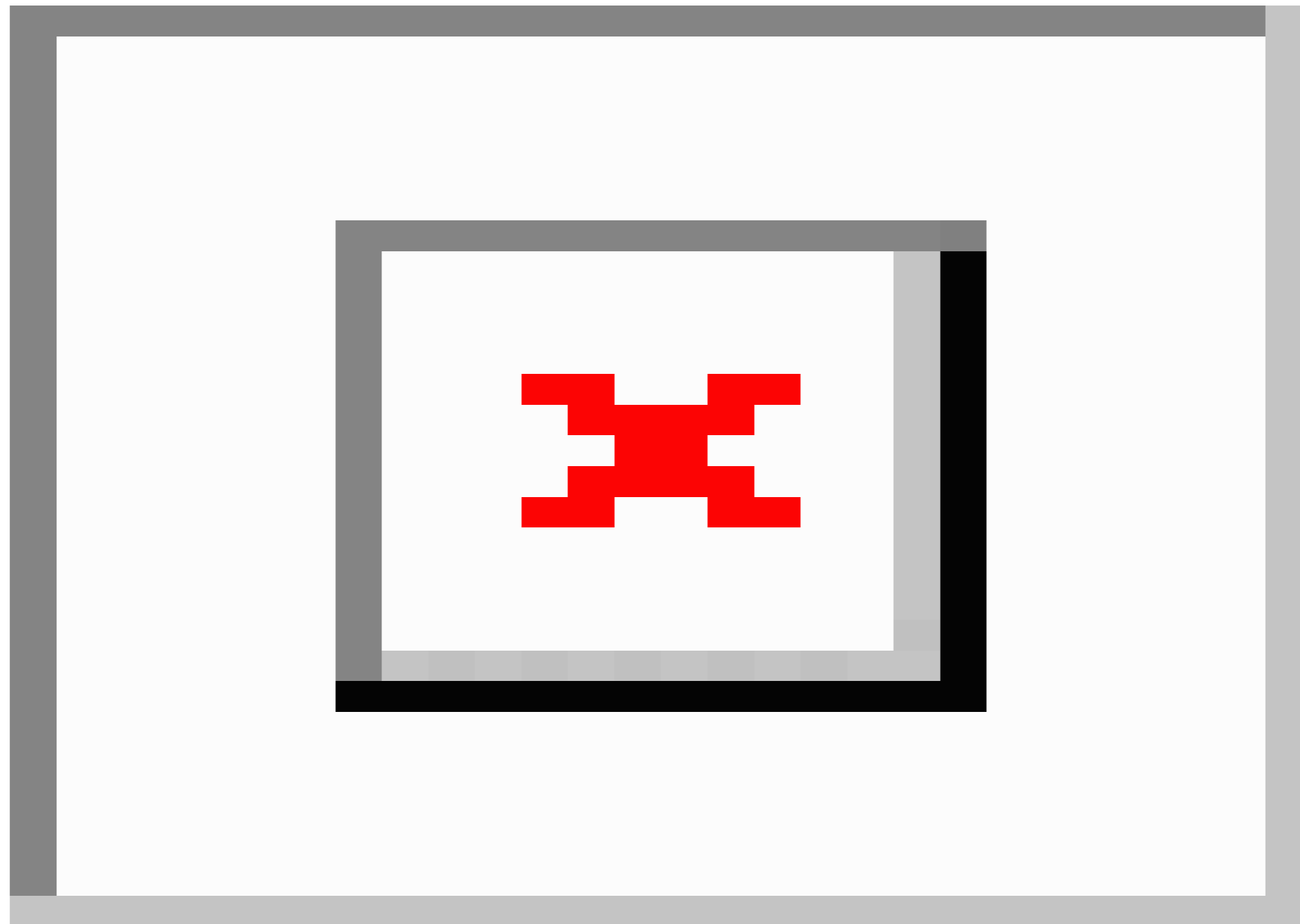


Figure 8.3 Road Hierarchy Diagram

Policy CP11

8.5 In order to demonstrate how the different criteria in Policy CP11 have been addressed the relevant part of the Policy has been replicated below at the start of the each of the key infrastructure headings. There are nine criteria in Policy CP11.

Criterion i	Addressed as part of preparing the Masterplan
-------------	---

Criterion ii	As above
Criterion iii	Addressed Section 9
Criterion vii	This criterion needs to be addressed at the detailed planning application stage
Criterion viii	As above

Criterion ix	As above
--------------	----------

Public Transport Network

Criterion iv

An access and transport strategy is developed that maximises the potential for walking, cycling and use of public transport, especially to the town centre and the White Cliffs Business Park area, includes link/distributor roads to connect the site to the surrounding network, identifies access points to the site and between the site and the existing settlement, safeguards land for a park and ride facility and identifies construction access arrangements that do not disrupt existing residents.

8.6 The development at Whitfield will be planned and designed as a public transport-oriented development, with a strong emphasis on travel by more sustainable modes than the car. The masterplan for Whitfield includes a new district centre located at the northern end of Sandwich Road which will comprise a mix of learning and community facilities and the main hub for BRT and local buses. This location is accessible to both the existing community and the new development areas, and will be broadly central once all of the development has taken place.

8.7 The BRT will provide a rapid link to Whitfield, White Cliffs Business Park, Connaught Barracks, Dover town centre and Dover Priory Railway station. A comprehensive pedestrian and cycle network will be provided across the development area which will link the new development to the existing village and surrounding movement network. The provision and protection of pedestrian and cycle routes will take priority over new road provision. The design of the development will provide for public transport as a corner-stone of movement within and beyond the site. This will require:

- A strategy to build towards a sequential introduction of the BRT corridor across the various development sites as successive phases are completed;
- In the interim period provide financial contributions towards an enhanced bus service; and
- Accommodation of a priority BRT route across the whole Whitfield development area.

Public Transport Infrastructure

8.8 Public transport infrastructure within the development areas should consist of the following elements:

- Dedicated track ways within development areas where appropriate – where provided, these should realise positive enhancements to bus reliability;
- BRT stops located at the heart of development, and linked to key centres and facilities (shops, schools, etc.);
- Priority measures for vehicles on entry and exit points to development areas, and sections of dedicated trackway;
- Priority measures at existing junctions and on sections out-side of development areas where the BRT runs on established streets;
- Other roads within the development areas should be suit-able for use by local buses;
- Bus stops and related equipment – including real-time in-formation and personal security measures (i.e. help point).
- Encouragement will be given to off bus ticket sales as much as possible. On BRT, off bus ticket machines should be available at all stops, following current best practice elsewhere.

INSERT DIAGRAM TO SHOW THE CYCLE AND PEDESTRIAN NETWORK AT A CONCEPT LEVEL AND HOW IT CAN LINK TO THE WIDER NETWORK

Renewable Energy

Criterion v

An energy and water strategy is developed that will be capable of enabling the development throughout its lifetime to meet proposed national stepped requirements for sustainable construction under the Code for Sustainable Homes but enables residential buildings to achieve a minimum of Code for Sustainable Homes level 4 with immediate effect from adoption of the Core Strategy, non-residential buildings to achieve BREEAM excellent standard and schools to achieve zero carbon rating;

8.9 As the WUE will take place over a number of years it is important that the SPD provides an element of flexibility to address the above requirement and makes adequate provision for any changes to standards in building construction which will alter as a result of forthcoming changes to the Building Regulations. Changes to the Building Regulations ultimately mean that the majority of the WUE will be zero carbon which means that the masterplan must make provision at this stage of the planning process for these changes.

8.10 It will be important that building occupiers fully understand how the sustainable design features and energy efficiency measures incorporated throughout the expanded Whitfield are operated and maintained to provide maximum benefit. The energy centres for example provide an opportunity for education with the potential for high profile building design to create centres for sustainable creativity and information transfer.

Waste Recycling and Minimisation

8.11 There is an increasing need for alternative approaches to waste disposal in order to reduce the reliance on landfill and to encourage recycling and water minimisation. The Council has a comprehensive recycling policy and under the scheme paper, card, plastic bottles and can are collected. The Council will expect developers to work with them to ensure that the current and future provisions for both non-recyclable and recyclable waste are met. Consideration will need to be given at the planning application stage to access for household collection vehicles, storage areas for bins and collection points for household waste.

8.12 The occupiers of retail, commercial, leisure and community facilities will employ waste segregation techniques appropriate to the use. Consideration will need to be given at the planning application stage for waste collection vehicles, storage areas for bins and collection points for waste.

Construction Waste

8.13 The contractor and their sub-contractor and suppliers shall be required to demonstrate a commitment to sort and recycle construction waste where possible on site and where necessary dispose of waste in a responsible manner. The Council will expect contractors to have formal waste management processes in place to manage, benchmark, monitor performance and demonstrate continual improvement. Contractors will be encouraged to use the BRE waste management system SMARTWaste (Site Methodology to Audit, Reduce and Target Waste) and BREMAP, a geographical information system (GIS) to identify the nearest and most suitable waste management site. The Council will expect Site Waste Management Plans (SWMPs) to accompany planning applications.

Green Infrastructure

Criterion vi

Existing hedgerows and tree lines are, wherever possible, retained and enhanced to form the basis of a green infrastructure network that connects with the wider network and also incorporates open spaces for recreational and other purposes, including the provision of facilities to deflect likely urbanisation and recreational pressures arising from the development away from the Lydden and Temple Ewell Downs Special Area of Conservation.

8.14 The approach taken, and one of the key design proposals, has been to provide a protective landscape margin to the existing village of varying width depending on the sensitivity of the location. This, combined with the desire to retain key views and links to the countryside, and into the village has led to a solution of a ring of distinct new neighbourhoods or villages incorporating gateway features in especially sensitive locations. The landscaped parks provide a green framework that unifies the development. Landscaped parks and open public realm spaces in and around the site will provide a green

infrastructure link throughout the development area. There will be opportunities to enhance and increase landscaping belts to the trunk road edges which will contribute towards the green infrastructure network – which will screen the expanded village and improve environmental quality as well as providing recreation opportunities for residents.

8.15 The types of GI features that have been incorporated into the Development Concept Plan are:

- Structural planting along ridgelines will draw in the prevailing vegetation pattern of the surrounding countryside particularly in the north-east but additionally and importantly, will provide wildlife and pedestrian movement corridors. They will also help assimilate into the landscape the proposed built form as well as the A256, which currently cuts across the prevailing grain of topography and vegetation. These planting belts will also serve to distinguish separate neighbourhoods within the expanded settlement, helping creating locally distinct places. They will also help frame views across the wider landscape.
- Extensive woodland areas are proposed for a number of areas and will replicate existing patterns of substantial woodland planting in the vicinity of the Site.
- Open space corridors are proposed for the valley floors, including SuDS swales and attenuation basins and the accompanying range of ecological opportunities. As well as providing for safe and attractive movement corridors enabling access from existing and proposed residential properties around the network of green infrastructure and to the wider countryside, these corridors will include local open spaces as focal points within the different neighbourhoods. In addition, a green ring of movement corridors of variable widths and uses is proposed to surround the existing village of Whitfield to help retain the existing character of the village and ensure that the opportunities for pedestrian movement currently enjoyed around the fringes of the village are retained and enhanced. Finally, a green corridor following Singledge Lane will acknowledge the existing role of the lane as a pedestrian and cycle corridor as well as providing a buffer between two of the proposed neighbourhoods.

8.16 These corridors will expand into major open spaces in three locations.

- To the north-west of Church Whitfield, where higher ground provides an opportunity for views to the north-east over the A256 and the falling landform towards the English Channel. Open space in this location would also avoid the development of built form in a location visible in views from the north-east, notably from the North Downs Way, and would thereby help respect the isolated setting of Church Whitfield.
- In the centre of the Napchester Valley, to maintain and emphasise the character and form of the valley floor and the existing connection between the north-western edge of the village and open countryside. Open space extending onto the south-eastern flank of the valley would also maintain views to the north-west and north-east that can be obtained from PROW ER68 in this location.
- To the south of Lenacre Wood, to provide a setting for the woodland that facilitates habitat connectivity and to mitigate adverse visual effects on views towards the Proposed Development from the western edge of the village. These open spaces would provide a range of landscape features and uses and would also provide important structural gaps between distinct neighbourhoods.

8.17 The proposed network of green infrastructure would create a series of recreational walking circuits that would divert users from the SAC to the south-west of the A2 as well as the Ancient Woodlands to the north-west of Napchester Valley. Adequate facilities for sport and play, which have been outlined below, will be distributed throughout the development in locations accessible to new and existing residents, and provision has been made for new allotments along with churchyards and a new cemetery.

Outdoor Sports Facilities

8.18 The outdoor sports facilities would need to be located within the major open spaces within the WUE and would comprise of 10.74 ha providing facilities for a range of outdoor pitch and court sports, including All Terrain Pitches (ATPs) for maximised usage, notably in winter, an approach supported by Draft National Policy Planning Statement, 'Planning for a Natural Healthy Environment'. Floodlighting must be carefully sited and designed to eliminate direct glare into surrounding areas and minimise light glow and spill. This would be addressed in detail at the planning application stage.

Allotments/Community Gardens

8.19 2.87 ha of allotments and community gardens would need to be distributed across the WUE site to enable local food production as well as providing opportunities for education and community engagement landscape management.

Cemeteries and Churchyards

8.20 Subject to further detailed investigations in respect of groundwater conditions, 10ha of land will need to be provided for cemetery and churchyard use, including approximately 1.9ha of churchyard in the vicinity of St. Peter's Church at Church Whitfield.

Market/Affordable Housing

Criterion viii

The mix of market housing is designed to broaden Dover's market offer and appeal and assist in attracting families and people of working age into the District while the provision of affordable housing should address prioritised need.

8.21 In order to address the above requirement it will be important that the different phases of the WUE provides a range of housing tenure and broadens Dover's housing market offer. Any development must respect and take into account the character of existing streets, lanes, special features, ridgelines, views and the setting of listed buildings. Gateway features will be created at "entry" points into the existing village. This does provide a unique opportunity for new development, where appropriate, to take on a more innovative form.

8.22 Affordable housing must be integrated seamlessly into the layout and design of the residential area, through small clusters within private areas and must be in accordance with Dover District Council's Affordable Housing Supplementary Planning Document (SPD). The SPD has been prepared to alert developers and landowners as early as possible to scale of local needs for affordable housing and to set out the District Council's approach to affordable housing provision. The SPD includes a list of Preferred Partners and is available on the District Council's website www.dover.gov.uk

8.23 Within apartment blocks management issues mean that whole blocks will generally be either affordable or private housing. The design and specification of the affordable housing will be in accordance with the Housing Corporations Design and Quality Standards 2007 or its future equivalent and to Level 4 or above of the Code for Sustainable Homes. The principles of Building for Life and Lifetime Homes as set out in the code should be followed.

Approach to Specialist Forms of Housing

8.24 Supported Living accommodation to give individuals with learning disabilities the opportunity to live independently within the community will need to be provided as part of the proposed development.

Listed Buildings

Criteria ix.

The proposals demonstrate how the development would protect the setting of listed buildings and integrate with existing residential areas while not causing any significant adverse effect on the amenities of existing residents.

INSERT TEXT ABOUT HOW THE DEVELOPMENT CONCEPT PLAN ADDRESSES THIS CRITERIA

Use Classes A1 to A5

8.25 In order to minimise the need for travel a new district centre will be provided at the northern end of Sandwich Road. This will provide 2,000 sq metres gross of retail, services and food and drink space within Use Classes A1, A2, A3, A4, A5. These are intended to provide a range of local facilities, this may include but not restricted to food store, restaurants, cafes, public house/wine bar, take away, banks, estate agents, newsagent, florist, hairdresser, optician, dry cleaners and stationery. A pharmacy will be provided as part of the medical centre.

8.26 Further local retail services may be provide in the other neighbourhood centres, subject to viability, these should be located on or very close to public transport route.

LANDOWNERSHIP

8.27 Landownership of the area of land allocated for development by Policy CP11 is shared between several parties. A statement of collaboration has been signed by all parties. The developers and landowners with an interest in the site have worked with the District Council and other stakeholders to inform the development of the masterplan.

8.28 While the practical and commercial realities of land ownership cannot be ignored in the preparation of any masterplan, attention has been focused on the spatial planning objectives and sustainable development outcomes that are required to deliver the requirements of the adopted Core Strategy. As the land is in different ownership it is important to recognise that all of the landowners/developers are at varying stages in progressing their individual land interest, this does have implications for the phasing strategy and how the site can be accessed.

