



chapter two : development principles

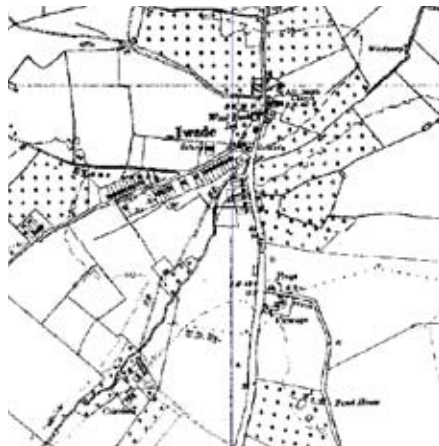
Fig 5. iwade village historical analysis



County Series 1st edition 1869



County Series 1st edition 1898



County Series Third Revision 1938



National Grid First Revision 1966

2.0 site analysis

Iwade is a small village located north of Sittingbourne, Kent, lying close to the A249 road that links Maidstone to Sheerness. The village offers local facilities, including a village hall, newsagents, Post Office and pharmacy. A local Primary School and pub add to these local amenities, which are generally located to the north of the village along School Lane and Ferry Road. A new medical centre on Sheppey Way provides a neighbourhood facility to the south of the village. Entrances to the village are located at School Lane, Sheppey Way and Grovehurst Road.

The sequence of historic ordnance survey plans illustrate the pattern of development in the village over time, whereby development has tended to spread southwards of the village. The historic core of the village is located at the convergence of School Lane and Ferry Road, where the Church can be found. Iwade is mentioned within Edward Hasted's "The History and Topographical Survey of the County of Kent" dated 1798. Here, Iwade is described as a low lying parish with 16 houses and 70 inhabitants, being hardly known except to those travelling towards the Isle of Sheppey. To the south of the village 2no. Grade II listed buildings can be found, being Coleshall Farmhouse (a timber framed 16th century building clad with painted brick and plain tiled roof) and the remains of a barn at the farm, originally constructed around 1700 and being timber framed clad with weatherboarding. These buildings are screened from the site by trees and planting, with the pattern of development at this point being dispersed with spacious gardens.



left: Coleshall
Farmhouse, image
courtesy Images of
England

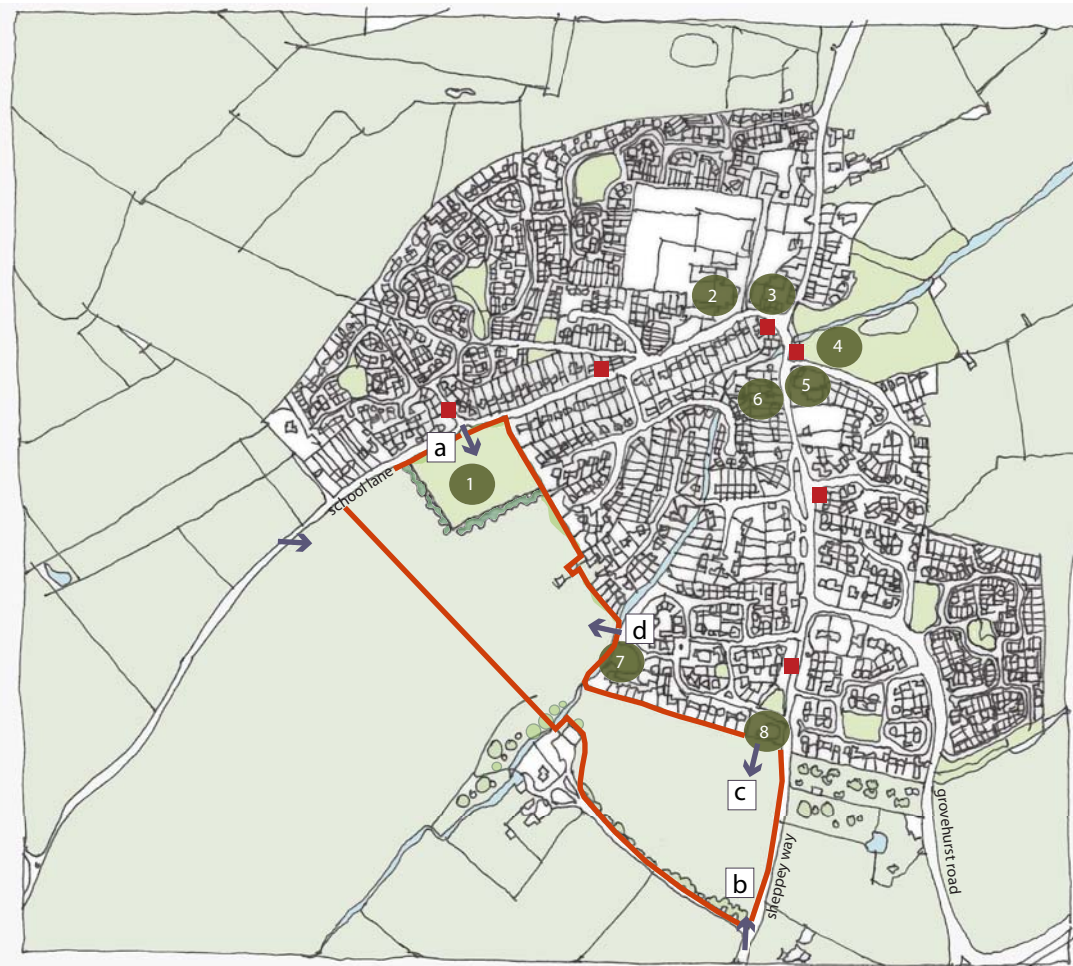


Fig 6. iwade village analysis

- | | | |
|------------------------|----------------------------------|------------------|
| public views into site | 1 recreation ground | 5 village hall |
| bus stops | 2 iwade primary school | 6 post office |
| iwade stream | 3 village shops | 7 play equipment |
| open space | 4 open space with play equipment | 8 medical centre |

2.0 site analysis (cont/...)

The site can be found to the south west of the village. It occupies a long, irregular shaped plot that stretches from School Lane to Sheppey Way and covers approximately 12.27 hectares. The land is predominantly agricultural, save for an area accessed from School Lane which is currently used as a recreation ground with children's play equipment. Although offering value as one of the largest areas of open space in the village, the space currently feels isolated and is not well overlooked and there is potential to improve on this situation. The site dips slightly in the centre where a stream divides the site, marked by bushes which are dense in areas. The site falls from School Lane towards the stream.