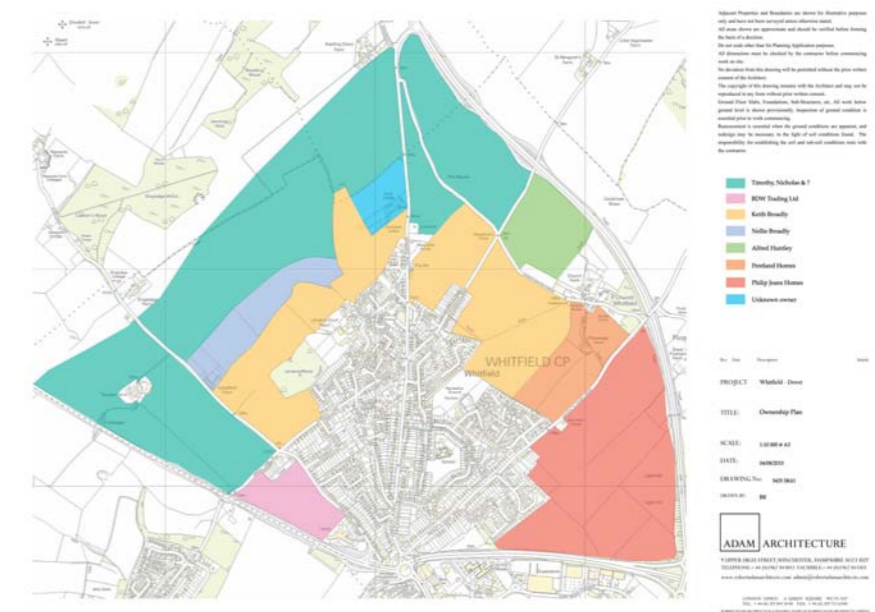


Figure 8.4 Land Ownership Plan

This map is reproduced from Ordnance Survey material with the permission of Ordnance Survey on behalf of the Controller of Her Majesty's Stationery Office © Crown copyright. Unauthorised reproduction infringes Crown copyright and may lead to prosecution or civil proceedings. Dover District Council Licence No 100019780 published 2010.

Extension to the existing settlement

8.29 Due to the existing spatial character of the existing village and in particular its street types at the edge of the village the approach that has been adopted in the Concept Masterplan has

been to introduce “transition” features between the existing village and the larger development area. These areas will help “bridge the gap” between the existing and expanded development areas, and will allow some “breathing space” between the existing built form and new future development. They will be located at or around gateway locations.

8.30 Policy CP4 in the Adopted Core Strategy requires development of this scale to exceed a minimum of 30 dwellings per hectare. This exceeds the existing density levels of Whitfield village (currently at around 11- 33 per ha). As well as providing transition areas, the village extensions are likely to have a slightly higher density than the existing village as they will compensate for lower density layouts on the peripheries of the expanded village and in more sensitive locations. This approach will ensure the overall density of the WUE complies with the Adopted Core Strategy .

8.31 Due to their special character and nature, the village extensions may come forward outside the larger phases of development although if this is the case it will need to be demonstrated that there is the necessary infrastructure in place to accommodate the level of development.

8.32 It is important to note that the densities proposed for the extension areas will be likely to reflect the existing low density character of Whitfield; ‘garden grabbing’ should be avoided particularly following the recent amendments to PPS3 which now excludes private residential gardens from the definition of previously developed land.

Extension adjacent Newlands

INSERT ILLUSTRATION

8.33 A small pocket of land to the east of Newlands has an area of **xxx ha** and may be capable of development for approximately 20 dwellings. This could be accessed off a spur road from the Light Hill neighbourhood. Dwellings will be no more than two storeys. The new development would reflect the built form, scale and street pattern of the existing adjacent development area, but will also take into account changing priorities in respect of street types and layout. There is opportunity here to incorporate shared surface or home zone areas and to create a “transition” development area which will act as a bridge between “old and new Whitfield” in built form

terms. A landscape buffer zone can be created early to the north, north east and south east boundaries of the extension area

Extension to the South East of Napchester Road

INSERT ILLUSTRATION

8.34 The area of land between the new primary route and the extended green corridor from the recreation ground south of the Napchester Road is **around xxxx ha** and is capable of providing around 70 dwellings. The southern edge would be defined by the line of the existing PROW from Beauxfield to Church Whitfield. The PROW would also be retained connecting to Napchester Road. It will be important that any development here does not turn its back on nor overwhelm the public footpath and that the most is made of the relationship of the development area with the adjacent countryside as well as it relating well to the existing built form, character and street pattern of the existing adjacent village edge.

8.35 Opportunities should be taken to enhance the existing footpath environment. Development must respect and be sympathetic to the topography and existing landscaping features. The built form and street pattern and layout could reflect that of the adjoining existing Whitfield in Napchester Road and Beauxfield whilst incorporating shared surfaces and home zones.

8.36 This parcel of land would be accessed off the new primary street. Dwellings will be no more than two storeys. The built form where it abuts footpaths or open space is not uniform in its building line. This village extension will not be able to be brought forward until the relevant part of the new primary road is in place

Extension between Sandwich Road and Napchester Road: New District Centre

INSERT ILLUSTRATION

8.37 This area of land bounded by Sandwich Road to the west, the Drove to the south west, Napchester Road to the south east and Weighside House to the north and will form the new Sandwich Road District Centre. Together with the new Learning and Community Campus (LCC) on land to the east of the new primary street, it will seek to deliver a range of early community facilities that will benefit both the existing and new residents.

8.38 The new centre will provide:

- local shopping, food and drink outlets;
- small scale office space;
- opportunities for live-work;
- medical centre;
- police station (if required);
- and a public transport hub.
- 100 residential units; and 20 wheelchair accessible Supported Living Units.

8.39 The new District Centre will be framed around a green and accessed off Sandwich Road to the west. The green will contribute towards the overall green infrastructure network. It should be designed in a manner that creates a pleasant area of open space within the built environment contributing towards the attractiveness of the centre as a destination for both existing and new residents. Vehicle and pedestrian access routes will be provided from the Sandwich Road and the Development Area to the east.

8.40 The new district centre needs to be linked to existing and future development areas and be accessible by foot and bus – as well as cars and will create a destination feature that gives a sense of arrival – as well as being a vibrant and attractive place to be. It also has to be borne in mind that it will be sited on or near a very high point in the landscape and may be visible from many vantage points. It may be necessary and possible to incorporate a landmark feature (e.g. A tall corner building on the green) but care needs to be taken over the height of the overall massing and resultant impact as the site rises quite prominently from the Sandwich Road to the east. Some buildings to the rear in the Drove and Napchester Road are only single storey and any new development will have to take into account the topography of the landscape and height of nearby adjacent buildings.

8.41 Building heights fronting Sandwich Road,` will be no more than 3 storeys. Buildings will graduate down in height towards the east to take into account the topography of the landscape.

8.42 The local food store will sit at the corner of Sandwich Road and the new street fronting the Green. Potentially this building could have residential over the retail unit. Further small retail uses can be provided fronting Sandwich Road and/or the Green. Ground floor accommodation onto the Green should be capable of being used for retail and employment uses. Opportunities should be provided for live-work units if it demonstrated that there is a demand for these.

8.43 The medical centre would sit at the corner of the new primary route and the Green, This building could have residential above. However this will be dependant on the size and scale of the medical centre that will be needed – and this has yet to be established. The supported living dwellings are proposed adjacent to the medical centre.

8.44 It will be necessary to create a soft interface between the existing housing on The Drove and Napchester Road, in the form of extended gardens to properties within the extension and tree planting acting as a screen. A children's play should be provided.

8.45 Provision will be made for a public transport hub for the Bus Rapid Transit (BRT) and the local bus service. Opportunities will be provided for some on street parking but generally parking and services to the commercial or community buildings should be from the rear. Parking for the retail, medical centre and other facilities should be available for resident parking. Residents parking will be provided through driveway and garage and /or parking spaces for each dwelling.

8.46 Land to the north of the District Centre will be allocated for further housing New development will create opportunities to have dwellings fronting the Sandwich Road. The new primary street will generally have buildings of no more than 2 storeys unless sufficient justification can be made to show there would be no significant impact. It may be that a taller building or tree planting or features of street design could be provided to aid navigability

8.47 The typology of the new dwellings will reflect the characteristics of existing adjacent dwellings. They are likely to be no more than 2 and a half storey. Due regard must be given here to the topography and character of the street scene.

8.48 Provision will be made to provide a new footway will be provided on the east side of Sandwich Road, which will be continued for its length within the development area. A new

pedestrian crossing point will be provided to link east and west Whitfield, to improve connectivity and enable access to the District Centre.

Extension North West of Orchard Close

INSERT ILLUSTRATION

8.49 Between the new primary street and north western edge of Whitfield in the area of Orchard Close, between Sandwich Road and Lenacre Court Farm there is the opportunity for this parcel of land to be developed. The existing dwellings to Orchard Close have been cut into the land and due consideration needs to be given to this when developing in the adjacent area. This area should be capable of providing approximately 50 dwellings. Dwellings should be no more than two storey and single storey or one storey and a half would be permitted subject to detailed design considerations at the planning application stage.

8.50 Careful consideration will be given to the form, scale and layout of development here due to the topography of the landscape. Design, scale and layout is likely to be informed by adjacent development.

8.51 Due regard must be paid to the protection and preservation of the ridgeline to the north of this extension area – which must be protected as part of the open landscape designation. The PROW to the west will be retained, protected and enhanced.

Extension to the South of Singledge Lane

INSERT ILLUSTRATION

8.52 The area of land south of Singledge Lane to the A2, between the Ramada Hotel and Green Lane is relatively flat and is capable of development. Singledge Lane is a narrow road with a rural character which should be maintained. The Highways Agency have raised a policy objection to any additional traffic accessing the A2 via Singledge Lane. Access to this area of land will, therefore, need to be via a new at grade roundabout on the A2 Vehicular access to development fronting Singledge Lane should be from the rear.

8.53 Land adjacent to the A2 has been identified as being safeguarded on the Core Strategy Proposal Map for A2 dualling. The dualling of this section of the A2 between the

new at grade roundabout on the A2 and the Whitfield roundabout will need come forward at the same time as the construction of the new roundabout.

8.54 This area should be capable of providing approximately 150 dwellings. Dwellings will be no more than two storeys in height.

8.55 Existing noise from the A2 will impact on the extent and the amount of proposed development that can be accommodated on the site. Any noise survey will need to take into account the proposed dualling of the A2 between the new roundabout on the A2 and the existing Whitfield roundabout. Significant barrier planting will be needed here to screen the development from the effects of the A2 and to continue the green infrastructure links around the WUE area. Due to the highway constraints on Singledge Lane this area of land can only be developed when the A2 roundabout has been built.

New Neighbourhoods

8.56 The Development Concept Plan is based on creating a series of linked neighbourhoods which will be developed as distinct phases. In some cases neighbourhoods can be developed to reflect the spatial characteristics of existing Whitfield. But there are opportunities for new neighbourhoods to develop their own special characteristics through the use of innovative design, layout, street pattern and form.

8.57 The masterplan has created a range of density bands which not only would enable a range of different dwelling types, but also create visual variety and will distinguish the various character areas. In determining “what the character of an area should be”, it is important to consider and take into account the following :

8.58 Accessibility and permeability – and how connectivity, which identifies ease of movement, can be best enhanced and utilized, and where people are given priority over traffic

8.59 Local character – and how this can be complemented and enhanced – by giving a place a clear image which has its own character but which responds to and reinforces that of the locality.

8.60 How the existing settlement has evolved over time - how it will continue to evolve and influence new development

8.61 Natural features – and how they can be incorporated into any solutions and which make successful outdoor places, including streets, which are easy, attractive and safe to use

8.62 Routes – the hierarchy of which are easy to understand, with recognisable routes – using intersections and landmarks which will aid navigability around the area, or neighbourhood

8.63 The new development will be divided into six distinct neighbourhoods:

- Light Hill;
- Parsonage Whitfield;
- Shepherds Cross;
- Napchester Whitfield;
- Lenacre Whitfield; and
- Temple Whitfield.

8.64 Each of the new neighbourhoods will have its own character derived from its particular landscape setting. Inspiration for the names of each neighbourhood area has been taken from features that characterise existing Whitfield.

Light Hill

8.65 Light Hill lies in the south east corner of the expansion area and is bounded on the south side by the A2 and the east by the A256

8.66 Light Hill is the largest village/neighbourhood with three distinct areas: the south east centred on a valley green; the north along Archer's Court Road centred on a green, a new primary school and energy centre; and the south west secluded amongst surrounding landscape. This neighbourhood will provide approximately 1400 dwellings, including a 66 bed care home. Access will be provided from a new at grade roundabout off the A256, with a dedicated Bus Rapid Transit access. The first of the three primary schools will be provided within the Light Hill phase and will form the heart of the first new neighbourhood.

8.67 In terms of development it is the least sensitive and constrained of the areas and is therefore capable of being developed at a higher density than some of the other villages/neighbourhoods. It is estimated that an average density of approximately 40 dph could be achieved. Variations to the average density across the area are proposed in response to particular landscape, visual impact and siting issues within the street hierarchy.

8.68 A significant amount of landscaping to the embankment leading into the development area from the new roundabout will be required to soften the impact of the earthworks and ameliorate noise, air and activity problems. Development will be set a good distance in from the A256, The planting band will continue alongside the A256 throughout the neighbourhood as it will further contribute towards the green infrastructure network. SUDs and swales are likely to be an important feature in any design and layout of the development area.

8.69 A local centre is located at the intersection of the primary street as it moves north to Archers Court Road and route for the Bus Rapid Transit, forming a square. This area will have the highest density, with buildings up to three storeys. The opportunity should exist for mixed uses at ground floor subject to demand.

8.70 Generally dwellings will be two storeys with buildings around key squares and greens up to three storeys. Landmark buildings and street features will aid navigability around and through the site.

8.71 The land is gently rolling with ridges and valleys running south west to north east. This landform provides the framework for development with green corridors following the ridges and valleys with development between. A series of ponds and swales follow the valley floor to infiltration ponds adjacent the A256. The expectation will be that the topography will inform the pattern of development with ridgelines, tree belts and hedgerow being afforded protection.

8.72 The character of the south east area will be defined by a consistency of prominent houses along the sides of the linear green and prominent gateway buildings as the spine road enters the area. The built frontage will address the green and provide an informal edge.

8.73 The character of the northern area will be defined by higher densities and distinct buildings, in particular around the square and the school. The density around the north east end of the development will have to take into careful consideration the topography and landscape.

8.74 Archers Court Road forms the northern boundary to Light Hill. The road is to be tree lined with the properties addressing it set back from the street.

8.75 Elm Farm House stands on its own at present on the northern edge of Archers Court Road. The new primary school and energy centre will lie to the east with an area of open space to the west linking to a series of green spaces along the edge of the existing village to the south west and west. Block planting is to be provided along the eastern and southern boundaries of Elm Farm House. A small village extension is sited to the rear of the properties on Archers Court Road and Newlands.

8.76 The green along the edge of Newlands connects to the existing woodland area between Archers Court Road and the A2. This area provides an opportunity to deliver a bus connection over the A2 to White Cliffs Business Park, the Tesco supermarket and the secondary school campus to the south. The character of the southeast area will be defined by lower densities interwoven with landscape. As this area would be lower density, landmarks could take the form of groups of major tree planting.

8.77 Innovative use of building design and materials can be incorporated here. Roads and routes can be shared surface and home zones. There are opportunities to develop specific neighbourhood characteristics and building typologies here.

8.78 The existing public right of way (PROW) is retained and is linked to a series of footpaths and cycleways across the neighbourhood. The opportunity is also provide to make a footpath/cycleway connection over the A2. The existing row of Scots Pines form a strong feature in the landscape and these are retained and integrated into the green infrastructure.

8.79 Development along the southern A2 boundary and the eastern A256 boundary, is set to be back to take account of the noise survey data. The development area makes provision for both formal and informal recreation and leisure uses, as well as allotments, orchards and community gardens.

8.80 The landscape design principles for Light Hill are:

- To create an area of downland scrub and grassland on the embankment adjacent to A2 and to continue the green infrastructure network alongside the A256;
- Introduce only low density housing with associated structural tree planting adjacent to A256, especially in elevated situations, to soften effects of built form in views from North Downs Way National Trail in the vicinity of Pineham;

- Ensure public right of way linkages across A256 are designed to facilitate safe non-vehicular connections to the countryside to the north-east; and
- Incorporate strong sequence of wetland features within open space corridor along valley floor and use SuDS features to emphasise progression into valley floor from ridgelines.
- For the landform to inform the layout of development;
- Carry out tree planting along Archers Court Road;
- Create continuity of built frontage to Archers Court Road; and
- Provide a gateway feature at the juxtaposition of the Development Area with existing Whitfield.
- Provide landmark areas and visual breaks in the developed areas by use of significant groups of tree planting particularly on primary routes



Figure 8.5 Visualisation of Phase 1 - Light Hill:View looking North across Linear Park

Parsonage Whitfield

8.81 Parsonage Whitfield lies to the north of Archers Court Road, between Whitfield to the west and Church Whitfield to the east. Its northern edge is defined by a major green valley corridor running from the recreation ground to the A2, providing

a visual link to the Isle of Thanet and the sea. The site includes the farmstead of Parsonage Farm, which is to be retained. This is the smallest of the new villages/neighbourhoods.