Trees within the site are limited to a small copse close to Coleshall Farm. Elsewhere, trees are generally confined to the site boundaries. On approach to the village from the south, a line of mature poplars delineate part of the south western site border. These trees form a defining feature of the entrance to the village and also offer ecological value. The site is separated from School Lane by a bund of hedgerow and trees. The north western site boundary is currently open towards the surrounding countryside.

Pedestrian access into the site is currently limited, however there is an under used footpath link located alongside the stream within the site. This offers value in terms of offering links across the village but requires improvement and perhaps more formal delineation. The recreation ground is accessible from School Lane but separated from the rest of the site by low level hedging. There are no existing vehicular routes within the site boundary due to the agricultural use and greenfield nature of the site.

2.0 site analysis (cont/...)

Although the site is bound by vegetation, views into it are obtainable from many different vantage points. On approach to the village from the south, glimpses of the site can be seen through the poplar trees and over the existing vegetation, with a more extensive vista provided at the access to Coleshall Farm. From the east, existing residential units and domestic curtilage generally screen the site such that views are not easily obtained. However, the Medical Centre car park (located where Sheppey Way meets Monins Road) provides for far reaching views across the extent of the site, over a low level fence. Similarly, from School Lane, breaks within existing hedgerow and the flat nature of the land allows good views across the site towards Sheppey Way across the site.



Fig 7. views into the site

2.1 planning policy context

A key element of this brief is to ensure consistency with existing and emerging planning policies at all levels; this means the policies of the Development Plan and other important planning policies, set out in the following documents:

- National guidance in Planning Policy Statements (PPS) and Planning Policy Guidance (PPG) which sets out Government policy and objectives for sustainable development;
- Development Plan documents comprising RPG9 and the Kent and Medway Structure Plan, both of which will be superseded by the South East Plan when adopted. Also Swale Borough Local Plan 2008;
- A range of best practice in urban design in Government – sponsored documents;

This section provides an overview of these policies as they relate to future development at Iwade.

National Policy

PPS1: Delivering Sustainable Communities, promotes planning for social cohesion, environmental protection, prudent use of natural resources and sustainable economic development. Good design is promoted, as is the integration of planning with other policies and programmes. PPS1: Planning and Climate Change supplement, lists key objectives including that new development should secure energy efficiency to reduce emissions and reduce environmental impact, provide resilience to climate change and conserve and enhance biodiversity.



Fig 8. the Development Brief pays due regard to policy documents



2.2 national policy

PPS3: Housing, requires new housing areas to be well designed and relate to the needs of the population. It also sets out the measuring standards for density.

PPS9: Biodiversity and Geological Conservation, states that “the aim of planning decisions should be to prevent harm to biodiversity and geological conservation interests”. Development should provide opportunity for building in biodiversity features as part of good design, and “maximise such opportunities in and around developments”. Proposals should pay due regard to surrounding designations including SSSI’s.

PPS12: Local Development Frameworks, advises authorities to consult on supplementary planning documents.

PPG13: Transport, promotes the integration of transport with land use planning with the objective of more sustainable choices of transport and better accessibility to shops and jobs, especially on foot or cycle and reducing the overall need to travel.

PPG15: Planning and the Historic Environment states with regards to the setting of Listed buildings that the setting of a Listed building is often an essential part of the buildings character. Development proposals should protect and enhance the setting of a Listed building at all times

PPG17: Planning for Open Space, Sport and Recreation, highlights the importance of open spaces and the public realm. It promotes assessments of the community’s need for such provision.

PPS25: Development and Flood Risk, sets out a methodology for selecting sites for development and emphasises the role of the Environment Agency when flood risk is a planning issue.

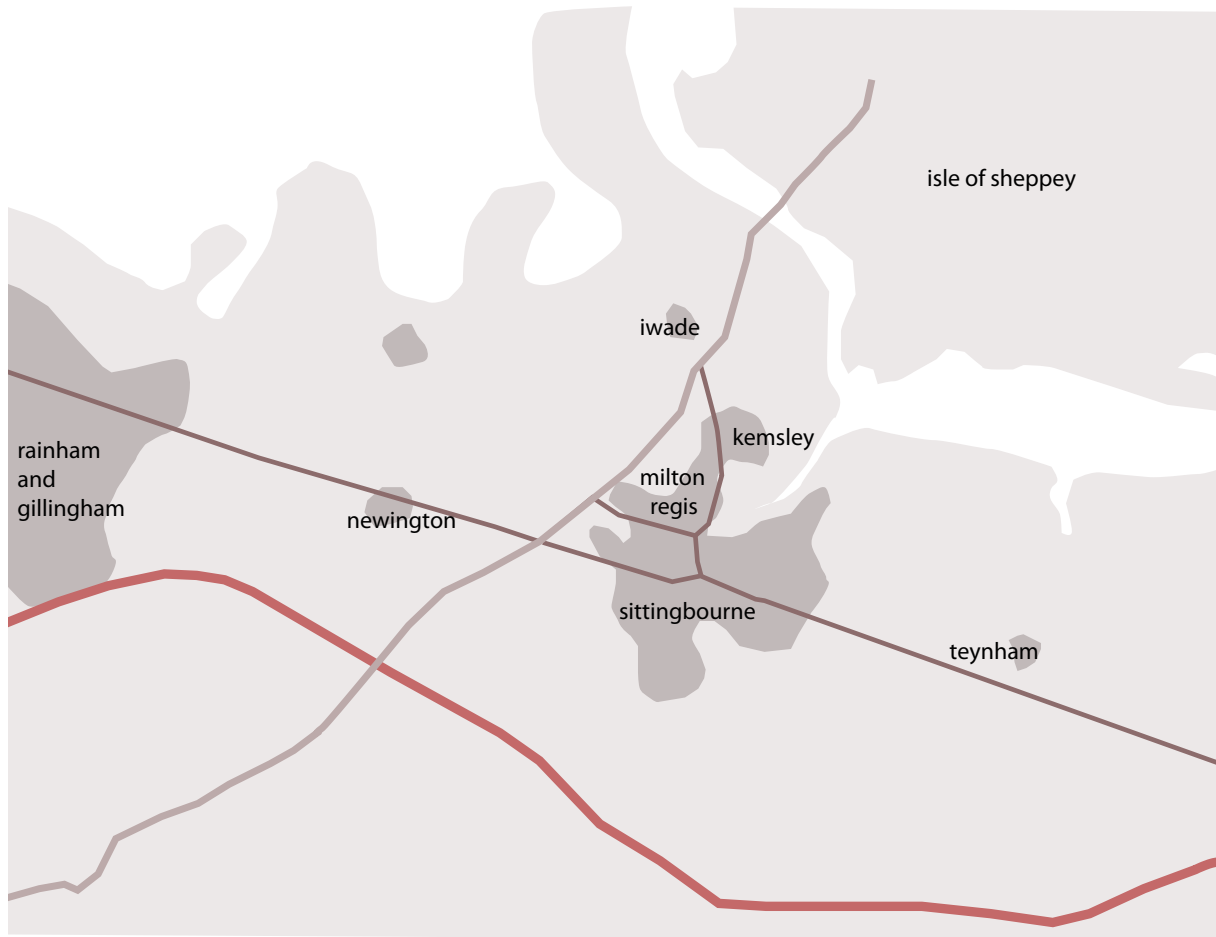


Fig 9. the wider picture; Iwade in relation to other key settlements

2.3 regional policy

The Kent & Medway Structure Plan (KMSP) seeks to ensure that development is of a high quality as set out in Policy QL1.

Police NR1 states that development should incorporate sustainable construction techniques and ensure that design and layout favours efficient use of energy and natural resources and a reduction in greenhouse gas through efficient use of resources.

The Plan also promotes the application of the principles in the Kent Design Guide (2005), a document which advocates high quality design and contextually appropriate proposals.

Key objectives for the design of new development in Kent are set out in the Guide. These relate to the issues of sustainability and seek to address how the development contributes to the promotion of mixed use development, reduced car use and sustainable travel choices, adaptable buildings and using sustainable materials that are easy to re-use and recycle.

The South East Plan is due to be adopted in Spring 2009. It has sustainable development at its centre and promotes prudent use of resources, better use of energy, reduction of waste, the focus of development on urban areas, better infrastructure, innovation in design to create a sense of place and meeting the housing needs of the population. Higher densities and better use of land are promoted as are measures to deal with flood risk including the use of sustainable drainage systems. Iwade is in the Plan's Thames Gateway growth area.

2.4 local policy

The policies of the Swale Local Plan (2008) emphasise sustainable development, avoiding harm to important environments, the efficient use of previously developed land, timely provision of infrastructure, a range of housing including affordable, sustainable economic growth, reduced energy and water use, better use of non-car transport and high quality well-designed and healthy environments.

Iwade Phase 2 is identified as a greenfield release to support the Thames Gateway Planning Framework (as per Policy TG1 of the Local Plan) and the Structure Plan. General development control policies on design, infrastructure and flooding are also reflected in policy AAP9 (copied in Section 1 of this Brief), which concerns the site itself.

Policy SP1 of the adopted Local Plan encourages a sustainable form of development. Policy SP2 concerns the environment, stating that all development proposals must protect and enhance the special features of the environment and promote high quality design. This is supported by Policy E19 which promotes the principles of good urban design. The proposed development site adjoins Coleshall Farm, a listed building. Policy E14 thus applies, requiring proposals to respect the setting of historic buildings.

Sustainable design and building techniques are expected to be incorporated into all aspects of new development as set out in Policy E21 and para 3.68, also advocating the BREEAM 'good' standard as a minimum.

In terms of transport, Policy SP6 seeks to ensure sufficient infrastructure. Policy SP7 and C2 lead on from this, promoting the inclusion of community facilities within development proposals where appropriate. Policy T1 requires safe access to new development.

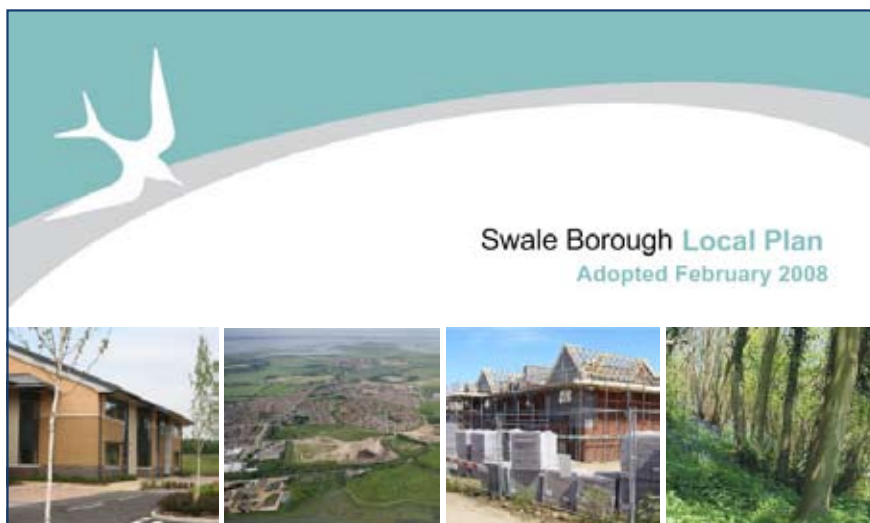


Fig 10.

2.4 local policy (cont/....)

The Development Brief housing allocation is further confirmed in policy H2 of the Local Plan, with Policy H5 (5) further confirming that a provision of 28% affordable housing is required at Iwade. The Council will seek necessary off-site highways infrastructure for new development that would cause capacity or safety problems. Car parking for new development must accord with KCC standards. New developments are to promote walking and cycle links, as well as better public transport access. Necessary community services provision must also be provided, for example, school places and libraries. The requirement for public open space to serve new development is set out in policy C3.

The site allocations (policy B14) confirm an indicative 0.9 ha for the 3,000 m² employment area required on the site in AAP9. This is supported by Policy SP3 of the Local Plan which looks to optimise the Borough's economic potential and also Policy B2.

The provision of a high quality design is an essential component of the planning process with regards to the development of the land adjacent to Coleshall Farm, and the outcome and Masterplan must have due regard to the guidance and advice on design in order to inform the process.

2.5 best practice in urban design

The proposed development of the area should be guided by general best practice and Government-sponsored documents which encourage good urban design. These include:

- By Design (2000), which aims to promote higher standards of urban design in planning and is intended as a companion guide to the planning policy guidance;
- Manual for Streets (2007) is aimed at the design of all streets for all modes of travel with an emphasis on considering the 'place' from the perspective of all users. It is ideal for implementation of housing layouts and ideas such as Home Zones can be included at this site;
- Better Places to Live by Design: A Companion Guide to PPG3 (2001) complements By Design. It aims to promote principles of good design. Its focus is on the urban design principles and approaches which underpin successful housing, not just the architectural treatment;
- The Urban Design Compendium (2000) provides guidance on achieving high quality design at all stages of the urban design process;
- Secured by Design (1994) is produced by the Association of Chief Police Officers and provides advice on designing-out crime, further guidance is provided by Kent Police and any scheme should ensure that due regard is paid to the principles contained within such documents;
- Kent Design Guide 2006 prepared by Kent County Council and the Kent local authorities predates Manual for Streets and is therefore under review, but offers a useful reference point for some aspects of the design process.