8.82 The PROW from Beauxfield to Church Whitfield forms the northern edge to the development.

8.83 The hamlet of Church Whitfield, including the listed St Peter's Church will require sympathetic treatment when preparing individual applications and must be supported by a Listed Building Impact Assessment. It will be necessary to ensure that suitable protection is afforded through any planning application to preserve and enhance the setting of the village and in particular the grade II * listed church.

8.84 An area of open space is proposed between Church Whitfield and Parsonage Whitfield. It is proposed that this land will be used as an extension of the churchyard, including additional car parking, churchyard and cemetery area.

8.85 Church Whitfield Road will be afforded full protection to ensure its historic rural character is protected and enhanced where possible. This will also contribute towards the setting of Church Whitfield and the setting of the listed building.

8.86 Significant tree planting will be carried out alongside the north western edge of Archers Court Road to create a structural tree belt. Buildings will be set back from the road – which will feel spacious and have a leafy character through the use of front gardens and grass verges. This more traditional form of street treatment will allow the built form to flow into the semi-rural setting of Church Whitfield to the north east and the countryside beyond.

8.87 Within Parsonage Whitfield the ridges and valleys which run south west to north east are relatively close with development following the landform and structural tree belts. A green runs along the north-eastern edge of Whitfield from Archers Court Road to the existing recreation ground. Development will therefore be expected to be influenced by the topography and green infrastructure setting.

8.88 The area will be unified by design consistency but with densities varied to respond to its boundary with Church Whitfield. The primary street continues north from Archers Court Road towards Napchester Road. This is the area of highest density with opportunities for some two and half and three storey buildings in valleys. The edge facing Whitfield will be marked

by a green lane with built frontage addressing the open space. This edge is informal with a mix of detached and semi detached dwellings. The area adjacent to Church Whitfield is the most informal and of the lower density, not uniform and with significant gaps between buildings and will comprise dwellings predominantly detached in larger plots.

8.89 Generally dwellings will be two storeys with the occasional buildings around key squares and greens up to three storeys. Three storeys will also be permitted on primary routes subject to detailed design considerations at the planning application stage. This neighbourhood will provide approximately 430 dwellings. Densities in this area are lower than Light Hill at an average of approximately 32 dph.

8.90 The landscape design principles for Parsonage Whitfield are;

- Retain physical characteristics of Church Whitfield Road and only develop built form at low density flanking its corridor;
- Use existing and proposed landscape framework to help define layout pattern in the absence of strong topographical variation;
- Provide a range of spatial types along the green corridor to the north-west of Archer's Court Road, responding to the layout and connections evident within the existing built edge of Whitfield and providing a soft interface between existing and proposed development;
- Ensure frontage towards Church Whitfield complements and protects the setting of St. Peter's Church and the proposed churchyard; and
- Use beech, ash and sycamore as the predominant structural canopy trees within the neighbourhood or village
- To protect the rural character and setting of Church Whitfield Road.

8.91 A significant area of green amenity space will be provided to separate the villages of Parsonage Whitfield and Shepherds Cross. This green space will also provide a significant buffer between the developed areas and Church Whitfield. It will provide a continuous and expansive green link with sports

pitches, gardens, allotments as well as a SUDs attenuation basin. along the valley between existing Whitfield and the A256 to the north east. It is likely that significant tree planting will be required adjacent to the A256 to ensure development areas and the green spaces are well screened from traffic activity.



Figure 8.6 Visualisation of Phase 2 - Parsonage Whitfield: View looking North-East towards the Isle of Thanet

Shepherds Cross

8.92 Shepherds Cross lies to the north of Parsonage Whitfield and the green from the recreation ground to the A2. In terms of land form it shares similar characteristics to Parsonage Whitfield with the ridges and valleys which run south west to north east being relatively close together. To the south west the primary street defines its boundary and connects the neighbourhood to the new Sandwich Road centre and to Whitfield. The ridge which forms the edge of the Napchester valley defines the north west edge. The Napchester Road from Whitfield to Napchester and the Church Whitfield Road cross the neighbourhood.

8.93 This village/neighbourhood area is in close proximity to the new District Centre and existing Whitfield. Design and detailing can be influenced by its built form. However it must be borne in mind that the character lane of Church Whitfield Road and the rural character of Napchester Road which flows from a narrow village street within the existing village and which bisect at Shepherds Cross cross-roads should have a defining influence on spatial character and appearance of the development area. There is opportunity therefore for the meshing of architectural styles and spatial layout and

characteristics here. A transition gateway feature can be created at the point where the new development area meets the existing village.

8.94 Development patterns are similar to Parsonage Whitfield. Generally dwellings are two storeys with occasional buildings up to three storeys around key squares and greens. Three storeys may be permitted on primary routes, subject to topography and landform. There are several "high points" in landscape terms within this neighbourhood area. This neighbourhood will provide approximately 710 dwellings, with an average density of approximately 35.5 dph.

8.95 Swales and attenuation basins are proposed within the valley floor as part of the SuDs strategy. An energy centre will be provided to the north west of the neighbourhood.

8.96 Density of streets and areas within the neighbourhood will vary dependant on the proximity of the built form with the surrounding countryside and the character lanes. Outer areas towards the south east and north west are likely to have a lower density. It will be necessary to ensure development along the far north east boundary which is likely to be visible for some years from the A256 does not appear regimented and unbroken. Significant tree planting will be carried out alongside the A256 and provision of green spaces will be required to screen the trunk road from the development area which will also contribute towards the green infrastructure network.

8.97 Density along the Napchester Road and Church Whitfield Road (to the south east) should be fairly low and reflect the characteristics of the development in existing Napchester Road within the village. The rural character and features of Church Whitfield Road (south east) is a PROW and must be retained. It is likely to become a cycle route. It should be protected by broad verges. Due care will also have to be taken here as there are high points within the development area which will influence building heights and spaces with the vicinity. The cross-roads at Shepherds Cross must be kept as open as possible and should be retained as a landmark feature with signpost. This can be achieved by including it within the landscape belt

8.98 Church Whitfield Road (north west) will not be subject to frontage development. This is a historic green character lane and requires protection. Its high embankments and deep hedgerow and tree covered verges provide valuable habitat and amenity value and contribute significantly to the green infrastructure network. Any new development along this road

front would result in a need for significant junction alterations and carriageway widening which would destroy the character of this rural lane. Development will not be permitted to be served from this stretch of Church Whitfield Road. Broad verges will be required to give appropriate protection and it will become a designated cycle route

8.99 The primary route runs along the south western edge of Shepherds Cross neighbourhood towards the new District Centre. A new primary school will be provided close to the District Centre.

8.100 The landscape design principles for Shepherds Cross are:

- Maintain viewing corridor from Napchester Road south-west of Shepherd's Cross north-east to the sea;
- Retain physical characteristics of historic Church Whitfield Road by the use of broad verges .
- Introduce only low density housing with associated structural tree planting adjacent to A256, especially in elevated situations, to soften effects of built form in views from North Downs Way National Trail to the north-west of Archer's Court Road, in the vicinity of West Langdon and on the north-western flank of the Napchester Valley;
- Use horse chestnut and ash as the predominant structural canopy trees within the neighbourhood;
- Incorporate strong sequence of wetland features within open space corridor along valley floor and use SuDS features to emphasise progression into valley floor from ridgelines;
- Landscape corridor following valley floor must have a positive interface with village green within proposed community hub;
- Continue the green infrastructure network alongside the A256; and
- Ensure the landmark feature of Shepherds Cross is preserved through subtle use of green infrastructure, layout and design.



Figure 8.7 Visualisation of Phase 1A: New Local Centre at Sandwich Road

Napchester Whitfield

8.101 Napchester Whitfield lies at the northern end of the Napchester Valley. To the east its edge is defined by the A256 and to the west by a ridge running south west to north east which encloses Holly Lodge and Sunbeam Lodge. The area is bisected by the Sandwich Road and the new primary street will cross the Sandwich Road, from the Shepherds Cross neighbourhood. Care must be taken to avoid the primary road running along the ridgeline here. The primary route should be located below the ridgeline – and will be tree lined. The broad valley floor includes swales and attenuation basins as part of the SuDS system. Views from Singledge Wood and Singledge Manor define the western edge. This edge will be enhanced and protected through the use of significant green spaces

8.102 The village/neighbourhood comprises three distinct areas:

- the area on and to the north east of the Sandwich Road;
- the southern area abutting the northern edge of the existing village; and
- the southern slope to the north west.

8.103 Maintaining views and the valley character are of high importance in this neighbourhood and this is reflected in the relatively low overall density. Napchester Whitfield will provide approximately 1,030 dwellings, with an average density of approximately 31.5 dwellings per hectare.

8.104 The Sandwich Road area marks the entry to Whitfield from the north. Its character will be defined by more continuous and relatively high density development along the Sandwich Road. Development along this route will be up to three storeys.

8.105 The southern area will be two blocks deep centred on an internal road with a distinct character that will follow through to the green valley to the north.

8.106 The southern slopes of the north west area will be characterised by a lower density than the other parts of Napchester Whitfield. This area is predominantly family housing with a range of house types with larger dwellings with bigger plots face open space. Built frontages will address the open spaces.

8.107 Generally dwellings will be two storey with the occasional two and half, storey and half and single storey dwellings. Up to three storeys will be permitted along primary routes Opportunities should be made to introduce innovation in design and detailing.

8.108 The green edges to the development area will be less densely built up than those areas nearer the main Sandwich Road corridor. It will not be acceptable to have an “unbroken” built edge here

8.109 Valleys and ridgelines will be protected. Development which would erode the key ridgelines will not be permitted.

8.110 Napchester Whitfield, to the east is also crossed by Church Whitfield Road. Church Whitfield Road is identified as a historic rural lane and contributes to the green infrastructure of the Development Area and will be safeguarded.

8.111 The existing hedgerows that cross the valley will be retained. The landscape design principles for Napchester Whitfield are:

- Maintain expansive view from PROW ER68 on the south-eastern flank of the valley north-east to the sea as well as avoiding obscuring the retained viewing corridor from PROW ER68 on the north-western flank of the valley;
- Introduce only low density housing to south-east of woodland/tree belt on north-western boundary and adjacent to A256, with associated structural tree planting, especially in elevated situations, to soften effects of built form in views from North Downs Way National Trail;

- Retain and safeguard the special historic character of Church Whitfield Road;
- Ensure Sandwich Road entrance to the neighbourhood development includes a strong landscape gateway to the wider area of the expanded Whitfield;
- Use oak and ash as the predominant structural canopy trees within the neighbourhood;
- Incorporate strong sequence of wetland features within open space corridor along valley floor and use SuDS features to emphasise progression into valley floor from ridgelines; and
- Protect and safeguard key ridgelines by ensuring any development does not interfere with them

Lenacre Whitfield

8.112 This a large village/neighbourhood with no vehicular connection to the original village with two distinct areas; the south side of the valley and the north side of the valley. It would contain the third 2FE primary school.

8.113 Lenacre Whitfield is separated from Napchester Whitfield by a broad green corridor which forms an important, accessible open space on the edge of Whitfield and retains the existing PROW. From this open space long vistas are enjoyed north along the line of the valley. As it meets Lenacre Whitfield the valley alignment curves towards Singledge Manor, with the ridge running parallel to Lenacre Wood and Longfield Farm. A green corridor follows the western edge of Whitfield, Lenacre Court Farm and Lenacre Wood to join a park facing Nursery Lane. The south west boundary is formed by Singledge Lane.

8.114 The setting of the listed buildings of Singledge Manor and Singledge, although outside the development boundary, are important features that define the edges of development and landscape treatment in this area. Development will be separated from Singledge Manor and Singledge maintaining long views to the north east. The setting of the Listed Buildings would need to be protected and fully addressed through the Listed Building Impact Assessment.

8.115 Whilst the primary street links back to Sandwich Road and clockwise to the A256, this neighbourhood should not be brought forward until the new junction is formed onto the A2.

8.116 Singledge Lane is identified as a green corridor and this character will be protected and enhanced. It is necessary to protect the existing and proposed green corridor function of Singledge Lane, and alterations to it will have to be minimal to ensure this is achieved. Generally vehicle access to dwellings fronting Singledge Lane should be from the rear. The character of existing lanes within the western side of Whitfield will be protected.

8.117 In terms of development there are areas that are extremely sensitive and also some areas that are less sensitive and constrained. There is scope for a variety of density levels throughout the development area. It may be capable of being developed at a slightly higher density than some other areas with an average density of approximately 37 dwellings per hectare. Variations to the average density across the area are proposed in response to particular landscape, visual impact and siting issues within the street hierarchy. This neighbourhood will provide approximately 1250 dwellings.

8.118 The south side of the valley will be linear development on a relatively steep north facing slope, centred on an internal road, crossed by spine roads. The school will be accessed from the new primary route. (the primary school may need to be located within the Temple Whitfield neighbourhood).

8.119 A local centre is located to the west of the primary street on the primary route and junction with Singledge Lane

8.120 Three storey buildings are likely to be located more within the centre of this development area away from the green corridor routes and ridgelines. There may be opportunity for mixed uses within the local centre at ground floor subject to demand. This area will also contain an energy centre. Care will need to be taken over density, design, form and scale here as the development area is bisected by an identified green corridor route.

8.121 The valley to the north side sits on a gentle slope and will have an independent and distinct character. Generally dwellings will be two storeys with buildings around key squares or nodes and greens up to three storeys. Up to three storeys will be permitted on primary routes subject to detailed design considerations at the planning application stage. The use of innovative design and layout will be encouraged. Care will need to be taken to ensure the built form does not overwhelm key

landscape features and that due regard is paid to ridgelines and valleys. The landscape design principles for Lenacre Whitfield are:

- Retain the rural character of Singledge Lane by setting development back beyond the extent of the green corridor and by retaining broad verges (development not accessed off Singledge Lane);
- Retain the viewing corridor from PROW ER128 north-east towards the sea;
- Provide a sensitive interface with the Ancient Woodland at Lenacre Wood, providing woodland edge amenity and extending habitat linkages in a range of different spatial types within the green corridor whilst minimising access to the woodland habitat;
- Introduce only low density housing to south-east of the woodlands and green corridor adjacent to Singledge and Singledge Manor and provide a soft landscape gateway to the developed area along Singledge Lane;
- To ensure the landscape character and setting of Temple Farm, Singledge and Singledge Manor is protected and enhanced
- Ensure that the green corridor along the floor of Napchester Valley includes a strong, defensible boundary to the agricultural land to the north-west which contributes to the green infrastructure network;
- To ensure development does not interrupt or overwhelm ridgelines
- Retain the viewing corridor from Singledge and Singledge Manor north-east to the sea; and
- Use oak and ash as the predominant structural canopy trees within the neighbourhood.

Temple Whitfield

8.122 Temple Whitfield is a small linear village/neighbourhood to the south-west of Singledge Lane with its southern-western edge defined by the natural boundary of the existing hedgerow with trees. To the south east Green Lane marks the edge of the

neighbourhood. The land is relatively flat sitting on the ridge that divides Whitfield from Temple Ewell to the south-west of the A2.

8.123 To the west the line of development is informed by the setting of the listed buildings of Temple Farm and Singledge. Temple Farm will remain distinct but will positively affect the character of the area. The visual link between Temple Farm and Singledge will be maintained and screened from development by woodland planting. Further block planting will create a landscape and visual buffer between Temple Farm and any new development. The open aspect to the south, south west will be maintained. In order to protect the visual amenity of the residents of Temple Farm the existing PROW will need to be diverted.

8.124 A relatively high density can be achieved at an average of approximately 35.5 dwellings per hectare away from the setting of Temple Farm. Higher densities will generally be on primary routes with the lowest densities in the area of Temple Farm and Singledge Farm. Properties fronting Singledge Lane should generally be accessed from the rear. It is necessary to protect the existing and proposed green corridor function of Singledge Lane, and alterations to it will be minimal to ensure this is achieved. Temple Whitfield will provide approximately 540 dwellings.

8.125 There are opportunities for the design and appearance, layout, form and finish to development to be innovative in some areas within Temple Whitfield as there are limited local influences away from Temple Farm and Singledge.

8.126 Layout and scale could also be influenced by characteristics of adjacent development areas.

8.127 Due regard will have to be paid to the form and layout of the development fringe the adjacent open space and woodland areas.

8.128 This neighbourhood will include the proposed new junction on the A2, the precise location of which is to be determined with Highways Agency. Development of this area should not come forward until the new access off the A2 is provided.

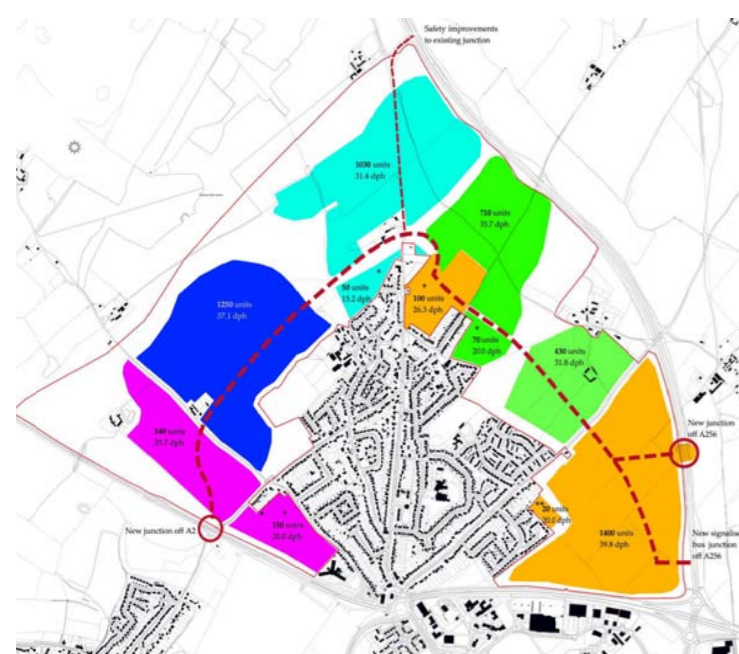
8.129 The landscape design principles for Temple Whitfield are:

- Retain the rural character of Singledge Lane by setting development back beyond the extent of a broad verge green corridor;
- Use Corsican pine, oak and ash as the predominant structural canopy trees within the neighbourhood;
- Retain the viewing corridor from Temple Farm north-east along PROW ER128 to the sea;
- Introduce only low density housing to north-west of PROW ER128 and bordering the structural tree belts adjacent to Temple Farm and provide a soft landscape gateway to the developed area along Singledge Lane.
- Include protection for the Lydden and Temple Ewell Downs SAC by providing a SAC deflection zone, area of green open space as well as providing significant areas of woodland planting adjacent to the north side of the A2 to protect and screen the new development area.

9 Delivery and Implementation

Proposed Phasing Programme

9.1 This Section of the SPD concentrates on the phasing and implementation of the WUE SPD. The proposed phasing programme for the development as a whole is set out diagrammatically below.



Picture 9.1 Phasing Diagram

This map is reproduced from Ordnance Survey material with permission of Ordnance Survey on behalf of the Controller of Her Majesty's Stationery Office © Crown copyright. Unauthorised reproduction infringes Crown copyright and may lead to prosecution or civil proceedings. Dover District Council Licence No. 100019780 published 2010.

- Phase 1 (* Ph. 1A, ** Ph. 1B)
- Phase 2 (* Ph. 2A)
- Phase 3 (* Ph. 3A)
- Phase 4
- Phase 5 (* Ph. 5A)

Key to Phasing Figure

9.2 The development will move in an anti-clockwise direction from east to west. Implementation of the first primary school will commence after the first 620 units within the first phase, while the community infrastructure is planned for delivery after the first 1,000 units of the first phase (Light Hill) although the delivery of the Schools will be subject to confirmation from Kent County Council.

9.3 The Preferred Option and the phasing plan set out within the SPD is considered to represent the best option for meeting Core Strategy targets as well as being flexible enough to meet the changing circumstances that are inevitable over the lengthy development period.

9.4 Moving in an anti-clockwise direction from east to west, the development will start by building out Phase 1 in conjunction with Phase 1a to ensure timely delivery of community benefits, namely a health centre and other facilities for all sections of community. In order to avoid piecemeal multiple starts and undue disruption to the existing residents of Whitfield, it will be essential that each neighbourhood is substantially completed before moving onto the next neighbourhood. By taking this approach towards development it will also provide the opportunity to assess the success of implementing the SPD and determine whether there needs to be any refinement to the SPD.

9.5 Information with regard to the phasing of the required physical and social infrastructure is set out within Appendix 3. Coupled with the viability reviews and the development monitoring that would take place over the lifetime of the development the masterplan is considered sufficiently flexible and robust to meet Core Strategy objectives.

9.6 The cost of providing the necessary supporting infrastructure is a key factor in how the WUE comes forward over time. Viability – the likelihood that the growth proposals will be deliverable from a financial viewpoint – will need to be reviewed regularly from the outset. Viability is subject to change over time and it is very likely that variables will alter together, i.e. land values, profits etc. Very briefly, viability means analysing the level to which the scale of the development appears to be capable of generating sufficient value to cover the various costs and developer's profit. Costs will include development costs and the costs of meeting potential planning obligations related to new infrastructure while also delivering sufficient land value and profits to encourage the landowners to invest in the project and to provide 'risk reward' for the developers and their finance providers. Viability will be considered in relation to each phase and the applications that come forward.

Housing Trajectory and Critical Path

Year	Total Dwellings to be Built	Number of Dwellings by Type and Size Based on Applying Proposed Housing Mix to Total Dwellings Numbers				
		1 Bed Flat	2 Bed Flat	2 Bed House	3 Bed House	4+ Bed House
2011/12	50	7	5	13	20	5
2012/13	75	10	8	19	30	8
2013/14	100	15	10	25	40	10
2014/15	175	25	18	44	70	18
2015/16	220	33	22	55	88	22
2016/17	220	33	22	55	88	22
2017/18	240	36	24	60	96	24
2018/19	240	36	24	60	96	24
2019/20	240	36	24	60	96	24
2020/21	240	36	24	60	96	24
2021/22	240	36	24	60	96	24
2022/23	240	36	24	60	96	24
2023/24	240	36	24	60	96	24
2024/25	240	36	24	60	96	24
2025/26	240	36	24	60	96	24
2026/27	240	36	24	60	96	24
2027/28	240	36	24	60	96	24
2028/29	240	36	24	60	96	24
2029/30	240	36	24	60	96	24
2030/31*	240	36	24	60	96	24
2031 - 2039	1,550	232	155	387	620	155

Year	Total Dwellings to be Built	Number of Dwellings by Type and Size Based on Applying Proposed Housing Mix to Total Dwellings Numbers				
		1 Bed Flat	2 Bed Flat	2 Bed House	3 Bed House	4+ Bed House
Total	5,750	859	576	1438	2300	576
2011-2039						

Table 9.1 Number of dwellings to be built in each year of the development by type and size

* The population projections and social infrastructure requirements have been calculated on the basis of the WUE being completed by 2031 due to the limitations of modelling programme.

Development Monitoring

9.7 The implementation of Policy CP11 of the adopted Core Strategy will be monitored and the results of the monitoring will be reported in the Dover District Annual Monitoring Report (AMR) every year. The monitoring will include an assessment of whether the development is being implemented in accordance with the SPD.

9.8 The AMR will set out overall progress including details of number of dwelling completions; number of affordable housing completions; the amount of employment development and the provision of schools, community facilities, green infrastructure etc.

Management Arrangements

9.9 There will be continued collaborative working between landowners, Dover District Council, the community and all relevant stakeholders throughout the development of the WUE. The District Council requires long term management arrangements to be put in place to ensure the continued upkeep of facilities. Due to a lack of resources Dover District Council has a policy not to take on new management commitments and as such arrangements will need to be adequately addressed and secured through the planning application process. There

is an obvious role for the Parish Council to take on the management of a number of community facilities should they wish to do so.

Appendix 1 Glossary

Appendix 2 Environmental and Utility Considerations

Noise

2.1 The Noise Assessment Report includes an assessment of the baseline noise conditions of the site in order to establish the main sources of noise. The results of this assessment indicated that road traffic noise from the A2 and the A256 dominated the site. General categorisation of the site has therefore been undertaken with reference to the worst case Noise Exposure Categories (NECs) for each area. Table 5.1 below sets out the Noise Exposure Categories (NEC) Advice as defined in Planning Policy Guidance Note 24: Planning and Noise (PPG24).

NEC	Advice
A	Noise need not be considered as a determining factor in granting planning permission, although the noise level at the high end of the category should not be regarded as a desirable level.
B	Noise should be taken into account when determining planning applications and, where appropriate conditions should be imposed to ensure an adequate level of protection against noise.
C	Planning permission should not normally be granted. Where it is considered that permission should be given, for example because there are no alternative quieter sites available, conditions should be imposed to ensure a commensurate level of protection against noise.
D	Planning permission should normally be refused.

Table 2.1

2.2 In summary:

- Land to the West of Whitfield is categorised as NEC B
- Land to the East of Whitfield is categorised as NEC B
- Land to the South of Archers Court Road is categorised as NEC B

- Adjacent to the A2 to a distance of 20m is categorised as NEC D. From this point to a distance of 100m is categorised as NEC C
- Adjacent to the A256 a distance of 20m is categorised as NEC D. From this point to a distance of 100m is categorised as NEC C

2.3 The baseline conditions set out in the above report are subsequently used to determine the opportunities and constraints for the WUE with respect to noise. NEC D should not be allocated for development. Developers are required to demonstrate how the impact of noise will be mitigated, with regard to the internal and external noise levels and amenity of future occupants, when residential development is proposed within an area of the site lying on NEC B and NEC C land.

2.4 Any potentially noisy land uses which could adversely impact on community amenity, should meet the recommended noise limits. The noise and vibration impact given by the construction of the development should be considered and managed using current national guidance.

INSERT DIAGRAM

Air Quality

2.5 The Air Quality Assessment Report identifies the air quality impacts on the existing receptors in Whitfield. The report includes an assessment of the air quality impact on the Lydden and Temple Ewell SAC.

2.6 The closest monitoring location to the WUE is at Green Lane, Dover, approximately 1.3km south of Whitfield and will provide background concentrations in Whitfield, away from main roads. NO₂ concentrations at five locations around Whitfield are being monitored in triplicate in order to increase confidence in the results at the most sensitive locations. The National Air Quality Objectives are predicted to be achieved at all existing dwellings close to the main roads in Whitfield. Even with a substantial increase in traffic on the A2 and the A256 it is unlikely that the objectives will be exceeded. This is because the background concentration, that is those locations away from the direct impacts of major roads, are low.

2.7 The WUE air quality report predicted the contribution of emissions from the A2 to local air quality and nitrogen deposition on the SAC. The results of the air quality report indicate the direct impact of the emissions from the A2 is small, and the vast

majority of the nitrogen deposition comes from sources some distance from the SAC. The greatest impact of the A2 is at the closest point within the SAC, a distance of approximately 80m. At this location the A2 is estimated to contribute less than 2% of the nitrogen deposition. The WUE will increase traffic flows on the A2. Initial studies show that this will increase nitrogen deposition by a small amount, and it is unlikely to be significant. This will be confirmed as the modelling work progresses, and the effects on the SAC assessed by a qualified ecologist.

2.8 The transport assessment (see paragraph 5.49) has identified the need for a new roundabout off the A2. It is generally considered that road emissions may effect air pollution within 200m. The position of the roundabout and associated changes to the highway will need to take these factors into consideration. The direct impact of the emissions from the A2 is small, and the vast majority of the nitrogen deposition comes from sources some distance from the SAC. The study shows that the A2 makes a very small contribution to the nitrogen deposition on the SAC.

Ecological

2.9 A Baseline Ecological Assessment has been undertaken. There are no statutory nature conservation designations within the site. Immediately to the north of the site lie a number of ancient woodlands such as Captain's Wood, Singledge Wood and Waddling Wood which represent high quality habitats. There are a few hedgerows which provide some interest in the context of an otherwise intensively farmed environment. To safeguard these woodlands, the masterplan will need to incorporate significant areas of linked open spaces in the north along access routes to these off-site ancient woodlands. These will serve to provide attractive alternative semi-natural open spaces that will absorb additional recreational activities generated from the proposals so as to ensure that the woodlands are safeguarded.

2.10 Seven Badger setts were recorded within the site. It is recommended that any proposals should seek, as far as possible, to retain any active setts or provide alternative provision for the species. It is recommended that Phase 2 habitat survey work be undertaken in respect of breeding birds and of bat roosting, foraging and commuting activity.

2.11 As the vast majority of the site is considered to be of low ecological value comprising arable farmland, with smaller areas of species poor, semi-improved/improved grassland and

occasional scrub and vegetation it is recommended that features of increased ecological value, such as trees, woodland and hedgerows will need to be retained and enhanced as part of the WUE.

Green Infrastructure (GI)

2.12 A conceptual GI Framework is included in the Adopted Core Strategy which outlines the likely pressures that the Core Strategy's proposals will have on the existing network and where it is proposed to make improvements (Figure 1.1).



Figure 2.1 Green Infrastructure

2.13 In terms of landscape and visual opportunities and constraints, a Green Infrastructure strategy for the WUE is not only fundamental to its successful delivery but has been an integral part of the masterplanning process, shaping, from the earliest stages, the form and character of the expanded settlement. The arrangement of the proposed green infrastructure have been illustrated in Green Infrastructure Plan below.

Insert Green Infrastructure Plan - without the development areas

2.14 The Green Infrastructure Plan has been based on linked areas of open space around Lenacre Wood to buffer the woodland and to absorb additional recreational pressures so as to ensure the biodiversity interest of this on-site woodland is safeguarded. Elsewhere existing hedgerow network and hedgerows should be retained wherever possible. In addition significant areas of open space in the form of green infrastructure will need to be created which will be designed as multi-use spaces and will incorporate extensive ecological enhancements so as to bring forward a substantial net benefit for biodiversity under the proposals.

2.15 The linked open spaces will need to be designed to provide a high quality semi-natural recreational experience through a permeable and extensive network of green spaces across the proposed urban extension. In particular, the Green Infrastructure Plan incorporates semi-natural open spaces (including new native woodlands) in the south-west in the vicinity of the A2. These will form highly attractive areas which are linked to the north and south to contiguous on site open spaces providing considerable opportunities for exercise and recreation. The use of this design and the quantum of the provision will ensure that likely significant effects which could potentially arise through increased recreational useage of the adjacent Lydden and Temple Ewell Downs SAC are avoided.

2.16 Wider effects from the urban extension on other SACs and Special Protection Areas (SPAs) across and beyond the Dover District in the form of increased recreational pressure and reducing air quality which may arise from the proposals are considered insignificant. However, there is the potential that in-combination with other proposals in the District would mean that such effects could combine to significant levels as the urban expansion is progressed through its latter phases. To ensure that such in-combination effects are avoided, the Habitats

Regulations Assessment (HRA) document accompanying the SA and SPD sets out a mechanism to be implemented to off-set such effects and in turn reduce these to insignificant levels.

Parks and Gardens, Natural and Semi-Natural Urban Green Spaces, Green Corridors Amenity Green Space and Accessible Countryside

2.17 These features would be provided as part of a “country park” concept of major open spaces, green corridors, woodland blocks and structural tree belts. 75.63ha would be considered as natural green space, excluding the use of the green infrastructure for formal functional uses but including churchyards and cemeteries managed for nature conservation. The spaces would vary considerably in form, features and function but would include:

- semi-formal local open spaces with a range of social and recreational functions, notably at the proposed district centre to the north of Sandwich Road;
- corridors of open spaces extending along valley floors within the development areas, including seasonal water features including Sustainable Drainage Systems (SuDS) attenuation, structural and specimen tree planting and wildflower and amenity grassland areas
- major open spaces including extensive areas of wildflower grassland and other habitats as well as sports and play facilities
- Structural treebelts following ridgelines, including movement routes for pedestrians, cycles and horse-riders; and
- Woodland blocks, with movement corridors along woodland rides and including extensive habitat opportunities.

Flood Risk and Surface Water

2.18 An investigation of flood risk issues has been carried out as part of the preparation of this SPD. The risk of flooding at the site from either tidal or fluvial sources is very low and the development of housing in this area is appropriate. There are existing problems at Whitfield with regard to existing surface water runoff from fields and hardstanding areas.

2.19 A strategy for managing surface water runoff within the proposed development area is recommended as part of the Water Cycle Strategy. This recommends that development is managed using SuDS principles, with surface water discharged to deep bore soakaways to allow infiltration to the underlying chalk. Locally, a number of different SuDS techniques could be applied including swales, bioretention areas, and permeable paving. Strategic SuDS should be provided as part of the Green Infrastructure and open space, with large swales and detention basins providing storage of surface water during large rainfall events.