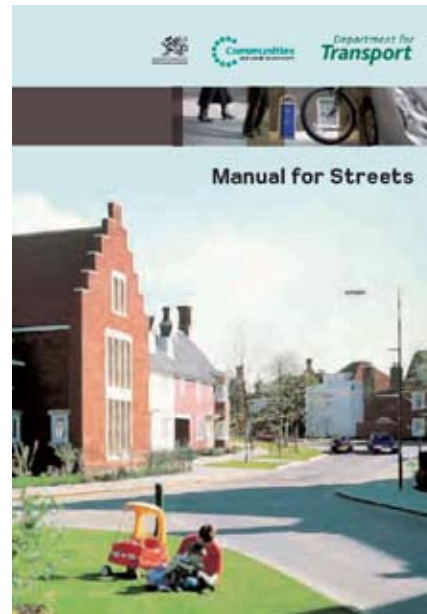
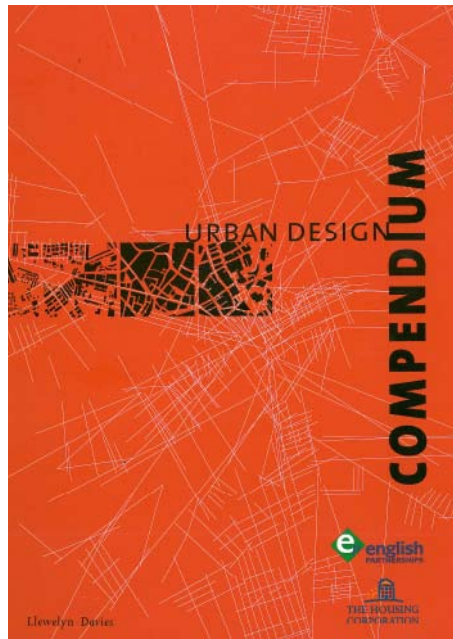


Fig11. the Masterplan will be influenced by key urban design texts in order to create a safe and attractive environment

2.5 best practice in urban design (cont/..)

These documents contain a wide range of common objectives encouraging good urban design principles. These include:

Sustainability

- Promote the re-use of existing buildings and previously developed land (PPS3; Towards an Urban Renaissance);
- Encourage housing development which makes more efficient use of land (between 30 - 50 dwellings per hectare net), and higher densities in locations such as town centres and areas close to public transport (PPG3; Towards and Urban Renaissance);
- Encourage lower parking standards (PPS3; PPG13; Local Authority Standards);
- Integrate the natural and man-made environment to maximise energy conservation and amenity (Urban Design Compendium).

Character

- Create development that responds to its context and achieves a distinctive, safe and high quality public realm (Manual for Streets);
- Respond to and reinforcing locally distinctive patterns of development, landscape and culture (By Design);
- Encourage a distinctive design response that arises from and complements its setting (Urban Design Compendium);
- Promote legibility through development that provides recognisable routes, intersections and landmarks to help people find their way round (By Design);
- Clearly define public and private space by promoting continuity of street frontages and the enclosure of space by development (By Design).

2.5 best practice in urban design (cont/..)

Movement and the Public Realm

- Achieve ease of movement by putting people before traffic (By Design; Urban Design Compendium, PPS3);
- Design the movement network to create a sense of place and community (Manual for Streets);
- Promote spaces and routes that are attractive, safe, uncluttered and work effectively for all in society (By Design; Urban Design Compendium);
- Generate a safe and secure public realm (Secure By Design).

Land Use and Flexibility

- Mix uses and building forms to provide visually stimulating and enjoyable places (Urban Design Compendium; By Design);
- Promote adaptability through development that can respond to changing conditions (By Design);
- Create mixed and inclusive communities by providing a range of housing types and housing tenures (PPS3).

Security and Safety

- Provide natural surveillance: neighbours should be able to see each other's houses (Secured by Design);
- Routes should be well lit, overlooked and busy. Residents should be able to choose alternative routes (Secured By Design);
- Play areas or communal space should be located where they are overlooked (Secured By Design);
- Mixed land uses and active frontages to the ground floor enable security throughout generating greater vibrancy and surveillance (By Design, Urban Design Compendium).



Fig 12. images (c) Manual for Streets



2.6 existing land use and sustainability

The existing use of the site is for agriculture. The area just to the south of School Lane is a recreation ground. Because of these uses and the greenfield nature of the site, it is considered highly unlikely that contamination will be present.

The principles of sustainable development are set out within national planning policy guidance (such as PPS1 and its Supplement), strategic planning policy (in the Kent & Medway Structure Plan) and emerging regional policy (in the draft South East Plan). These require that proposals should seek to reduce their impact on the environment by reducing energy consumption and by achieving a reduction in the need to travel, especially by private car, so as to reduce carbon dioxide emissions. Concurrently, proposals should be designed to secure a higher quality of life whilst minimising impact on the surrounding area.

In order to secure this degree of sustainability a number of objectives are outlined to which the development should comply. This includes:

- enhancing the environmental quality of the site through planting and landscape proposals;
 - ensuring a contextually appropriate design which complements local character and amenity;
 - seeking to minimise resources and the use of energy;
 - taking account of landform, layout, building orientation, massing and landscaping to minimise energy use, including avoiding excessive solar gain in Summer;
 - ensuring a high quality of design and materials;
 - formulating a layout which minimises the need to travel with particular emphasis on encouraging walking, cycling and the use of public transport;
- cont/...