2.20 Even though the site is not at risk of flooding from tidal or fluvial sources, a Flood Risk Assessment (FRA) in accordance with PPS25 will be required as part of future planning applications. A scoping study for the FRA is included as an appendix to the Water Cycle Strategy. This document sets out the information that should be included as part of the FRA, including a surface water management strategy. Development should avoid overland flow routes and where feasible, opportunities to reduce surface water runoff into the existing village should be taken forward. This could include the diversion of runoff into the proposed surface water drainage system.

Water Supply

2.21 Water supply is an important issue for the Whitfield Urban Extension. Veolia Water South East supply potable water in the area. The Water Cycle Strategy has considered a range of options to reduce demand, both through applying demand management and a non potable supply. By applying these measures, the requirements of Levels 3/4 and 5/6 of the Code for Sustainable Homes can be achieved. To reach Code Level 5/6, a non potable water supply will be required. The most appropriate non potable supply will be either rainwater or treated greywater (water from baths and showers), which should be developed on a communal or group basis.

2.22 Strategic water infrastructure will be required to enable the future demand to be met, comprising a new trunk water main which would connect into the existing Martin Transfer Pumping Station and service reservoir which will both be located within the development area. Consideration needs to be given to the timescale required for development of this infrastructure as part of the phasing of the development.

Wastewater

2.23 Wastewater in the Dover area is collected and treated by Southern Water, with the majority of wastewater being treated at the Broomfield Bank Wastewater Treatment Works. Southern Water have confirmed that there is insufficient capacity in the sewerage network at Whitfield to accommodate any further development.

2.24 The Water Cycle Strategy for Whitfield recommends that a new strategic pumping station and rising main at Broomfield Bank Wastewater Treatment Works is required to serve the WUE. Within the site itself, a number of minor pumping stations and other sewerage infrastructure will be required to drain the area effectively. Consideration needs to be given to the timescale required for development of this infrastructure as part of the phasing of the development.

Sustainable Energy Assessment

2.25 A Sustainable Energy Assessment has also been undertaken which has provided a baseline energy assessment along with a predicted energy demand assessment for the WUE area. This has identified the need for three District Energy Centres to serve the whole of the development which will have the potential for biofuel or combined heat and power provision rather than relying on the "traditional" approach towards energy provision. These Energy Centres would be situated around the WUE according to phasing requirements.

2.26 Sustainable energy principles require that the WUE development energy demand is reduced to the minimum both in construction and occupation. Energy use during the construction process will need to be monitored and reduction measures will be applied wherever possible. Maximum benefit will be derived from implementation of 'passive solar design' principles to the layout of the development and individual buildings. This will ensure use is made of natural day light and solar heat whilst the building envelopes will provide exemplar standards of thermal performance. Building design will need incorporate low energy demand measures including electrical fittings, appliances and appropriate control systems.

Gas Supply

2.27 The gas provider for the Whitfield and Dover area is Scotia Gas Networks (SGN). SGN who have confirmed that the point of connection onto their gas network to supply the proposed development is to the existing medium pressure gas main situated to the south of the site and on the north side of

the A2 carriageway. SGN have advised that there are no current issues relating to capacity or pressure at Whitfield, within the existing gas network adjacent to the site, however offsite reinforcement, downstream and to the south maybe required subject to the timing of the phased build out and specific gas load requirements. The offsite reinforcement is likely to take in the order of 2 to 3 years to design and construct, following formal application. This assessment has been based on traditional and direct gas connection to all new development and excludes any allowances for renewables requiring a gas connection (e.g. CHP).

2.28 Water and space heating to the proposed development could be provided via Combined Heat & Power (CHP) and district heating systems, distributed through the Energy Centres. Gas supplies from the network will be required to supply the Energy Centres.

2.29 It is expected that a new gas main(s) will be laid in the verge of the A2 and the A256 and into the proposed development within the new access road. Service corridors will be required through the development to provide the gas supply from the connection points into the Energy Centres. Where district heating is provided gas supplies could be limited to serve the Energy Centre only, thus saving gas infrastructure across the site and potentially offsite reinforcement upgrades due to reduced gas consumption from traditional direct gas connections.

Electricity Supply

2.30 The electricity provider and operator for Whitfield is EDF Energy. EDF have confirmed that there is currently in the order of 8MVA of spare capacity available at the existing Dover Primary Substation (PSS).

2.31 There is a de-energised 11kV underground cable to the north of Dover PSS and south of the proposed development, which runs between Buckland Bridge and Old Park Barracks. Connecting this cable to the network would require additional switchgear to be installed at the PSS. Once this cable had been connected to the PSS it would have the capacity to supply in the order of 4,000 residential homes via traditional direct connection, excluding consideration of any onsite energy efficiencies and any other demands on the electricity network arising from development proposals in the Dover area. A new distribution substation would need to be sited within the early phasing WUE and would require a footprint of approximately 5m x 5m (maximum). The route of the new 11kV cables within

the WUE is likely to follow the A2 and A256 and into the proposed development within the new access road. Where additional routes need to be agreed outside public highway (e.g. open space) then easement and legal agreements will need to be agreed with EDF Energy for future access.

2.32 Additional distribution substations, approximately 15 to 20, will need to be phased across the WUE. These distribution substations could be enclosed within such development with suitable landscaping and brickwork to appear as residential garages for example.

2.33 Over and above any available capacity at Dover PSS there would need to be a new 33kV/11kV PSS will be required on or near to the proposed development to supply the remainder of the development. The new PSS will require a footprint of approximately 50m x 50m. Possible site location options have been identified however further consultation will be required with EDF Energy to establish the most appropriate location in the future. The actual timing and need for the new PSS will be the subject of further consultation and negotiation with EDF in conjunction with the onsite renewables.

2.34 On site energy generation will reduce peak demands but current OFGEM (the Regulator) regulations require "traditional supply" to be provided to meet competition requirements and "security of supply" requirements. The regulations are under review and amendments are likely within the lifetime of the development. Subject to the outcome these may allow reductions in traditional provision. Electricity generated on site should, wherever possible be used on site. Therefore power generated locally would be fed to on site (secondary) substations to feed site with priority over import from grid. Energy provision and the need to meet zero carbon standards will require assessment for viability. The use of on site generation may allow the proposed PSS at Whitfield, to be deferred to sometime in the future and beyond the timescales stated above.

Heat Supply

2.35 The potential for district heating would need to be allowed for whether from biofuel heating or combined heat and power provision within the Energy Centres as the majority of the WUE would be zero carbon. The low density nature of the development, however, renders this option as a costly alternative due to the heat distribution infrastructure required. The need to achieve a zero carbon standard to the majority of the

development requires that this option remains available at this stage of the planning process. The use of Energy Centres will require the services of a specialist operator, ESCO, to operate and maintain the energy infrastructure.

Telecommunications

2.36 The telecommunication provider within the Whitfield and Dover area is BT Openreach. At this stage, it is considered that a contribution towards the telecommunication infrastructure via BT Openreach is unlikely to be required, however full engagement with them will be required once the masterplan is defined and at the post planning stage. The information and communication technologies (ICT) market is moving fast in terms of new technologies and systems becoming available and options available will be further explored to meet the aspirations of both the client and Dover DC as the proposed masterplan develops.

2.37 BT will offer a proposal extend their existing telecommunications infrastructure into the proposed development offering a range of technologies including high speed broadband and cable TV.

Local Centres and Schools

2.38 The WUE also needs to provide an opportunity to create a thriving, identifiable centre for Whitfield. The desire to create a liveable place that supports sustainability has been based on the principles of creating a walkable neighbourhood. In accordance with Government best practice an indicative 400 metre radius / 5 minute walk to community facilities such as schools and public transport has been used for the masterplanning process. Development concentrated within these areas will usually have higher densities towards the centre.

2.39 As a result of this work it has been identified that the northern end of Sandwich Road is considered to be the natural location for the main focus for a new identifiable centre of the expanded settlement because it is:

- broadly central to the end state Whitfield settlement;
- well located from the current Whitfield village, promoting viability that will be enhanced as the development progresses;

- creates a central hub for BRT and local bus services to interchange, and is the logical place for interaction of local buses and BRT;
- consolidates Sandwich Road as the heart of Whitfield – with key local facilities being accessible to residents at either end and dotted along the corridor;
- creates a logical location for one of the primary schools; and
- will enable the delivery of new facilities for the benefit of existing residents from day one.

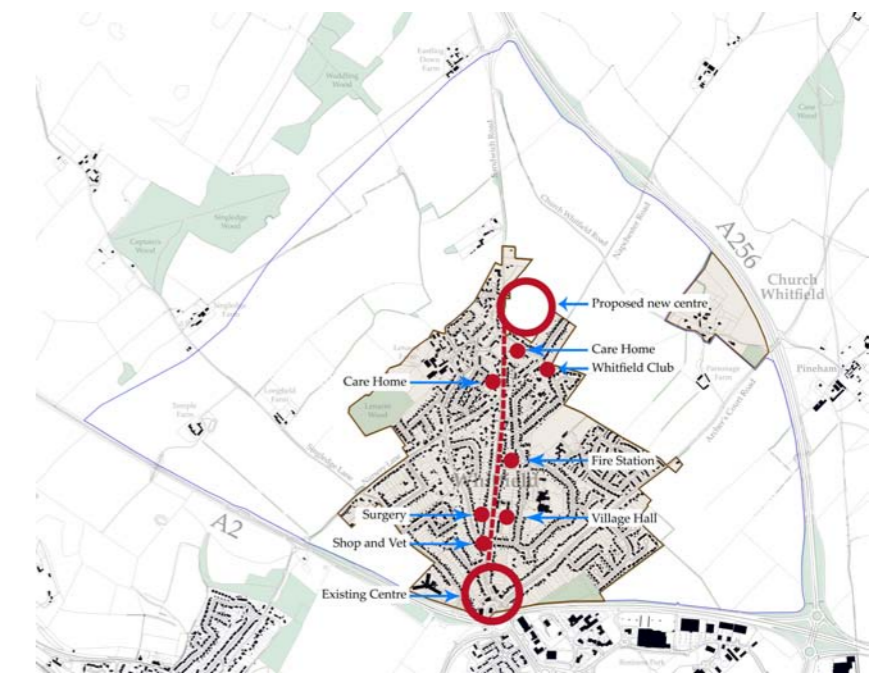


Figure 2.2 The Village Spine

2.40 Other local centres will be located within each new neighbourhood, on the primary street, BRT route and where appropriate adjacent to the new schools. The masterplan and building design in these locations should provide the flexibility that local shops and other facilities can be provided, subject to viability.

Secondary School/Primary Schools

2.41 No new secondary school will be required. Provision will be made at existing schools for approximately 244 places for which developer contributions will be sought through the planning application process. In order to promote safe and

sustainable access to secondary schools the expansion area should provide the opportunity for a new foot/cycle bridge over the A2.

2.42 The WUE area will generate the need for three new 2-form entry (2FE) primary schools, including early year (nursery) provision. Each school will be required to provide 26 nursery school places. The schools will be well located to cater for the needs of new and existing residents and benefit from good access to public transport, on foot or by cycle. While the masterplan can depict broad, logical locations for the new primary schools, the precise siting will be determined at the planning application stage following detailed discussions between Dover District Council, the developer and KCC. It is, however, apparent that the first phase of the development would need to provide a primary school. The provision of two further Primary Schools should be in step with the housing trajectory contained within Section 10: Delivery and Implementation.

2.43 The primary schools will need to provide a net site area of not less than 2.05 hectares each with the Learning and Community Campus requiring additional land-take to facilitate the other services encompassed within this facility. DDC and the County Council will encourage the use of the school facilities for a range of activities before and after school for children attending the schools and for the local community. This includes sporting, educational and cultural activities where they are compatible with the principal school use. The County Council will explore with the Church of England the possibility of one of schools being a church school. The exact location, size and configuration of each site will have to be agreed with the County Council before planning permission for that particular neighbourhood/phase of the development can be granted.



Figure 2.3 Location of 3 New Primary Schools

Youth Centre

2.44 A new youth centre will need to be provided. Temporary provision can be provided in the interim period between the start of development and the programmed delivery of a new youth centre.

Adult Education

2.45 There will need to be a new Local Skills Plus Centre. This centre will help to deliver basic skills such as literacy, numeracy and IT skills to adults requiring tuition and assistance in these areas.

Kent Adult Social Services (KASS)

2.46 A variety of activities for older people and people with physical and learning disabilities will need to be provided as part of the new local centres situated across the WUE area. Flexible use of rooms will be permitted to give access to vulnerable clients.

Health Care Provision

2.47 A new health centre, which would be provided to the north of the existing settlement, will need to provide sufficient GP services to serve the new and existing population of Whitfield along with clinical team of practice nurses, healthcare assistants and supporting staff. An element of Kent Adult Social Services

provision will also be accommodated within this facility. A consulting room will need to be provided within the new health centre in order for Assessment Clinics to take place and to accommodate Community Support Case Workers. Supported Living accommodation to give individuals with learning disabilities the opportunity to live independently within the community will need to be provided.

Children's Social Services

2.48 One new Multi Agency Social Care Facility will need to be provided as part of the WUE development. It should be located and delivered within the second primary school.

Libraries

2.49 As part of the WUE development contributions would have to be made to the enhancement of existing library provision. One possibility is to contribute towards increased book and multi media/stock resources and the modernisation and re-configuration of the Dover Discovery Centre Library internal space to create additional public library space and extended opening hours. An alternative may be to provide library facilities within Whitfield itself but this could well attract problems with long term running costs and potential to offer wider library services and facilities.

Emergency Services

2.50 It is envisaged that financial contributions from developers will be required in order to support the emergency services. This will be negotiated at the planning application stage. Discussions are ongoing as to whether there is the need for a new police station.

2.51 All of the above factors are important considerations that have all had an influence on the overall masterplanning strategy and the identification of a preferred development option for the WUE which are discussed in Section 6.

Appendix 3 Infrastructure Requirements

Infrastructure Type	Infrastructure Required	Purpose	Broad Timing
Transport	At grade roundabouts from A2 and A256	To enable road access to Whitfield urban extension and improve local north/south connectivity	2011 - 2016
	Land for Dover Park and Ride System	Reduce town centre traffic and release some town centre car parks for development	2016 - 2021 2021 - 2026
	Bus Rapid Transit (BRT) System	To provide a faster, more efficient service than an ordinary bus service. Goal is to approach the service quality of rail transit while still enjoying the cost savings and flexibility of bus transit.	2011 - 2016
	Main spine road and associated footpath/cycle routes	To facilitate access and movement to and throughout the WUE.	2011 - 2026
Affordable Housing	In accordance with Policy DM5 of Core Strategy, 30% of the affordable housing (a minimum of 1,735 homes) will be sought as affordable homes of a type and tenure that will help meet priorities need.	To provide for those people whose housing needs are not met by the market	2011 - 2016 2016 - 2021 2021 - 2026 (to be provided with each phase of residential development)
Education	Primary Education	Three new 2 Form Entry primary schools each including early years	School 1: September 2016 or 620 residential units

Infrastructure Type	Infrastructure Required	Purpose	Broad Timing
		provision (1 x no. 26 places each) to support the Whitfield urban extension. Capacity improvements to other schools in the District as required to support housing growth 2006-2011	School 2: September 2023 or 2,520 residential units School 3: September 2029 or 5,200 residential units
	Secondary Education	Extension of existing Secondary schools in the locality (244 extension places required). No additional land required	2023 or 4,500 residential units
	Adult Education	One new Local Skills Plus Centre delivering basic skills, literacy, numeracy and IT skills to be provided within Learning and Community Campus (LCC)/second primary school	2023 or 2,520 residential units
Health	Health Centre Provision	Provide one new health centre	2011 - 2016
Social Infrastructure	Children's Social Services	One Multi Agency Social Care Facility (MASC) to be incorporated and delivered with the second new primary school	September 2023 or 2,520 residential units
	Kent Adult Social Services (KASS)	Activities for older people and people with physical and learning disabilities to be provided as part of the new local community hubs. Flexible use of rooms to give access to vulnerable clients. Must form part of LCC or be amongst other community facilities. Temporary provision required for elderly care and those adults with physical/learning disabilities until the LCC is delivered	Capital build 2023 or 2,520 residential units (with second primary school). Temporary provision for estimated 40 new clients 2012 - 2021 possibly as part of new health centre.