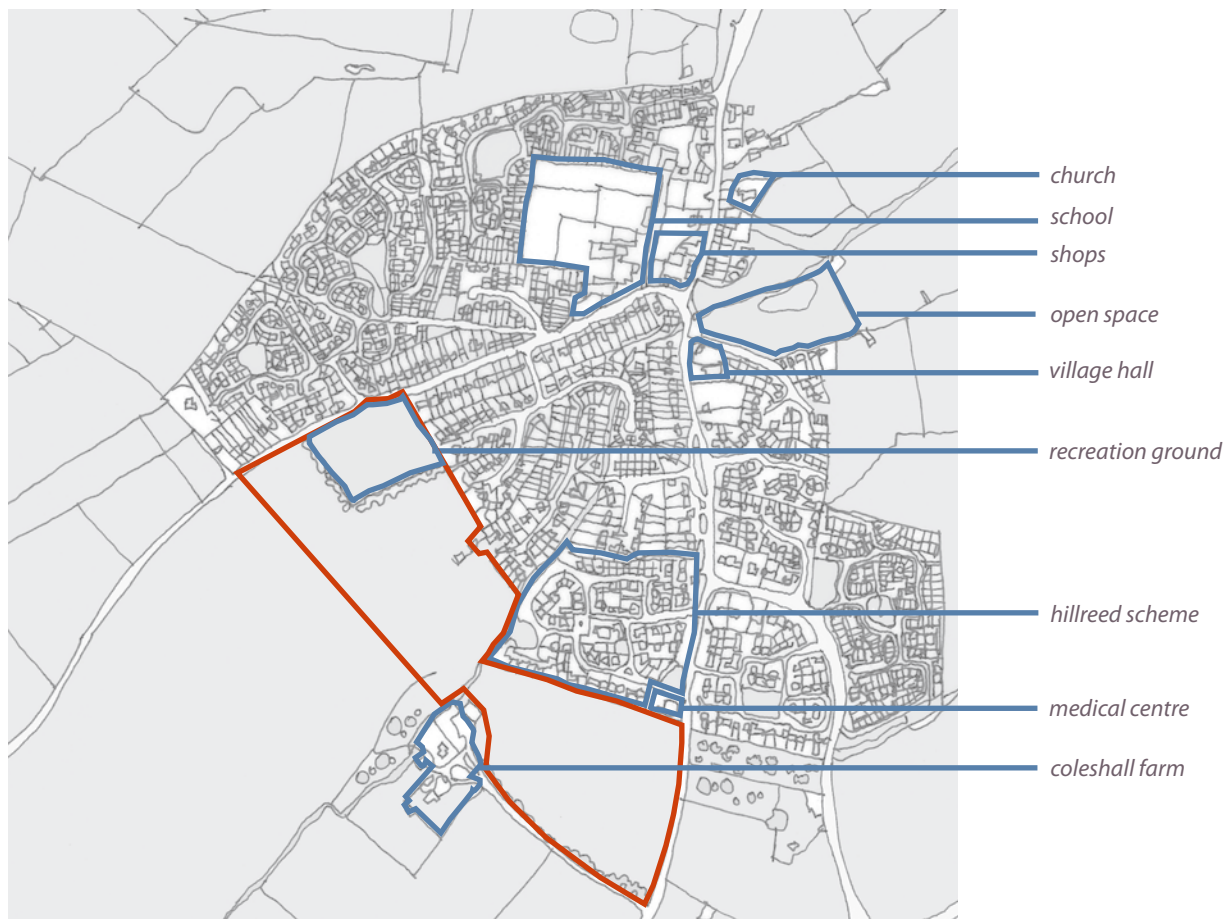


Fig 13.

2.6 existing land use and sustainability

- facilitating social inclusion and assist in promoting sustainable lifestyles;
- reducing the waste stream by good on site waste management and recycling policies, and improve biodiversity by where possible leaving natural landscapes to develop and flourish;
- reducing the drain on finite resources such as water by including water efficient features such as flow regulators on taps and showers, low flush toilets and where practical water butts;
- saving energy by including low energy light fittings and reduce Co2 emissions by increasing insulation;
- educating new residents by providing them with important energy saving, water reduction and recycling tips.

The development will seek to respond and comply with current environmental guidance including the 'Code for Sustainable Homes' DCLG, 2006. The development should achieve Code 3 for all tenures.



Fig 14. examples of house types in the village. Although development tends to be modern, there are some older style properties including 1930's semi-detached dwellings and listed buildings closer to the Church

2.7 design approach

It is of the utmost importance to provide a scheme which responds positively to the existing pattern and scale of development within the village. This includes the design of the employment floorspace required under Local Plan Policy AAP9.

Development at Iwade has traditionally taken the form of two storey family houses, although new schemes in the village have included rooms in the roof to provide up to 3 storeys and there is some single storey development. Historic buildings are generally confined to those located along Ferry Road where it meets School Lane, and where the Parish Church can also be found. The over-arching existing village character can be described as including a predominance of modern housing which forms the principal impression of the village from its various approaches. More recent schemes have been successful in providing character by providing shared spaces, typical Kentish details such as grass verges, and a mix of houses types to provide visual interest, and development at this site should seek to echo this. However, it is just as valid in design terms to consider a modern architectural solution as long as it is sympathetic to its context.

The design and layout of the proposed development should address a number of key objectives. This includes the creation of a housing area with a sense of place that respects local traditions and character through inclusion of common building materials and styles; the provision of a neighbourhood that relates to the topography and the form of the existing urban areas surrounding the site by relating height to the sites landform; and the provision of a residential scheme that incorporates a full range of house-types, including affordable housing to achieve social inclusion at a density of around 40 dpha (allowing for variation across the site to provide a looser or tighter grain where appropriate) for the efficient use of land and to respect the grain and pattern of surrounding development.

Fig 15. proposed taller buildings



concentration of taller buildings (3 storeys) central to the site

smaller area of 3 storey - to provide delineation on approach to the village

2.7 design approach (cont/...)

The scheme should look to incorporate sustainable forms of construction as an integral part of the design, and create connected footpaths, cycleways and green spaces to encourage the use of public transport and access to local bus services.

Proposals should provide a varied scale of development including 1, 2 and 3 storey buildings, with variety achieved through roof forms and dormers in order to create visual interest. The use of an appropriate palette of materials is essential in order to ensure cohesiveness with the existing village stock and provide local distinctiveness. Such materials should include red or yellow stock brick, clay tiled roofs and tile hanging. Newer development in the village has utilised white painted weatherboarding which would also be appropriate at this site.



higher density central to the site : 40-45dph

medium density close to the stream : 35-45dph

lower density close to existing residential areas and open countryside : 30-35dph

Fig 16. proposed density



Fig 17: much effort should be invested in creating the right mix of materials and features to create a harmonious and aesthetically pleasing environment

Below: materials and public art can be used both to create a sense of place but also to enliven the site and assist in way finding for example, in accordance with Policy E22 of the Local Plan



2.7 design approach (cont/...)

Links should be provided to the surrounding area, facilitating relationships between existing housing areas and open space within the site. Local residents should be able to access proposed facilities preferably by foot or cycle. Buildings should ensure a pattern of development based on a coherent network of streets and squares where public art can be provided. This has been successfully achieved within new development provided at Monins Road and Colson Drive for example, where 'the seed' sculpture has been used to great effect. This pattern should incorporate an internal framework of open space linked with footpaths and cycleways, providing for sustainable transport choices which also link two existing entrances to the village located at Sheppey Way and School Lane.

Within the site, it will be important to ensure a sense of human scale but to introduce buildings which define frontages or vistas so that a sense of place is created. 'Gateway' or focus buildings will be especially important at key access points. In this context, the provision of development that creates a series of detached, terraced and semi-detached dwellings would be consistent with the character of nearby housing. This type of development would reinforce the character of the area and the wider village.

It will be important to ensure that any scheme looks to design out crime as far as possible. This will mean the provision of well overlooked public areas and footpaths/cyclepaths, and clearly defined and defensible private and public space, as per Secured By Design.

The employment facilities should be designed with function in mind. The proposed facilities should be of an aesthetically pleasing form, with special attention paid to the Sheppey Way frontage.

2.8 affordable and mix of housing

In order to provide for a mix of homes that cater for a wide range of people and different circumstances, the proposal should ensure that a number of dwellings are provided that will create affordable accommodation. This should be provided at a rate of 28% of the overall provision as has been agreed through the Local Plan. Provision of such units will be to the same standard of construction as the private dwellings for sale.

The split of affordable housing should accord with demonstrable need but there may be flexibility if agreed by all parties. The percentage of social rented units is likely to be 60%, with the remainder being shared ownership or for key workers.

All affordable housing should meet design standards set out by the Housing Corporation. A percentage of the affordable provision as practical should achieve Lifetime Homes standards.

In order to promote social inclusion, affordable and private units should be well integrated and indistinguishable. Affordable housing should be provided within a wide range of dwelling types.



Fig 18. existing landscape context

- | | |
|---|-------------------|
| * key open space areas with children's play equipment | agricultural land |
| ■ smaller open space with children's play equipment | wooded areas |
| ● other open space as part of development | trees |
| | hedges |

2.9 landscape

The surrounding landscape character of Iwade is rural, being predominantly comprised of large, flat fields interspersed with hedgerows. The village currently offers two primary areas of open space; the large recreation ground within the site to the south of School Lane; and an area located at Woodpecker Drive, which also includes children's play equipment. Smaller areas of open space can be found within newer developments in the village, some of which offer play equipment.

The landscape character of the site has been described as sloping towards the stream (where the site dips), with trees and hedgerows concentrated on the periphery of the site save for a central area whereby a stream divides the site into two. One mature tree can be found in the centre of the southern part of the site. A row of large mature poplars mark the site on approach from the south and effectively mark the 'boundary' of the village at this point. The poplars will form the basis for a future landscape buffer zone that will also encourage biodiversity and thus be of long term use when the poplars reach the end of their natural life. The proposed Masterplan should ensure a sufficient level of open space in accordance with Local Plan policy AAP9 and NPFA-FIT standards. Detailed proposals should ensure open space benefits for the whole community in a variety of formats across or off the site.

New areas of open space or areas of habitat value should be easily accessible by foot and cycle and link into a network of access routes to allow for a high level of permeability (in accordance with the Swale Green Grid Strategy). Planting should be used to break up the massing of the development and to soften the scheme. Boundary planting can be incorporated on the School Lane and Sheppey Way frontages. Further buffer planting should be included between the site and countryside appropriate to the design and layout of houses, but if intended to count as public open space it would need to be 5 to 7m deep.

The proposal should retain the existing recreation ground. Consideration should be given to bringing this open space into public ownership and improving the facilities currently on offer, such as larger pitches, better parking, and a pavilion.



Fig 19. the area around the stream could become a significant habitat/open space area (c) Google Earth

2.10 ecology

The site is greenfield and historically used for agricultural purposes. An ecology survey has concluded that the habitat is unlikely to support Great Crested Newt colonies. Further, the stream running through the site is considered unsuitable for water voles.

As per PPS9 para 14, development should seek to provide opportunity wherever possible to accommodate and improve biodiversity.

The layout should seek to provide for new planting and open space, which will provide potential for habitat areas and allow for informal planting that will encourage wildlife and local flora. A habitat area should be incorporated central to the site which makes the most of the presence of the stream as an asset of the site.

The companion guide to PPS9 advises on how to build in biodiversity, ranging from nesting spaces for swifts, bird boxes and bat boxes to major new biodiverse areas formed alongside development. Biodiversity can also be incorporated into wildlife - friendly landscaping, installation of sustainable drainage schemes and other small features of benefit.

2.11 flooding issues

The Iwade stream flows through the village in a north-easterly direction. The Environment Agency flood maps show that land adjacent to this watercourse is liable to flooding.

Development at this site must ensure that flooding is not exacerbated in conformity with PPS25: Development and Flood Risk.

Peter Brett Associates have previously prepared Flood Studies on behalf of Hillreed Homes and Swale Borough Council (2004). These have ascertained that Iwade is not tidally influenced and that previous flood events are largely attributed to under sized or blocked culverts. The Iwade Stream is now maintained by the Environment Agency and as a result of discussions between the parties it has been agreed to relocate a trash screen which the Environment Agency consider will improve water flow and reduce the risk of flooding.

The reports put forward a number of options with associated costs, but these related to a much larger development area than the AAP9 allocation. For this site, it is considered acceptable to mitigate against flood risk by locating development away from the potential flood area, whilst incorporating a detailed Sustainable Urban Drainage (SUDs) scheme. Development should ensure that such a scheme allows water run off at or below existing agricultural rates to the satisfaction of the Environment Agency.

It will be necessary to ensure that the long term future of the SUDs is guaranteed through effective management and ownership either through a management or utility company.