Infrastructure Type	Infrastructure Required	Purpose	Broad Timing
		Supported Living accommodation to provide people with learning disabilities the opportunity to live independently within the community (20 no. 1 and 2 bed houses/flats to be provided within affordable housing quota) Independent living using technology to be provided within the new residential units)	1 No. Flats: 2012 - 2016 4 No. Flats: 2017 - 2021 4 No. Flats: 2022 - 2026 11 No. Flats: 2026 - 2031
		Consulting room to carry out Assessment Clinics/accommodate Community Support and Case Workers to be provided as part of new health centre	Dependent on delivery of new health centre. Required late 2012. Within new residential units across WUE.
Green Infrastructure	Playing Pitches and Outdoor Sports Facilities	10.74 Ha including All Terrain Pitches (ATPs) for maximised useage opportunity	2006 - 2011 2011 - 2016 2016 - 2021
	Play Areas	1 x strategic play area 1 x LEAP (Local Equipped Area for Play) 1 x MUGA (Multi Use Games Area) 1 x small skate park	2021 - 2026
	Greenspace	75.63 Ha natural greenspace/green corridors/amenity greenspace provided as part of country park concept	
	Allotments	2.87 Ha of allotment provision	
	Churchyards and Cemeteries	1.9 Ha of churchyard provision and 8.3 Ha of cemetery provision	

Infrastructure Type	Infrastructure Required	Purpose	Broad Timing
Public Services	Youth	One new youth centre to be provided as part of LCC. Temporary provision of youth services through outreach. 5 years provision required providing outreach service 2 nights per week out in the new community, plus rental of facilities	2023 or 4,500 units (with second primary school) Temporary provision approximately 2017 - 2022 prior to the completion of the new Youth Centre within the community campus
	Libraries	Development of provision at Dover Discovery Centre to include increased book and multi media/stock resource Modernisation and re-configuration of Dover Discovery Centre Library internal space to create additional public library space Extended opening hours 2006-2011	2027 - 2028 or 3,450 residential units
Utility Services	Wastewater	Provision of strategic wastewater infrastructure Expected to be a strategic pumping station and rising main to Broomfield Bank WwTW	2011 - 2015
	Potable water	Provision of on site service reservoir and trunk mains to existing strategic mains	2011 - 2013
	Non potable water	Provision of local/communal rainwater and/or greywater re-use systems	2011 - 2026
	Water waste system (Water Cycle Study 2008)	Provision of new on site primary pumping station and rising main	2011 - 2015

Infrastructure Type	Infrastructure Required	Purpose	Broad Timing
		connection to Broomfield Bank treatment works	
	Gas mains	Medium pressure gas connection will be taken from the existing National Grid Gas (NGG) main to the southeast of the site to supply CHP/Energy Centres and/or individual connections as the supply strategy dictates. NGG have indicated that offsite mains reinforcement is likely to be required to the MP main and this will be fully assessed once the Energy and supply strategy and gas load requirements are fully defined.	2011 - 2015
	Electricity supply (EDF Energy Assessment 2008)	Initial connection to Dover 33kV/11kV Primary Substation with 11kV supplies to serve first 3,000 to 4,000 residential units. Subject to available capacity confirmation with EDF Energy. 33kV/11kV Primary Substation to be established to serve the development fed from Betteshanger 132kV/33kV Grid Substation to provide in excess of 10MVA. Both above to be assessed in conjunction with renewable energy carbon reduction initiatives	2015 - 2020 for PSS subject to capacity take up and renewable technologies
	Flood Defences	The area is located within Flood Zone 1 with an extremely low risk of fluvial or tidal flooding. No flood defences are required	N/A

Infrastructure Type	Infrastructure Required	Purpose	Broad Timing
	Surface water drainage	Local and strategic SuDS required together with deep bore soakaways. SuDS to be integrated with the green infrastructure provision	2011 - 2026

Table 3.1 Infrastructure required to serve the whole of the WUE area

Infrastructure required to support Phase 1 of the development

Infrastructure Type	Infrastructure to be Delivered
Transport	New at grade roundabout on the A256. Financial contribution to BRT
Affordable Housing	The starting point for the consideration of the provision of affordable housing is Core Strategy Policy DM5, Core Strategy Policy CS 11 and Delivery of Affordable Housing through the Planning System SPD. The Council's approach to the provision of affordable housing is based on negotiation, having regard to the economic viability of the development of individual sites and market conditions. At Whitfield it is recognised that the provision of affordable housing is one of several community benefits being sought, and therefore the costs of all community benefits and the necessary infrastructure provision will need to be considered as part of an economic viability assessment of the development. The principle aim will be to ensure the provision of 30% of all housing over the development period to be affordable. However, taking account of matters relating to economic viability and the prioritisation of the provision of other community benefits and infrastructure, it is accepted that in the

Infrastructure Type	Infrastructure to be Delivered
	early phases of development, particularly Phase 1, this level of provision may not be reached.
Education	<p>Phase 1 of the WUE will provide the first of the three new 2FE primary schools required for the development as a whole. The school will occupy a site of approximately 2.05ha and will include 26 nursery places. The first primary school is scheduled for delivery circa September 2016 or after occupation of the 620th residential unit. Until such time, capacity improvements to other schools will be required.</p> <p>Phase 1a makes provision for the second of the new 2FE primary schools. This primary school will be located within the community hub to the north of Sandwich Road and will form a part of the proposed Learning and Community Campus. The second primary school is scheduled for delivery circa September 2023 or after occupation of the 2,520th unit.</p>
Health	<p>The SPD requires a new health centre to serve the new WUE development. It is envisaged that the health centre will be located within Phase 1a as part of the community hub. The health centre will be delivered early in the WUE process, between 2011 - 2016 in order to ease pressure on existing health services in Whitfield and to make sure the needs of current and future residents are met. It is envisaged that the health centre will include a doctors and dental surgery, a pharmacy and space for a police station.</p> <p>The health centre will also include provision for Adult Social Services such as activities for older people and people with physical and learning disabilities and a consulting room</p>

Infrastructure Type	Infrastructure to be Delivered
	for Assessment Clinics, which may also be used to accommodate Community Support and Case Workers.
Green Infrastructure (GI)	GI as part Phase 1
Public Services	<p>A Learning and Community Campus will come forward as part of the latter stages of Phase 1a and will accommodate the second primary school as well as a youth centre, library and a facilities for adult education to help deliver basic skills, literacy, numeracy and IT skills. The Learning and Community Campus and the facilities it incorporates is scheduled for delivery circa 2023.</p> <p>The majority of the community benefits identified within the SPD and through community consultation will be delivered early in the development of the WUE process and will form an important part of the first application(s) on the site.</p>
Utility Services	<p><u>Foul Water Drainage</u></p> <p>Subject to outcome of Southern Water capacity check to determine what additional flows could be accommodated at the existing pumping station on Sandwich Rd that could allow take some of the initial phase 1 flows. However the phase 1 area as a whole will be served by the new low rise pumping station located in the NE corner of Phase 1. This location at the low point of the phase 1 development and alongside the primary access to the whole development from the A256 allows this initial infrastructure to be contained primarily within the Phase 1 area. This will need to connect to the strategic pumping station shown on PBA plan 23304/021/025B that will subject to outcome</p>

Infrastructure Type	Infrastructure to be Delivered
	of the S98 determination be positioned to replace/support the existing Sandwich Road PS. This will connect via a rising main to Broomfield Bank WWTW which has the capacity to serve the WUE. The low rise PS in Phase 1 will be designed to serve the phase 1 area and will accommodate the initial parts of Phase 2 (Parsonage Whitfield). As each subsequent phase progresses they will in turn require their own low rise pumping station with connections to the initial strategic pumping station.
	<p><u>Potable Water Supply</u></p> <p>Water supply for the area as a whole is at capacity and WUE will require the provision of a new strategic water supply. Phase 1 will trigger the need for this supply. The information provided by Veolia Water has indicated that initial supplies could be provided by upgrades to the Downsgate Booster station however this would only provided limited capacity and has been earmarked for serving other development in the White Cliff Business Park and Connaught barracks area.</p> <p>The strategic supply for the WUE and which will be required to serve the phase 1 developments will come from the Martin Transfer Pumping Station near Kingsdown. The indicative route for this strategic main is shown on figure 42 of the SPD however the final route will be subject to the design work top be undertaken by Veolia Water and the point of entry to the site may be along Archers Court Road to serve Phase1. This strategic supply will serve the phase 1 development through local distribution routed along the primary highway corridors. Later phase will be served by this strategic main extend around Whitfield as the development</p>

Infrastructure Type	Infrastructure to be Delivered
	<p>progresses. As the later phase are progressed the service reservoir will be required to be provided.</p>
	<p><u>Electricity Supply</u></p> <p>EDF have confirmed that there is about 8MVA of spare capacity at the existing Dover primary sub station and 11kv cable infrastructure situated to south of the site that can be extend to provide an 11kv supply to the WUE. This capacity is sufficient to serve in the order of 4000 residential units and so will form the basis of supplying phase 1 and the majority of the development.</p> <p>The exiting 11kv supply to the south of the site would be routed (subject to completion of detailed design by EDF) through the White Cliff Business Park and enter the WUE through the Phase 1 area via the new access from the A256. The 11kv HV distribution will be routed around the Phase 1 area and connect to a series of sub stations to allow low voltage distribution to the residential development. Phase 1 is the ideal location for starting the development in respect of the entry point for the primary power distribution.</p> <p>As the development progresses the 11kv power supply will be routed along the primary highway corridor as shown on Fig 42 of the SPD. This supply should provide capacity for about 4000 residential units excluding any consideration of any onsite energy efficiencies and on site power generation.</p> <p>EDF have advised that beyond the 8MVA capacity and subject to the assessment of the energy efficiencies of the built development and renewable energy provision made on site that a Primary Sub Station may be required to be located on site to provide power to the final phases of the development.</p>

Infrastructure Type	Infrastructure to be Delivered
	<p>This would be served by 33kv feeds from the Bettshanger Grid site. The need for and extent of this future supply will need to be determined as the development progresses. The potential location and route of the incoming supply is shown on fig 42 of the SPD and further details are provided in the utility and services supply report.</p>
	<p><u>Gas Supply</u></p> <p>Scotia Gas Networks (SGN) have confirmed that the gas supply for the whole development will be provided by connections to the existing Medium Pressure main located in Phase 1 in the SE corner of the WUE. As with the power supply the location of this primary supply to serve the whole development is ideally suited for Light Hill to be the first phase of the overall development. The location of this connection is shown on fig 42 of the SPD and further detail is provided in the utility and services supply report. SGN have advised that off site reinforcement works will be required to supply Phase 1 , but that these works will provide capacity for the first 1800 – 2000 units so future phases can be accommodated. As the development progresses and subject to assessment of the energy efficiencies built into the residential units and provision of on site heat/power generation further off site reinforcement may be required to serve later phases.</p> <p>The gas main to serve the wider development will be routed along the primary highway corridor at medium pressure and distributed around the phased developments at low pressure by means of pressure reduction governors located within each phase.</p>

Infrastructure Type	Infrastructure to be Delivered
	<p>The medium pressure main routed around the primary highway corridor will also serve the 3 or 4 energy centres positioned around the development that will provide water and space heating and could reduce the need to provide individual gas connections to each unit and hence need for any future off site reinforcement.</p>

Table 3.2 Infrastructure required to support Phase 1 of the WUE

Appendix 4 Guidance for Future Planning Applications & Anticipated Heads of Terms

Guidance for Planning Applications

4.1 The purpose of this appendix is to provide a guide to the format of future applications that will realise the strategic objectives of the SPD and Core Strategy as well as allowing the Local Planning Authority to discharge its duty under The Conservation of Habitats and Species Regulations, 2010. While differences will/may arise during the more detailed work undertaken in the preparation of planning applications, there are a series of principles and issues relevant to the WUE. Ensuring that future applications follow a coherent and structured format will help the Local Planning Authority to expeditiously evaluate the application and other interested parties gain a clear understanding of the scope, nature, impact and deliverability of the development.

4.2 The content of all planning applications will be assessed against the requirements of Circular 02/2008 and 'The Validation of Planning Applications' guidelines, together with DDC's local validation check list – or any other legislative requirements relevant at the time of submission. Reference should be made to these documents in the preparation of any forthcoming planning application. NB: Although current at the time of publication, legislation and guidance is subject to change and developers must satisfy themselves that their submissions are consistent with the latest guidance and legislation.

4.3 All supporting reports and statements which draw on the original reports and statements which informed the SPD must at the time of submission be up-to-date and current and must be individually tailored to the submitted planning application. A simple re-working of the original SPD based reports will not be acceptable.

4.4 Although not an exhaustive list, as a minimum each application should include:

- Forms
- Correct Planning Fee
- Site Plan

- Plans, drawings, photomontages, photographs, cross sections, illustrative material as may be relevant to the form and nature of the proposal.

- Masterplan Response Statement: a detailed account of how the application fulfils the key policy principles set out within the WUE SPD. All information supporting the planning application must relate back in every instance to the aims and objectives of the adopted SPD. If not, there must be clear justification and reasoning for the proposed departure

- Design Code – should be detailed and must draw on the Framework Design Code set out within the SPD. Any departure from the Framework Design Code must be fully justified

- Design & Access Statement

- Sustainable Design Statement: This document will drive the overall design approach and should aim for exceptional standards. Developers, future house builders and any management company overseeing development will be expected to adhere to the Sustainable Design Statement. When drawing up a SDS for the WUE (or part thereof) developers will be expected to demonstrate and explain their approach to:

a) Code for Sustainable Homes

b) Reducing demand for energy use

c) Provide energy from sustainable sources/renewables e.g. passive solar gain, solar water heating, photovoltaics, heat pumps, CHP, biomass energy, air source heat pumps etc

d) Reducing demand for water

e) Making provision for convenient recycling/waste reduction

f) Making alternative transport modes attractive

g) Using sustainable materials and construction techniques

h) Promoting social cohesion and inclusion

- Landownership Plan & Statement (incl. Ownership Certificates. Agricultural Holding Certificates) – this should explain any issues/barriers to development where there are multiple landowners involved and how the application has responded to this. One example may be phasing implications.

- Planning Statement – whether departure from policy/SPD, housing need, housing provision, sustainability of development, agricultural land quality, etc.

- Appropriate Assessment information required through the Interim Strategy, or Final Strategy (whichever is applicable) as incorporated in, or developed from the SPD, drawing on up-to-date monitoring and modelling of potentially significant impacts on the European sites identified in the Habitats Regulations Assessment of the SPD and any mitigation required to offset those impacts.

- Infrastructure Statement – using Infrastructure type headings within the Core Strategy (pages 55-61) e.g. Transport, Education, Health, Social Infrastructure, Green Infrastructure, Public Services, Utilities & Flood Defences.

- Affordable Housing Statement

- Statement of Economic Development - Employment/Training Opportunities (during and post construction)

- Utilities Strategy – electricity, gas, water (provision & drainage), ICT etc.

- Phasing & Delivery Strategy

- Scope of Conditions – broad outline of matters developer anticipates to be covered by condition

- Environmental Statement (& Exec Summary) – to be formally scoped*

- Visual Impact/Landscape Impact Assessment

- Green Infrastructure Strategy

- Public Realm Strategy (provision & management)

- Heritage/Archaeological Statement

- Tree Survey (existing) & statement/evaluation of proposed works

- Transport Assessment (& Exec Summary), incl. Public Transport Statement, and Access & Transport Statement

- Travel Plan

- Parking Strategy
- Flood Risk Assessment
- Land Contamination Assessment
- Air Quality Assessment
- Noise Impact Assessment

4.5 Open Space Strategy & Management Plan: Management and maintenance considerations must be clearly set out within this document. Within each development area, individual developers will be expected to adhere to the detailed guidance set out within the Management Plan. Any bespoke management considerations for particular places will need to be specifically identified within the Management Plan. The Management Plan must address the following:

- a) How and who maintains streets, local spaces and streetspaces and on what frequency
- b) Where services are incorporated, how to avoid conflict with vegetation and the resulting reinstatement of materials to a good standard and if access is required
- c) If all replacement materials and furniture can be obtained for the foreseeable future and an alternative contingency plan
- d) Materials which are easy to keep clean
- e) How vegetation will be managed to promote and enhance Green Infrastructure and Biodiversity value

- Landscape & Biodiversity Management Strategy
- Sport & Recreation Strategy
- Children's Play Area strategy
- Waste Management Strategy (construction & occupational stages)
- Statement of Community Engagement

* Each planning application submitted as full or partial fulfilment of WUE, including village extensions, shall be accompanied by an Environmental Statement (ES), unless the need for such is

screened out by the local planning authority. Each ES must account for the application site itself, for cumulative impacts with other committed development that contributes to WUE and shall consider, as far as is reasonably possible and in accordance with the masterplan, the environmental impacts of that application on the wider WUE.

Anticipated Heads of Terms

Schedule of Development & Delivery – including operational programming

- Any legal agreement may be expected to address the phased delivery of the development and any associated issues relating to the timing of infrastructure provision and payment of any financial contributions as well as the potential cost of undertaking viability appraisal work and the monitoring of any legal agreements.

Affordable Housing:

- Requirement for 30% Affordable Housing within the WUE, providing a mix of tenure and type to be determined prior to submission of each future planning application, in accordance with the latest housing needs assessment.
- AH occupation will be required to take into account the occupation needs of local people which will be informed by an accommodation policy ... Tenure mix and occupation will be determined in accordance with the results of the current Needs Survey, the Councils Accommodation Policy and Letting Plan.

Sports Facilities, Children's Play Areas & Public Open Space

- Requirements for the direct provision of these facilities, contributions to off-site facilities, contributions to future maintenance costs and details of proposed future management arrangements will be required.

Ecological Mitigation Measures

Open Space Management & Maintenance

Design Code

4.6 The SPD contains a Design Code Framework which must form the basis of any detailed Design Code devised for each planning application/neighbourhood

Transport & Highways

4.7 Kent Highway Services may require a S106 Agreement to address transport and highway requirements identified through the SPD, together with more site specific measures as may be identified through the Transport Assessments associated with each future planning application. Contributions towards public transport improvements, off-site highway works, traffic monitoring and management may be required.

Appendix 5 Expanded Whitfield Principles

5.1 This Appendix sets out the key Development Principles that future development proposals across the WUE will be assessed and judged against:

Development Principles

Principle WUE 1

Future Development

All development proposals within the WUE development area must correspond with the approved SPD & Masterplan unless an alternative proposal is fully justified and evidenced.

Principle WUE 2

Sustainable Construction: Managing Demand for Sustainable Energy

To comply with the above guidance (WE1) developers will be expected to produce a detailed Sustainable Design Statement (see Appendix 4) for all new developments within the WUE. The SDS must drive the overall design approach. Developers, future house builders and any management company overseeing development will then be expected to adhere to the agreed SDS. When drawing up development proposals for the WUE developers will be expected to show how the proposed development will:

- Reduce demand for energy use
- Provide energy from sustainable sources
- Reduce demand for water
- Make recycling and waste disposal more convenient
- Make alternative transport modes convenient and more attractive than the private motor car
- Use sustainable material and construction techniques.

Principle WUE 3

Transport and Movement

Development proposals will be expected to:

- Plan and implement effective residential Travel Plans in conjunction with the requirements of Kent Highway Services and the Highway Agency
- Give priority to pedestrian and cycle movement within the WUE, followed by public transport
- Incorporate measures to reduce the A2's barrier effect and allow easier interurban walking and cycle connections between north and south Whitfield
- Show that discussions with bus operators to understand feasibility and capacity issues have taken place. Public transport should be in place from the implementation stages to encourage its immediate use or a suitable programme for provision needs to be identified
- Plan public transport accessibility from the start, with adequate links to Dover town centre and neighbouring communities
- Ensure all parts of the WUE are located within easy walking distance of a bus route
- Provide high quality bus stops and shelters in appropriate locations
- Ensure bus stops and waiting facilities are situated in accessible locations which benefit from good natural surveillance
- Ensure well connected and permeable networks of streets and open spaces that enhance the attractiveness of walking, cycling and public transport journeys
- Ensure that the form and function of existing rural lanes including Church Whitfield Road, Napchester Road, Nursery Land and Singledge Lane are protected, and additional vehicular traffic along these routes will be discouraged
- Include PROW retention measures and footpath/cycle way connections must be made to the countryside
- Provide details of routing for construction traffic and provision for their temporary infrastructure where necessary. It will not be acceptable to route construction traffic through the existing village.

Principle WUE 4

Integration

When considering development boundaries with the existing Whitfield settlement, new development will be required to:

- Provide a positive transition to existing settlement boundaries ensuring existing residential amenities are not compromised.
- Integrate existing and future communities/neighbourhoods through imaginative use of built form and layout, green infrastructure and movement corridors. Thus ensuring social cohesion for future generations.
- Demonstrate that it would protect the setting of listed buildings and the historic landscape.

The rural edge of the development areas should incorporate the following principles:

- There should be a graduated approach to the development edge, so that there is no abrupt transition from urban development to countryside. Drawing together built form, open space and structural landscaping is preferred to easing the transition between the urban fringe and surrounding countryside. Uninterrupted uniform stretches of built form, or extensive linear tree planting along the development edge will not be acceptable

Principle WUE 5

Design and Layout

The presumption must be in favour of encouraging change which positively contributes to and enhances the character of the area, and develops a new identity for the WUE. Developers will be expected to demonstrate how they have drawn upon the building traditions of Whitfield, Dover and their surrounding villages in any design proposals, and to take this forward through Design Coding. In addition, the character and interrelationships between buildings, street and space will be taken into account.

Developers will be expected to:

- Ensure that new development respects and responds to the existing landscape features and topography of the development area. Particular care must be taken to ensure that the existing topographical features are not subsumed by development;
- Ensure that new development retains and respects the character of existing rural and village lanes
- Key views to and from the existing village must be safeguarded
- Incorporate green energy design features such as photovoltaic cells, passive solar gain etc.
- Develop a series of distinct neighbourhoods of an appropriate scale each with their own sense of place and identity
- Ensure appropriate scale, building height and layout throughout the development
- Integrate the neighbourhoods or expanded areas as part of a complementary network of communities, both within Whitfield and the WUE.
- Set development back from the A2/A256 to take account of noise and air quality problems
- Ensure the density of an area is commensurate with its character eg density at the urban fringe will naturally be lower than that at a centre.

Principle WUE 6

Design Code

Will cover the following topics; [not exhaustive]

- Street types – specifications / geometry; location of services; tree planting; street furniture; street lighting; cycle/pedestrian surfaces; on street parking
- Block principles – continuous / broken frontages; building lines; approach to parking and access; active frontages/surveillance
- Boundary Treatments – verges; planting; fencing; railings
- Building types – terraced; semi-detached; houses; apartments
- Building Heights – maximum and minimum
- Materials and Details – vertical and horizontal rhythms; parapet heights; roof treatments; surface finishes
- Environmental standards sought to be achieved
- A **Design Code Framework will be sought as an appendix to the SPD**. Individual tailored Design Codes can build on the SPD Design Code. Early preparation of Design Code(s) will be welcomed by the Council for pre-planning application discussions.

The Design Code must be extensively illustrated with diagrams and images which will clearly set out the expectations for development proposals

Principle WUE 7

Education Buildings

All education buildings should benefit from safe and secure routes from residential areas inside and out of the development area. These routes must benefit from natural surveillance to encourage walking and/or cycling as an alternative to driving to school.

Education buildings need to be flexible and inspiring places. There is an opportunity for school buildings to be used as facilities for the wider community and a variety of complimentary functions. Education buildings must be accessible to all and also easily reached by safe and secure pedestrian, cycle and public transport networks. This will encourage linked trips to be made, and also to make best use of the more accessible location within the new community

Principle WUE 8

Community Centres/Hubs/Campus??

Needs clearly defining within SPD and referred to with a consistent name throughout i.e. hub/campus/district centre, local centre, community centre – all used interchangeably throughout SPD.

The community centre(s) should be appropriately located to serve the existing community of Whitfield and the future population of the WUE. This will encourage use by existing and new residents, providing a focus within the expanded community. Accordingly the community centre(s) must be of a high quality and design.

The community centre(s) must be accessible to all and also easily reached by safe and secure pedestrian, cycle and public transport networks. This will encourage linked trips to be made, and also to make best use of the more accessible location within the new community.

Principle WUE 9

Local Facilities

The WUE must be developed as a sustainable community with a level of facilities that is appropriate to serve local needs. However, development of the WUE must create an expanded settlement at Whitfield that is complementary to Dover town centre rather than one in competition. It is therefore of great importance that the expansion of Whitfield is only supported by social infrastructure, shopping and leisure facilities that are necessary for the local community and not to serve the wider needs of Dover.

Principle WUE 10

Affordable Housing

All housing, including affordable housing will be expected to be of a high quality design and use high quality innovative materials. Within the WUE 30% affordable housing will be sought. All affordable housing will be expected to integrate well into any housing layout and integrate seamlessly with the rest of the development area

The appropriate tenure and unit type of Affordable housing will be determined by the current Housing Needs Survey current at the time of planning application submission and in accordance with the Council's accommodation policy (?) and lettings plan (?) **IS THIS CORRECT??? NEED TO CONFIRM**

Principle WUE 11

Existing Landscape Features

- Opportunities should be embraced to use existing mature landscape features to reinforce an established landscape setting for the development. It is important to ensure that the ridge and valley topography of Whitfield is not overwhelmed by the built form.
- The character, form, function and alignment of historic rural lanes including: Church Whitfield Road, Napchester Road, Nursery Lane and Singledge Lane shall be protected. Re-designation of these routes will not be acceptable.

Principle WUE 12

Green Infrastructure

Design proposals for the WUE will:

- Relate closely with the emerging strategic Green Infrastructure Network and work to integrate the new development with existing Green Infrastructure across the site and that in the wider landscape, including enhancement of connectivity where deemed necessary;
- Incorporate appropriate opportunities to include new Green Infrastructure which will promote a strong new landscape character with diverse landscape treatments and habitats within the broader structure.
- Support in particular initiatives to include well integrated non-car movement networks and incorporate SUD systems to reduce flood risk

Principle WUE 13

Ecology and Biodiversity

Existing biodiversity will be protected, enhanced and de-fragmented. Opportunities will be taken for creation of new habitats within and surrounding the WUE.

- Development proposals must ensure that the adjacent SAC to the south of the development site is protected from direct and indirect effects of the development.
- Development proposals must ensure that other European sites that may be affected by the WUE are protected, including the effects that are in-combination with other developments;
- The adjacent and nearby Ancient Woodlands and wildlife sites must be protected;
- Development proposals shall seek to protect and enhance linear habitats and counter-fragmentation of habitats by the creation of substantial new habitats within the Green Infrastructure for the WUE.

Principle WUE 14

Open Space Network

The development of the WUE should:

- provide pleasant green pedestrian and cycle routes through the extension area linking neighbourhood centres, schools and community facilities
- provide routes to the wider open space network
- provide space for informal and formal recreation
- provide children's play areas in accordance with current policy
- encourage local distinctiveness, helping to define the local neighbourhood areas
- provide for allotments, community gardens, cemeteries, orchards, community gardens;
- provide accessible semi-natural green space in accordance with Natural England ANGSt.

Principle WUE 15

Public Realm Management

Viable and integrated approaches to the management of all open space must be submitted as part of any development proposal for the WUE. Should areas of open space be proposed for adoption by a third party e.g. parish council, Local Authority etc a detailed and costed long term Management and Maintenance Strategy for the relevant areas should be submitted for agreement as part of any forthcoming planning application (subject to prior agreement with the relevant third party). Developers will be required to maintain such areas of open space for a minimum of 5 years prior to adoption in order to be certain that planting is establishing and will grow on to achieve the design objective. A commuted maintenance payment providing for a minimum period of 20 years from the date of adoption of each phase will be sought as part of the developer obligations for the development.

Principle WUE 16

Sports Facilities

Awaiting Sport England/Charles Walker's input

Principle WUE 17

Employment

Development will be expected to provide employment opportunities for local people and trades throughout the construction phases in particular. Evidence in the form of a workforce agreement will be required to be submitted as part of any planning application.

- Other employment opportunities ?????
- Live work units???

Principle WUE 18

Phasing

If the development is undertaken from east in an anti-clockwise direction – this must be fully reasoned and justified and reasoned in the SPD to qualify for inclusion as a key development principle

Again, full justification and reasoning will have to be set out in the preceding sections to show why each neighbourhood should be substantially completed before the next neighbourhood is commenced.

Early development of 'Whitfield small extensions' – what is the status of these areas? i.e. can they be brought forward and developed separately from the overall phasing of the main neighbourhoods (perhaps as they do not require supporting infrastructure – or do they?) or is it necessary for them to be sequenced within the main phasing plan to ensure comprehensive development?

Principle WUE 19

Developer Obligations and Contributions

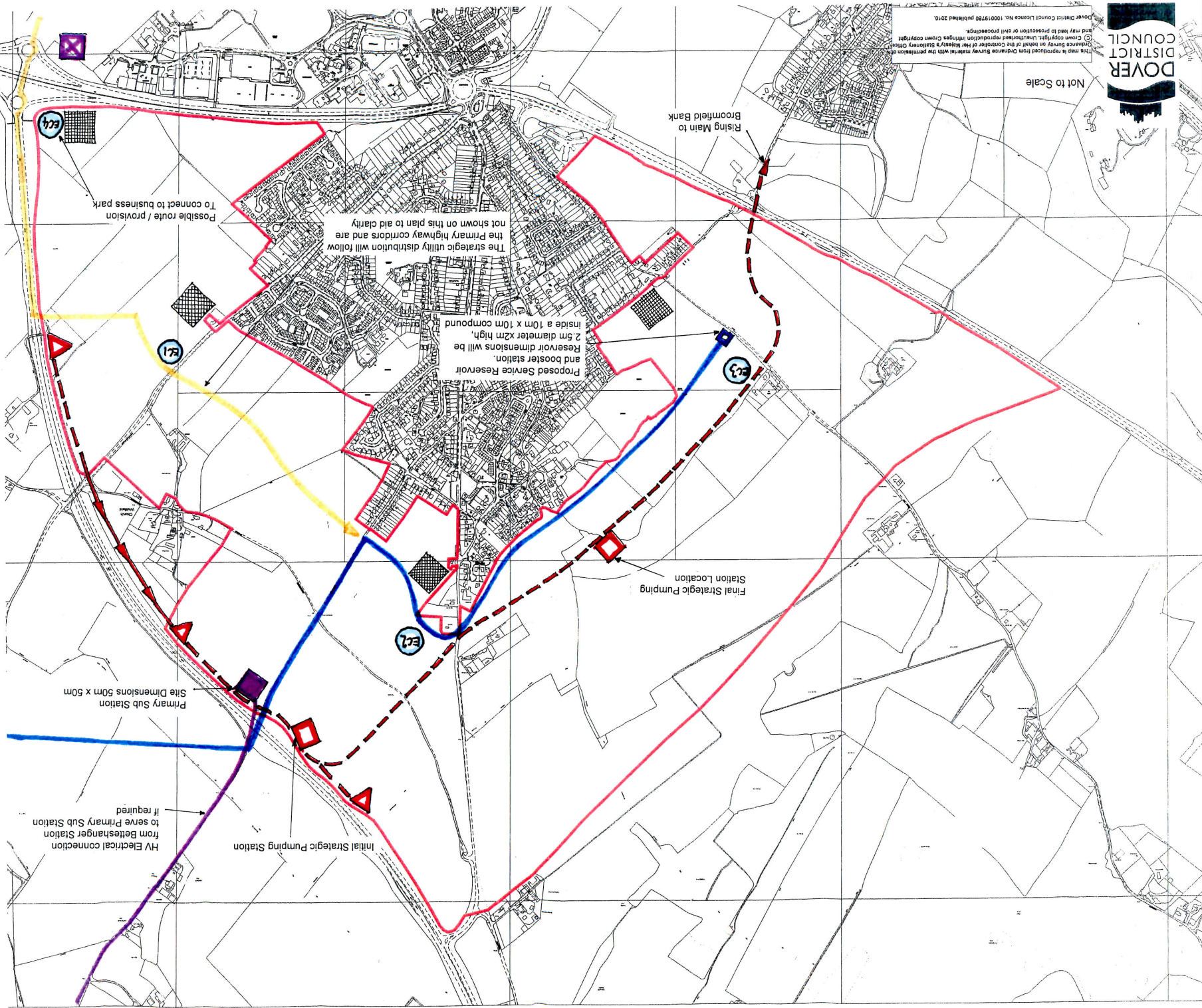
Financial viability appraisals which support developer contributions and obligations proposals will be required where appropriate. The Developer will be expected to fund the necessary independent assessment work the Local Planning Authority has to undertake.

-  Existing & Retained Woods and Hedges
-  Land Safeguarded for Agricultural Use
-  Strategic Green Infrastructure
-  Existing Residential Areas
-  Existing Open Landscape
-  SAC
-  SUDS
-  Allocation Area
-  Future Neighbourhoods
-  District Centre
-  Local/Neighbourhood Centre
-  Whitfield Extensions
-  Proposed Primary School Locations
-  Proposed Cemetery/Churchyard Locations
-  Proposed Primary Roads
-  Proposed Secondary Roads
-  Proposed Tertiary Roads
-  Existing & Retained PROW
-  Energy Centres
-  Listed Buildings

Scale: 1:7500 @ A2



For illustrative purposes only - the precise location and nature of development areas, route hierarchy and infrastructure will be subject to detailed consideration at the planning application stage.