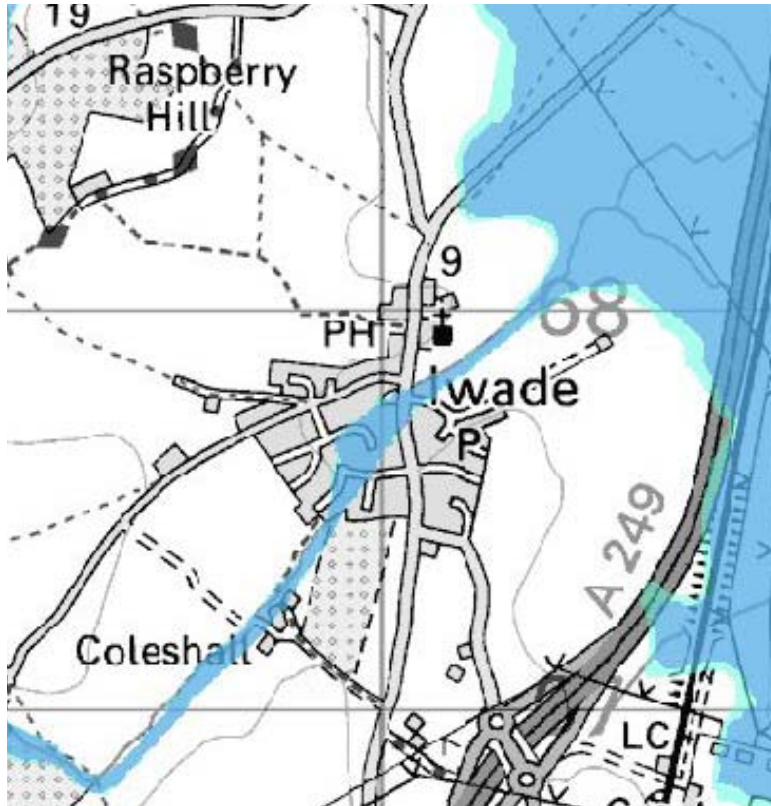


Fig 20. map produced by the Environment Agency

2.12 access and movement

As an undeveloped site the main issues concerns the ability of the site to a) ease traffic distribution in Iwade through a west to south link, b) improve bus permeability and c) create and improve walking and cycling routes as direct as possible to local service such as the School and Post Office. The farm track to Coleshall Farm must be retained.

There is currently a traffic calming initiative in Iwade which works successfully in improving vehicle awareness and slowing traffic. The site access strategy should take the same approach, placing pedestrian and cycle safety before vehicle movement, extending the traffic calming to meet proposed new access points and providing a more visible village entrance feature at Sheppey Way. Opportunities for effective cycle way/footpath links to the employment area at Ridham and Kemsley must be fully explored as part of the transport aspect of any planning application.

Roads through the site, particularly the main spine road, should have a strong green emphasis, being defined by trees and planting where appropriate. In particular the highway design as it passes through open space and crosses the stream will be critically important to the rural character of this space and may require non standard solutions as encouraged by Manual for Streets.

Iwade is well served by bus via Arriva, with a number of bus stops located along School Lane, Ferry Road and Sheppey Way. Services operate hourly to Maidstone, Sittingbourne, Minster and Chatham. The site access road must be designed to allow a future bus route through the site to provide links across the village and encourage sustainable transport.

All dwellings should have an appropriate level of private parking, proposed to be at the higher end of KCC maximum vehicle parking standards, in accordance with Policy T3 of the Local Plan. The provision of this should be in a form that is convenient for use by residents and visitors and that prevents the need for informal parking on the highway, whilst minimising impact on the street scene.

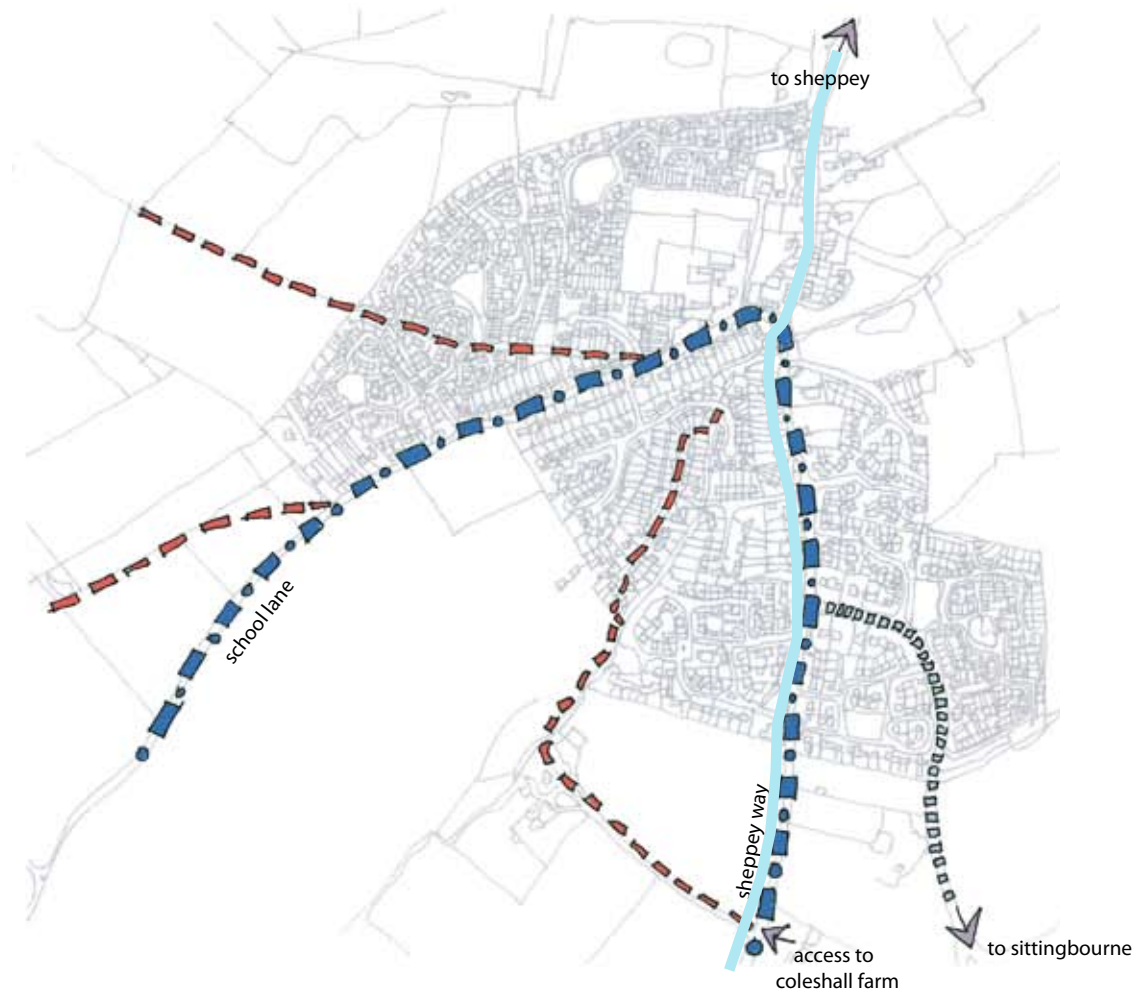


Fig 21. existing access networks

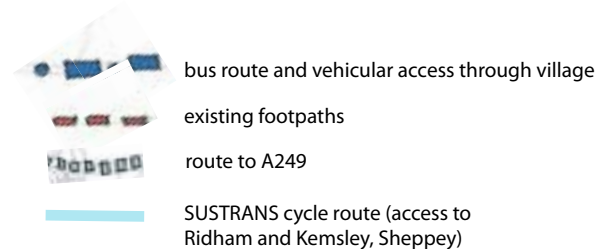




Fig 22. plan showing location of main gas and water on northern part of site

2.13 infrastructure

An Archeological Desktop Study by CgMs shows that there is archeological potential for the Bronze Age, Iron Age and Medieval periods. It concludes that archeological potential for all other periods of human activity is low. Past land use is unlikely to have had any significant archeological impact. It appears unlikely that the site's archaeological interest would affect the site layout by requiring preservation in situ.

Development at the site will require appropriate measures before implementation of groundworks. The Archaeological Desktop Study has recommended that a planning condition should be attached to an approval to secure this.

A Utility Site Investigation Report has been prepared by Premier Energy. This confirms that all utilities needed to support the development are capable of being provided from the existing network.

Substantial gas and water mains that run across part of the site from School Lane to the stream will need to be taken into account.

Development Contributions

Development at the site will be expected to meet development contributions at a level agreed at the time of a planning application. This will include affordable housing, maintenance of public open space, public art and waste and recycling etc. Discussions with KCC representatives has indicated that contributions will be required towards the primary school, adult education, library, youth service and adult social services.

Local Plan Policy T2 requires contributions to highway infrastructure if capacity and/or safety problems will occur as a result of development and states that the Council will seek a contribution in accordance with Circular 05/2005 and SPD on Development Contributions, towards the remainder of Sittingbourne's Northern Relief Road

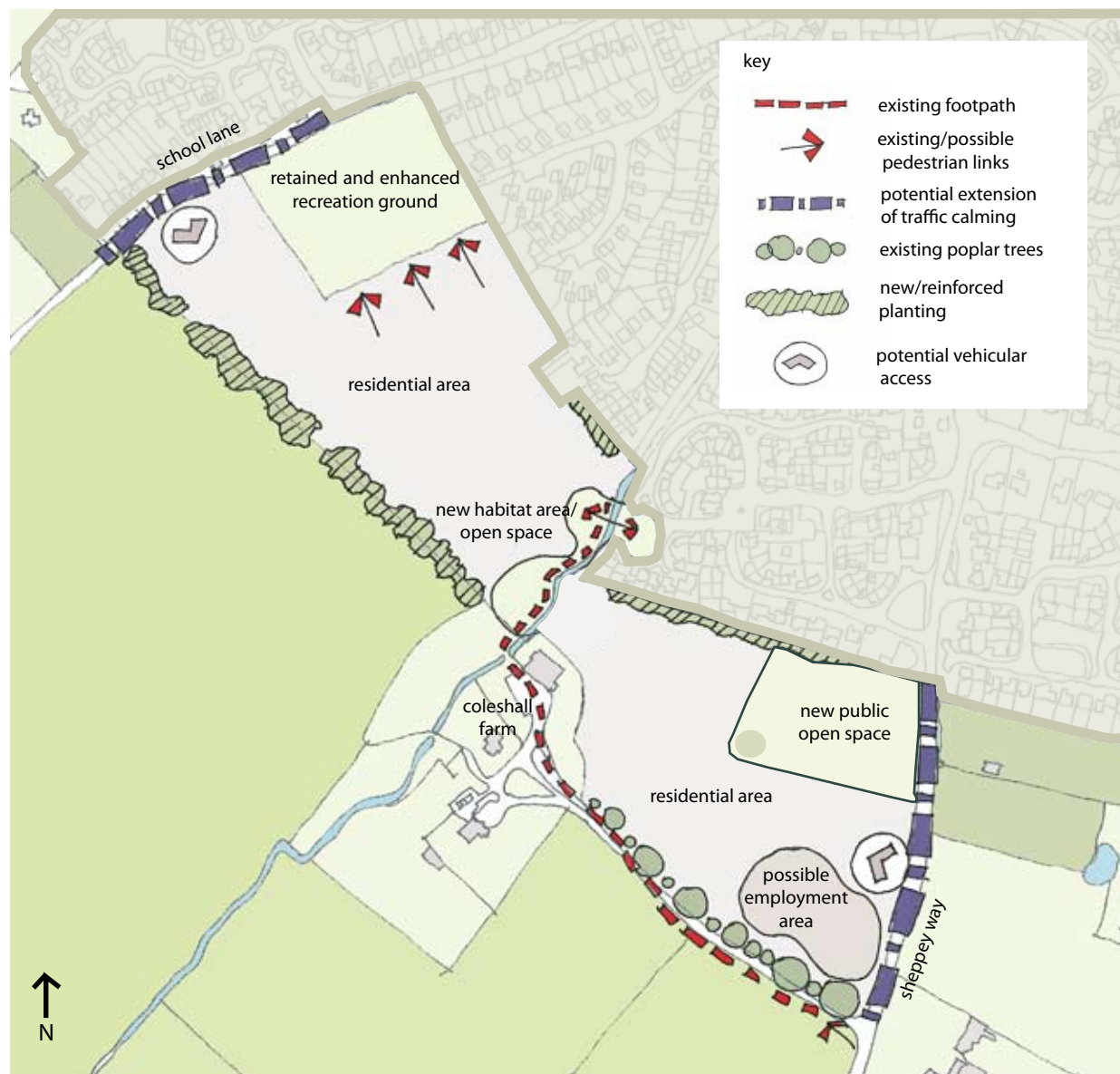


Fig 23. opportunities and constraints plan

2.14 summary: constraints and opportunities

The proposal presents an opportunity to extend the existing traffic calming system that operates within the village. This will slow down vehicle speeds along the main entrance routes, facilitate the introduction of a main 20mph vehicular route through the site that links School Lane to Sheppey Way and also be suitable for buses.

The existing line of mature poplars will be retained and enhanced with a planting buffer zone and will act as a screen and a visual indication of the new boundary of the village. There is scope to place the required employment area close to Sheppey Way, affording easy access to the road network and avoiding business related through traffic within the development. There should be a separate access point for the employment uses.

In landscape terms, there is significant opportunity to use the stream to create a habitat area and semi-natural open space, as a feature of the scheme. This could link into the existing footpath at this point (which is currently under used and neglected) and provide a link to existing housing at Monins Road. Opportunity should be taken to increase permeability into the recreation ground through the provision of footpaths from the south. There is also opportunity to transfer this space into public ownership to the benefit of the community. A footpath could also be created which allows links to the Medical Centre to aid pedestrian and cyclist movement to this key facility and avoid reliance on the car.

Due to the junction requirements most of the hedgerow along the Sheppey Way frontage will be replaced. Hedgerow north of School Lane will be retained. A new line of planting can be accommodated to the western site boundary, to soften the transition from the village to open countryside, but use can be made of this edge so that houses front on to it, rather than establishing a rear fenceline.