- KEY**
- Proposed HV Cable Location
 - Initial HV cable connection from Dover Sub Station, with the connection from the Betseshanger Sub Station at a later Date. Sub Stations will be required through residential development to distribute LV power (approx 15 sub stations will be required, occupying 5m x 5m plots).
 - Possible Primary Sub Station Location
 - Possible location of Primary Sub Station if required or advised by EDF
 - Proposed Strategic Trunk Water Main
 - Proposed Strategic Water Main to connect in to the existing Martin Transfer Pumping Station (approx length 5.2km)
 - Potable Water Reservoir that can be moved up to 100m to achieve co-ordinated setting
 - Gravity Main
 - Pumping Main
 - Low Rise Pumping Station
Dimensions - 20m x 20m with 15m cordon sanitaire
 - Strategic Pumping Station
Dimensions - 50m x 50m with 15m cordon sanitaire
 - Potential Location for Energy Centre
 - EC1 = Compound should be a minimum of 3500m² with an anticipated stack height of 15m above ground
 - EC2 = Compound should be a minimum of 5500m² with an anticipated stack height of 15m above ground
 - EC3 = Compound should be a minimum of 3500m² with an anticipated stack height of 15m above ground
 - Ground Source Heat Farm
Approx 75m x 75m area, nothing above ground

Possible route / provision To connect to business park

The strategic utility distribution will follow the Primary highway corridors and are not shown on this plan to aid clarity

Proposed Service Reservoir and booster station. Reservoir dimensions will be 2.5m diameter x 2m high. inside a 10m x 10m compound

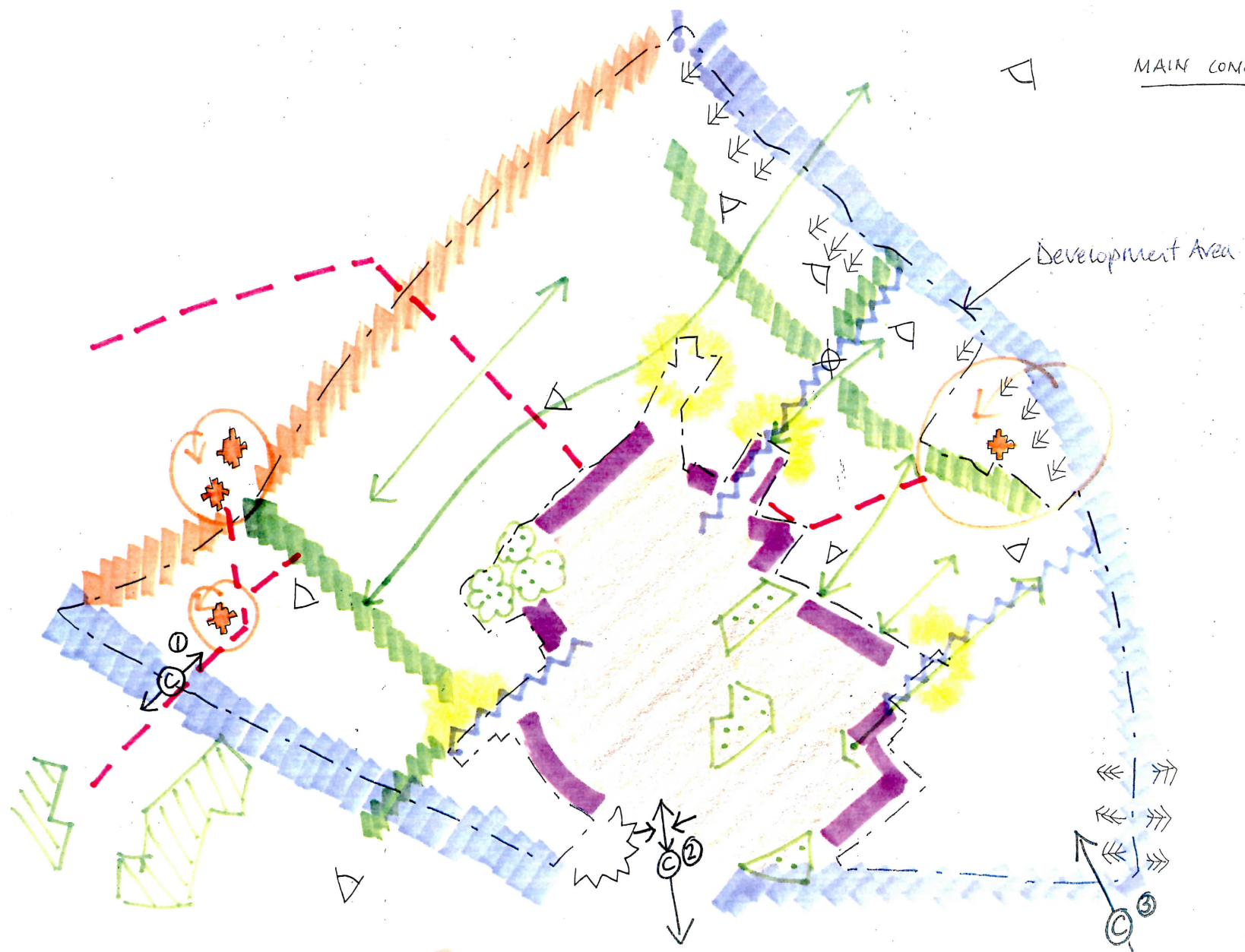
Primary Sub Station 50m x 50m

Initial HV cable connection from Betseshanger Sub Station, with the connection from the Dover Sub Station at a later Date. Sub Stations will be required through residential development to distribute LV power (approx 15 sub stations will be required, occupying 5m x 5m plots).

Final Strategic Pumping Station Location

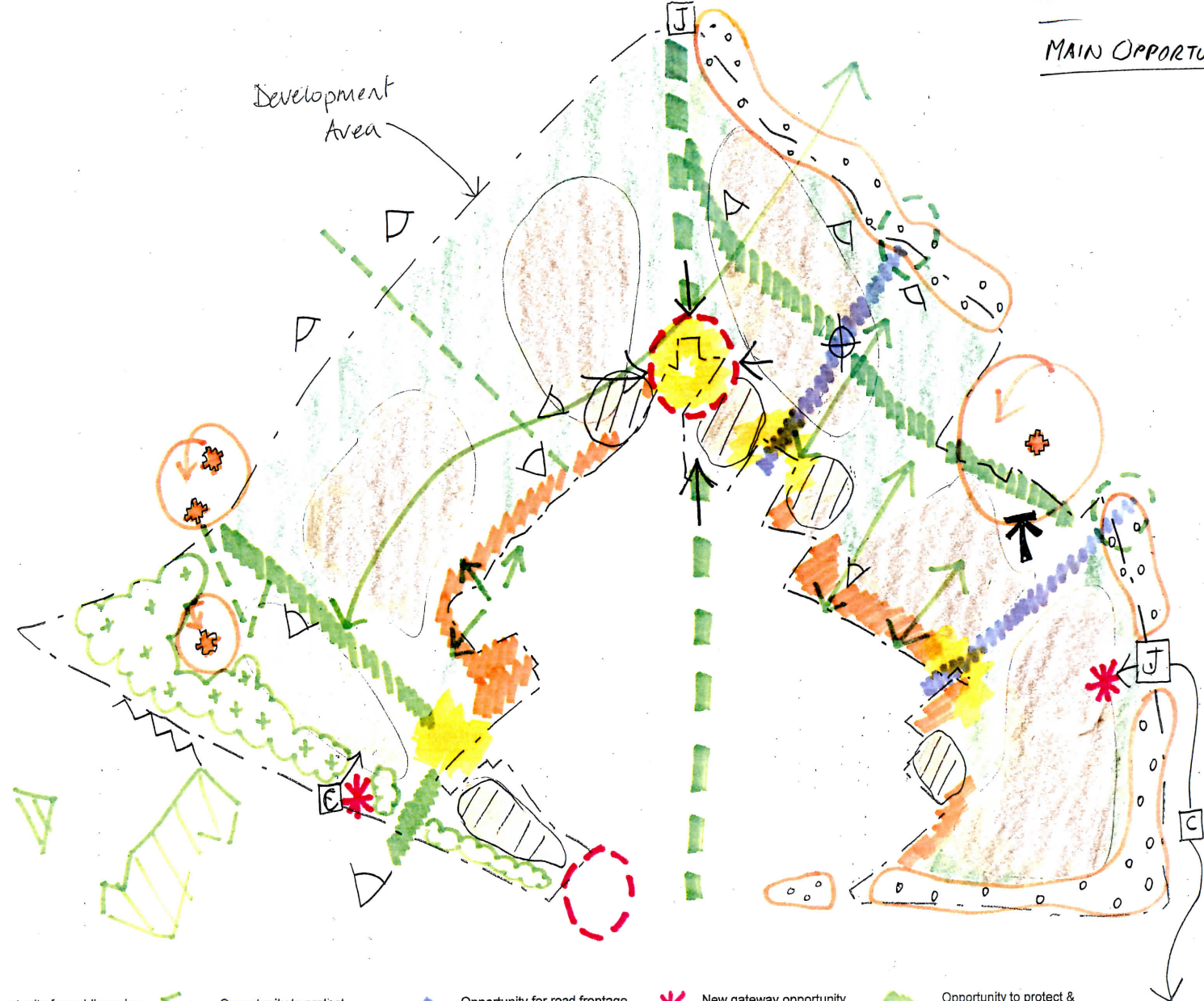
Rising Main to Broomfield Bank

MAIN CONSTRAINTS



- | | | | | | | | | | |
|--|---|--|--|--|---|--|--|--|---|
| | Ready access to SAC | | Undulating topography with views through development area | | Low density within village | | Gateway where existing built form end & countryside begins | | Footpaths under environmental pressure from development |
| | Whitfield Roundabout – Major Node. Only vehicle link to Dover | | Ridges and valleys under threat | | Sensitive sites – need protection historic interest | | Tree Preservation Orders | | Open countryside to north & west of development |
| | No ready access point to east | | Historic rural lanes contribute to GI network & biodiversity | | Listed Buildings – Setting & character will be affected | | Existing water courses | | Sensitive existing village edge |
| | SAC – Under environmental pressure from development | | Village lanes with distinct character & limited capacity | | Ancient woodland – Setting may be affected by development | | Key spot heights | | Landmark feature |
| | | | Potential for impact on existing open space | | Junction – limited capacity | | | | Unattractive feature |

MAIN OPPORTUNITIES



- Key
- Restricted SAC Access
 - Improved connectivity/strengthen link to Dover town centre from DA & village
 - SAC Deflection Zone & Green Space
 - Potential for enhancing footpath links (PROW)

- Opportunity for public realm improvements
- Opportunity for new access/junction improvements
- Development Area protection planting – contributes to GI network and provides opportunity for service location
- Green buffer zone – protects village edge and setting

- Opportunity to protect ridgelines and key vistas within site
- Opportunity to enhance/protect key view of sensitive area
- Opportunity to protect key landmark feature
- Opportunity to protect sensitive historic site and setting

- Opportunity for road frontage to reflect existing character route
- Opportunity to link ancient woodland with wider GI network
- Potential for gateway feature/transition area
- Opportunity to provide village centre

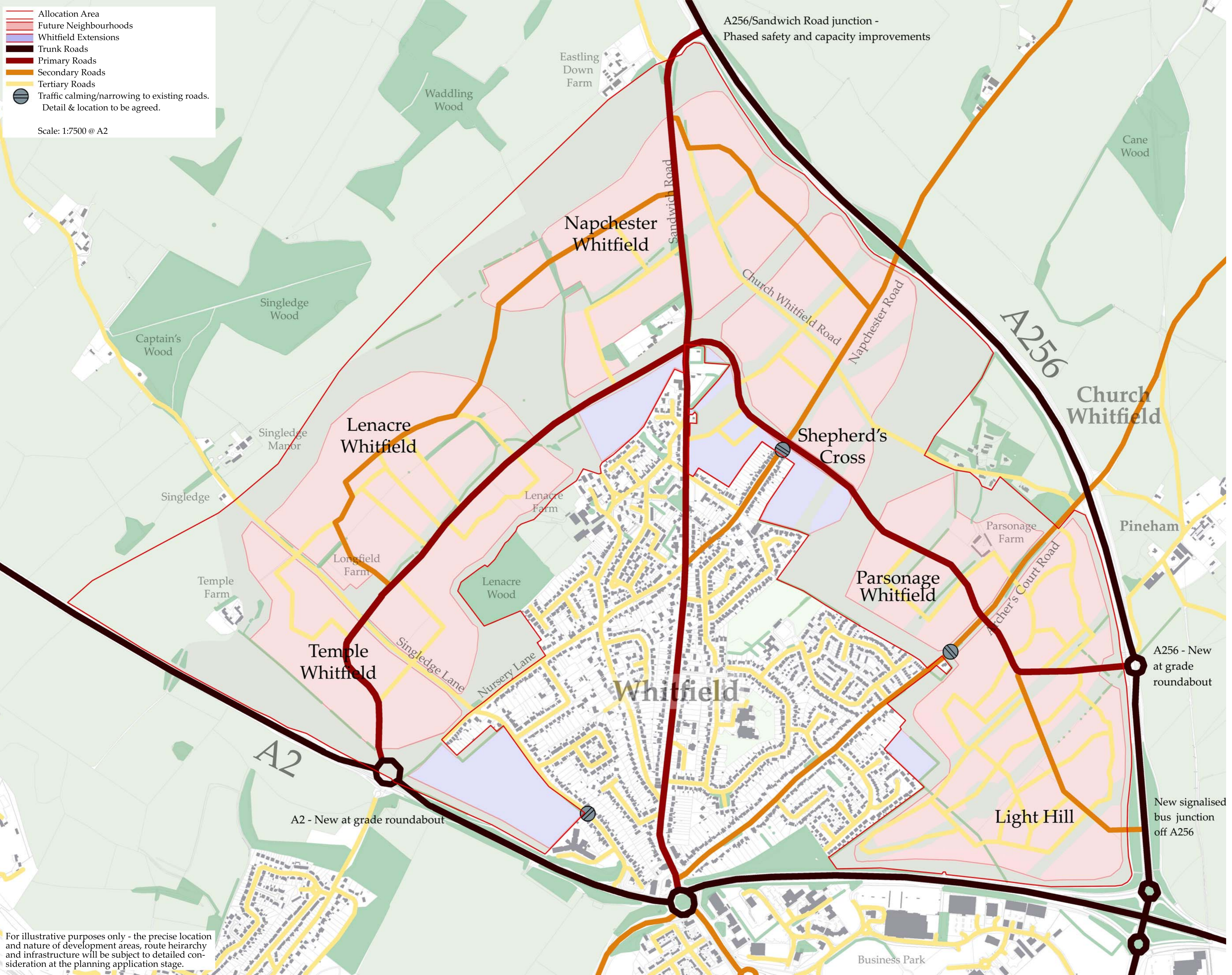
- New gateway opportunity
- Enhanced roadside planting – links to GI network
- Open Space – GI network
- Opportunity for development

- Opportunity to protect & enhance historic green routes
- Opportunity to enhance & improve key views
- Setting of Listed Building protection opportunity
- Node improvement opportunity

- Opportunity for village extension/ transition development area
- New countryside transition gateway

- Allocation Area
- Future Neighbourhoods
- Whitfield Extensions
- Trunk Roads
- Primary Roads
- Secondary Roads
- Tertiary Roads
- Traffic calming/narrowing to existing roads. Detail & location to be agreed.

Scale: 1:7500 @ A2



For illustrative purposes only - the precise location and nature of development areas, route hierarchy and infrastructure will be subject to detailed consideration at the planning application stage.

ISSUES ARISING FROM OVERVIEW AND SCRUTINY OR OTHER COMMITTEES

DISPOSAL OF MAYBROOK HOUSE, NEW STREET, DOVER

Decision Route

Cabinet	6 September 2010	CAB 29
Scrutiny (Policy and Performance) Committee	6 September 2010	
Cabinet	13 September 2010	

Scrutiny (Policy and Performance) Recommendation

The Scrutiny (Policy and Performance) Committee, at its meeting held on 6 September 2010, considered the report of the Director of Property, Leisure and Waste Management and Cabinet decision CAB 29 made at its meeting held on 6 September 2010, and made the following recommendation to Cabinet:

That it be recommended to the Cabinet that the Scrutiny (Policy and Performance) Committee does not support the sale of the freehold to Maybrook House at auction due to its concern over how the reserve price was calculated and the absence of information in the report on the book value of the freehold.

Cabinet Decision CAB 29

It was agreed:

- (a) That the freehold of Maybrook House be offered for sale at auction along with the leasehold on the terms outlined in the report.
- (b) That the Director of Property, Leisure and Waste Management, in consultation with the Portfolio Holder for Access and Property Management, be authorised to negotiate and agree the reserve price and any other terms for the auction, and to take any necessary steps to arrange for the disposal of the site.